PLACEWORKS

February 2016 | Public Review Draft

CARMAX PROJECT ENVIRONMENTAL REVIEW

Initial Study/Mitigated Negative Declaration

for the Town of Colma

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Prepared By:

PlaceWorks
1625 Shattuck Avenue, Suite 300
Berkeley, California 94709
510.848.3815
510.848.4315 (f)

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In Association With:

Hexagon Transportation Consultants, Inc.

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INITIAL STUDY CHECKLIST

The proposed CarMax Project is a project under the California Environmental Quality Act (CEQA). This Initial Study was prepared by PlaceWorks for the Town of Colma. This Initial Study was prepared pursuant to the CEQA (Public Resources Code Sections 21000 et seq.), CEQA Guidelines (Title 14, Section 15000 et seq. of the California Code of Regulations).

1.	**Project Title:**	CarMax Project Environmental Review
2.	**Lead Agency Name and Address:**	Town of Colma Planning Department 1190 El Camino Real Colma, CA 94014
3.	**Contact Person and Phone Number:**	Michael P. Laughlin, City Planner (650) 757-8896
4.	**Project Location:**	435-455 Serramonte Boulevard Colma, CA 94014
5.	**Project Applicant's Name and Address:**	Amanda Steinle CenterPoint Integrated Solutions 1240 Bergen Parkway, Suite A-250 Evergreen, CO 80439
6.	**General Plan Land Use Designation:**	See Land Use and Zoning Designation section below.
7.	**Zoning:**	See Land Use and Zoning Designation section below.
8.	**Description of Project:**	See Project Description section below.
9.	**Surrounding Land Uses and Setting:**	See Surrounding Conditions section below.
10.	**Required Permits and Approvals:**	See Required Permits and Approvals section below.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by the project, involving at least one impact that is a Potentially Significant Impact, as indicated by the checklist on the following pages.

- ☒ Aesthetics
- ☐ Agriculture and Forestry Resources
- ☒ Air Quality
- ☒ Biological Resources
- ☒ Cultural Resources
- ☐ Geology & Soils
- ☐ Greenhouse Gas Emissions
- ☒ Hazards & Hazardous Materials
- ☐ Hydrology & Water Quality
- ☐ Land Use & Planning
- ☐ Mineral Resources
- ☐ Noise
- ☐ Population & Housing
- ☐ Public Services
- ☐ Recreation
- ☐ Transportation & Traffic
- ☐ Utilities & Service Systems
- ☐ Mandatory Findings of Significance

Determination:
On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Steve Noack, AICP, Principal
PlaceWorks (Consultant)

2/4/16
Date

Approved by:

Michael P. Laughlin, AICP, City Planner
Town of Colma Planning Department

2/4/16
Date

A. Overview and Background

This Initial Study checklist was prepared to assess the environmental effects of the CarMax Project, herein referred to as the "Project." This Initial Study consists of a depiction of the existing environmental setting and the Project description followed by a description of potential environmental effects that may result from the construction and operation of the Project.

1. Regional and Local Location

As shown in Figure 1, the Project site is located in the Town of Colma (Colma), California, in San Mateo County, along the San Francisco Peninsula. Colma is located approximately 11 miles south of San Francisco and 47 miles north of San Jose.[1]

Regional vehicular access to the site is provided via Interstate 280 (I-280), Highway 1, and State Route 82 (El Camino Real), located west of the Project site, as well as Hillside Boulevard (transitioning to Sister Cities Boulevard and Interstate 101 in South San Francisco), located east of the Project site.

The Project site is bounded by Serramonte Boulevard to the north, a casino to the east, Home of Peace Cemetery to the south, and an auto dealership to the west. Vehicular access to the site is provided via Serramonte Boulevard.

Public transportation is provided via San Mateo County Transit District (SamTrans) which runs along El Camino Real west of the Project site, the Colma BART Station, located 1 mile north of the Project site, and the South San Francisco BART Station, located 1.6 miles south of the site in South San Francisco.

2. Project Site Setting

The Project site consists of two parcels totaling 8.85 acres, and comprised of 435 Serramonte Boulevard, 445 Serramonte Boulevard, and 455 Serramonte Boulevard. The Assessor Parcel Numbers (APNs) are listed below:

- 011-341-350 (435 Serramonte Boulevard)
- 011-341-340 (445 and 455 Serramonte Boulevard)

3. Existing Site

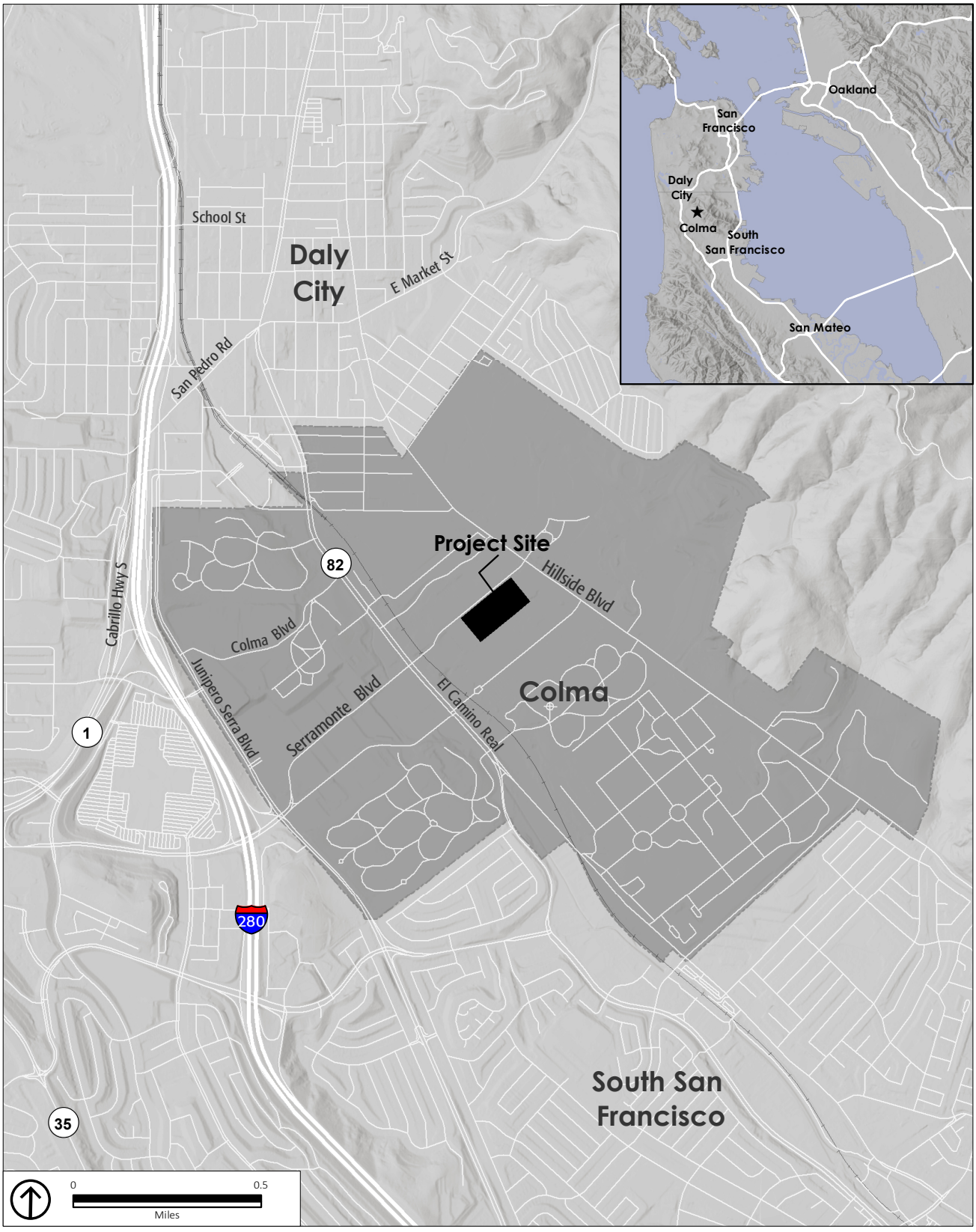
As shown on Figure 2, the existing Project site consists of three buildings totaling 81,981 square feet, each surrounded by surface parking lots. All existing structures are industrial use buildings, one of which currently operates as an auto collision repair shop, and the other two vacant; although formerly operated as auto service centers, as further described below. The existing structures were constructed in the 1980s and 1990s.[2]

a. 435 Serramonte Boulevard

435 Serramonte Boulevard consists of a single-story 22,093 square foot structure currently used as an automotive repair shop. The building is largely surrounded by surface parking lots and includes ornamental landscaping and trees along Serramonte Boulevard, as well as a row of trees along its eastern edge serving as a buffer between the Lucky Chances Casino at 1700 Hillside Boulevard, which borders this parcel.

[1] Mileage reference considers distance from 435 Serramonte Boulevard, Colma, CA to the corner of Van Ness Avenue and Market Street in San Francisco, CA, and from 435 Serramonte Boulevard to Downtown San Jose.

[2] ENGEO, Phase 1 Environmental Site Assessment, CarMax Automotive Dealership, Colma, California, prepared for CenterPoint Integrated Solutions, LLC, May 19, 2015, page 20.

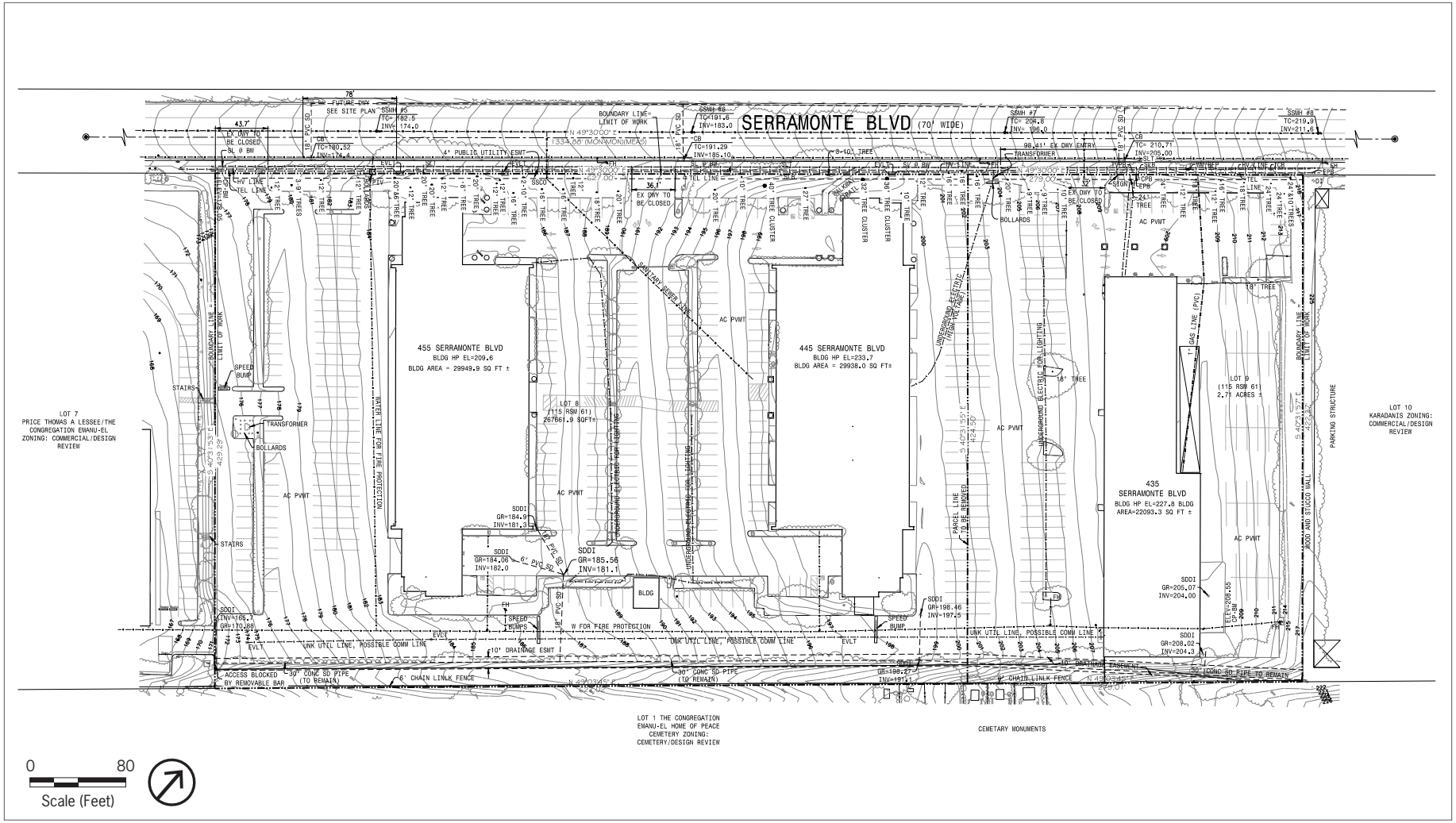


Source: PlaceWorks, 2015.

FIGURE 1

City Limit

Regional and Local Location



Source: MacKay & Somps, 2015.

Figure 2
Existing Site Plan

b. 445 Serramonte Boulevard

445 Serramonte Boulevard consists of a single-story 29,938 square foot structure formerly used as an automotive service center to support an auto sales business at 1500 Collins Avenue. The building is currently vacant and is surrounded by surface parking and includes ornamental landscaping and trees along Serramonte Boulevard, as well as throughout the parking lot.

c. 455 Serramonte Boulevard

455 Serramonte Boulevard consists of a single-story 29,950 square foot structure formerly used as an automotive service center to support an auto sales business at 1500 Collins Avenue. The building is currently vacant and is surrounded by surface parking and includes ornamental landscaping and trees along Serramonte Boulevard, as well as throughout the parking lot.

4. Surrounding Conditions

The Project site is located along a strip of industrial, service, and commercial uses on Serramonte Boulevard and is generally surrounded by cemeteries and memorial parks along three of its boundaries. North of the Project site across Serramonte Boulevard is the Salem Memorial Park, east of the Project site across Hillside Boulevard is the Cypress Lawn Hillside Gardens and Memorial Park, and south of the site is Home of Peace Cemetery. Land uses west of the Project site includes a mix of auto sales and service, commercial, big box retail, cemeteries and memorial parks, as well as the Town of Colma Town Hall and Police Station.

5. Land Use and Zoning Designation

The Project site has a General Plan Land Use designation Service Commercial, and is zoned Commercial/Design Review (C/DR). Under the Commercial (C) zoning designation, uses such as a commercial establishment; light industrial; commercial center; retail merchandising unit; supportive housing; transitional housing; and other uses which are found by the City Council to be of a similar nature to the other uses described, are permitted subject to issuance of a use permit.[3] The Design Review (DR) designation is combined with the Commercial designation to ensure a consistent site, landscape and building design theme for the Project and design compatibility with adjoining buildings. The Design Review design standards were amended in July 2015 by the Town of Colma City Council to allow other architectural styles, other than Spanish-Mediterranean themes, in specified locations.

Under the Commercial General Plan Designation[4], the Town of Colma provides maximum building lot coverage of 50 percent and a maximum floor area ratio (FAR) of 1.5:1 for a land use such as CarMax that is consistent with the Commercial Core Area. The C/DR zoning standards specify a maximum height of 40 feet. This zoning designation also includes parking standards for vehicle repair and sales uses including 1 space per 200 square feet of vehicle repair,[5] and 1 space per 200 square feet of sales area. Required setbacks in the C/DR designation include minimum rear and side yard setbacks of 5 feet from the property line to any structure. Although the front setback from Serramonte Boulevard is established at a minimum of 5 feet, the Project site's existing Conditional Use Permit establishes a minimum 20 foot setback requirement from Serramonte Boulevard which would remain in effect. A landscape strip of 36 ½ feet in depth is proposed to be provided along the Project frontage, as measured to the back of the sidewalks on Serramonte Boulevard. The building would be set back approximately 135 feet from the front property line on Serramonte Boulevard.

[3] Town of Colma, Colma Municipal Code, Zoning, January 2015, Section 5.03.090, page 5.03-10 to 5.03-11.

[4] Town of Colma, General Plan Land Use Element, June 1999, Section 5.02.133, page 5.02.12)

[5] Vehicle repair bay spaces counted toward the requirement of 1 space per 200 square feet of vehicle repair.

B. Project Description

This section provides detailed descriptions of anticipated development. As shown on Figure 3, the Project would construct a single structure for vehicle presentation, sales, and service, as well as a freestanding non-public carwash that would be located south of the main building. The Project would include 11,171 square feet of sales area, 6,141 square feet of service area, 1,965 square feet of presentation area, and a 936-square-foot car wash, totaling 20,213 square feet.

1. Construction Schedule

Demolition activities are expected to begin in mid- to late 2016 and would last for approximately 2 months, and construction is expected to begin in early 2017 and last for approximately 7 months.

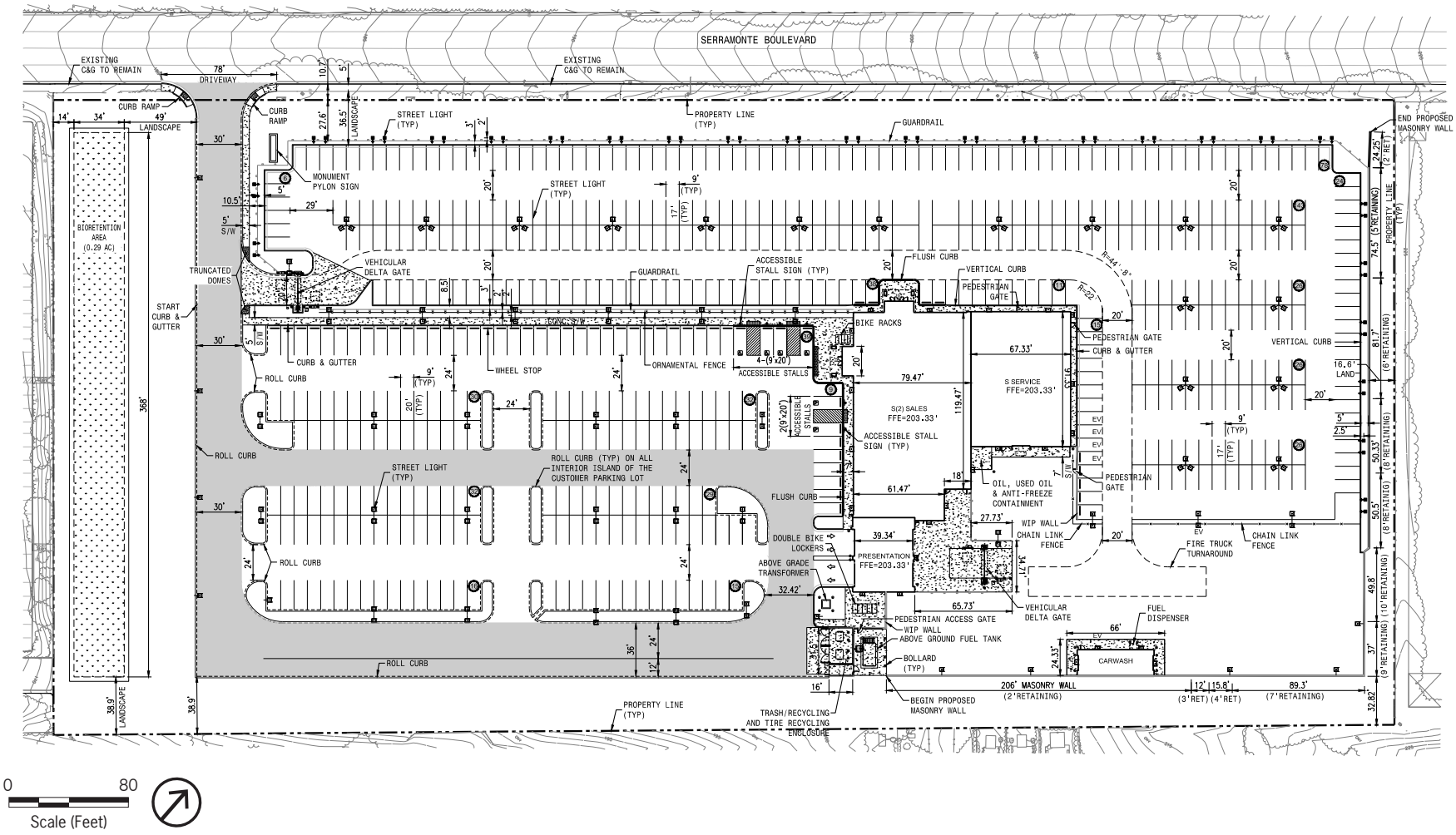
2. Demolition and Site Preparation

A total of 81,981 square feet of existing structures would be demolished to accommodate the Project, as well as removal of existing landscape/hardscape and surface parking lot medians. Additionally, three existing driveways, including one providing access to 435 Serramonte Boulevard and two providing access to 445 and 455 Serramonte Boulevard would be removed, as well as removal of one illuminated sign at 435 Serramonte Boulevard. Although the Project would remove existing ornamental trees along Serramonte Boulevard and along the western and eastern borders to accommodate new landscape, existing trees along the southern boundary of the Project site would be preserved to the greatest extent practical to serve as a buffer between the cemetery and the Project site. As part of the site preparation, the Project would remove a total of 122 trees. As shown on Figure 4, trees proposed for removal are generally located along the western and eastern border of the property and along two parking medians in the interior of the site to accommodate the new buildings. As mentioned previously, the trees that line the southern boundary of the Project site would remain. As listed in Table 1, a variety of species of trees would be removed, with trunk diameters ranging from 1 to 43 inches.

TABLE 1 TREES PROPOSED FOR REMOVAL

Tree Species	Trunk Diameter (inches)	Number of Trees for Removal
Water gum	1 to 9	48
Red iron bark	10 to 28	25
Monterey cypress	6 to 43	21
Myoporum	3 to 20	14
Leyland cypress	11 to 25	6
Crape myrtle	1	4
Cajeput tree	6 to 12	2
Blackwood acacia	17	1
Monterey pine	14	1
Total		**122**

Source: MacKay & Somps, 2015.



Source: MacKay & Somps, 2015.

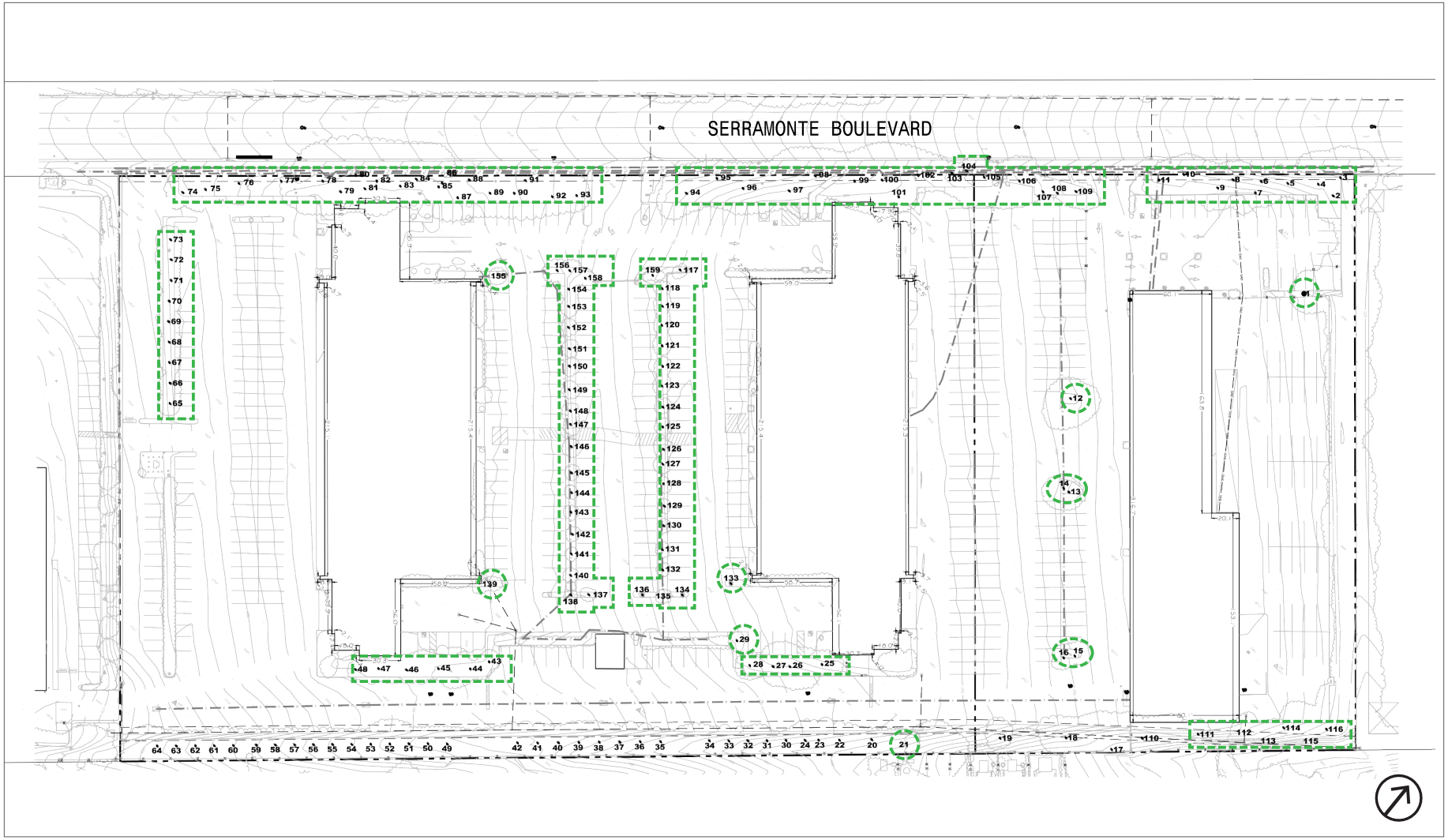
Heavy duty pavement

Light duty pavement

Concrete sidewalk

Figure 3

Proposed Site Plan



Source: MacKay & Somps, 2015.

Existing Trees Proposed for Removal

Figure 4
Existing Tree Assessment Plan

3. Sales Inventory Lot

The sales inventory lot would be located at the front of the Project site along Serramonte Boulevard. The sales lot would be able to accommodate up to 393 vehicles and consist primarily of a surface lot secured by ornamental fencing approximately 4 feet in height, guard rail, and a delta security gate. The sales lot would include a test drive gate that exits onto the main site driveway off Serramonte Boulevard. The security gate would be equipped with a security system that allows access by the Fire Department. The lot includes four electrical vehicle charging stations for electrical vehicle inventory.

4. Main Building and Carwash

As mentioned above, the Project would construct a single 20,213 square-foot structure comprised of sales, service, and presentation area, as well as a freestanding carwash. The sales floor would occupy the largest portion of the CarMax building at 11,171 square feet, and situated at the front of the property along Serramonte Boulevard, the 6,141 square-foot service area would be located adjacent to the east of the sales area, and the 1,965 square-foot presentation area would be located adjacent to the south of the sales area. Additionally, a 936 square-foot carwash would be located south of the main building.

The sales floor area would serve as the main area where customers would conduct vehicle sales transactions, wait for vehicle service, and where the vehicle showroom would be located.

The service building would be located adjacent to the sales building south of the display area. The Project would include automotive reconditioning services including routine maintenance, repairs, and minor body work. All auto maintenance would occur inside the fully enclosed service building. Additionally, common materials used for vehicle maintenance such as oil, used oil, and anti-freeze would be located on the outside of the service building, but within a secured area.

The vehicle staging area would be located behind the service building, and would be surrounded by a six foot chain-link fence with privacy slats for security. This area would include temporary storage of retail service vehicles and vehicles awaiting disposition, a non-public carwash and one 4,000 gallon above ground fuel storage tank with a non-public fuel pump to fuel inventory vehicles as needed. The non-public carwash would be used by employees to clean vehicles prior to being placed in the vehicle display area or presented to customers. One electric vehicle charging station is proposed in the vehicle staging area.

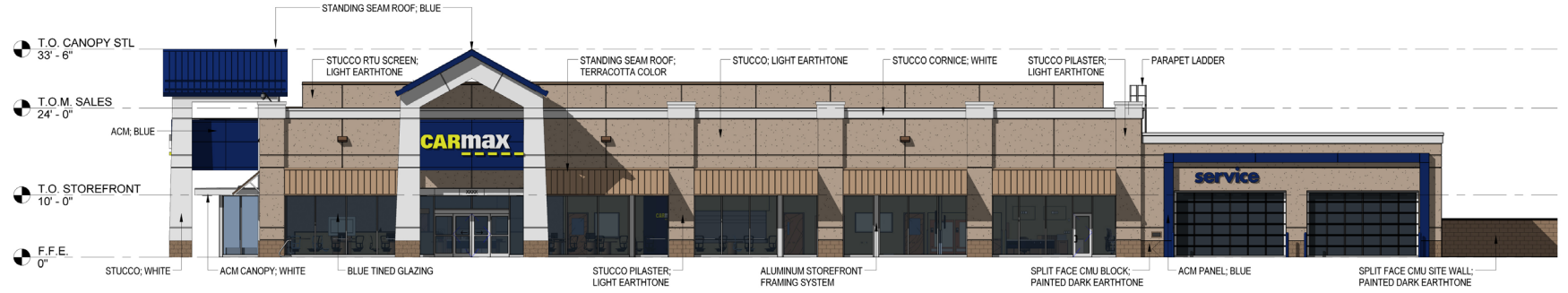
The main building would be constructed at a maximum height of 24 feet; however, at the north and west customer entry vestibules, the peak height would be 33 feet 6 inches, as shown on Figure 5 and Figure 6. The carwash would be constructed at a maximum height of 17 feet 4 inches, as shown on Figure 7.

5. Site Access and Circulation

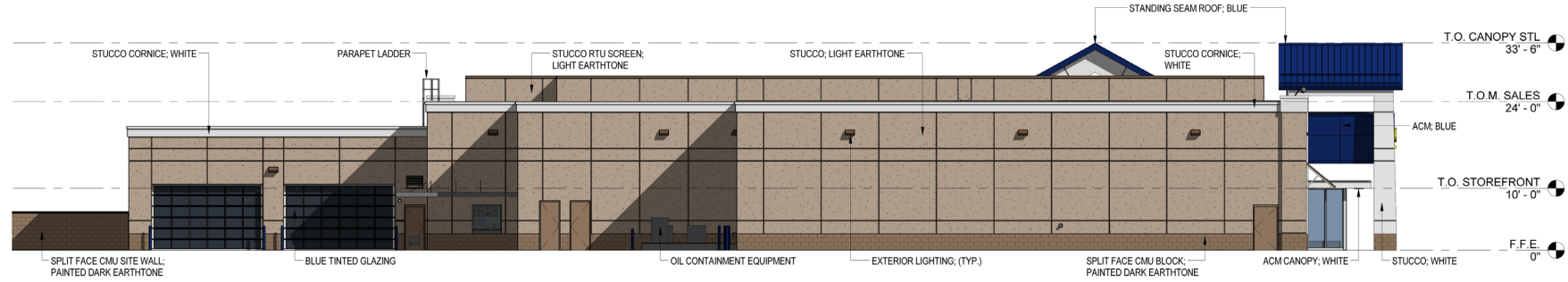
As mentioned above, the Project would involve closing three existing driveways and would construct one new driveway off Serramonte Boulevard providing access to the Project site. Site access and circulation are shown on Figure 8. The proposed driveway would provide access to and from the site by customers, employees, and delivery drivers. Additionally, the Project site would provide sufficient space for fire trucks to turnaround at the main customer/employee parking lot area as well as another turnaround in the vehicle staging area to reach all sides of the main building. The main customer/employee parking lot would be located west of the main building and would provide parking for up to 202 vehicles, including six Americans with Disabilities Act (ADA) compliant spaces. Sidewalks would be located around the perimeter of the building, as well as bicycle parking adjacent to the sales floor area.

Source: Charles J. O'Brien Architect, 2015.

Figure 5
Proposed North and South Elevations



Sales & Service - West

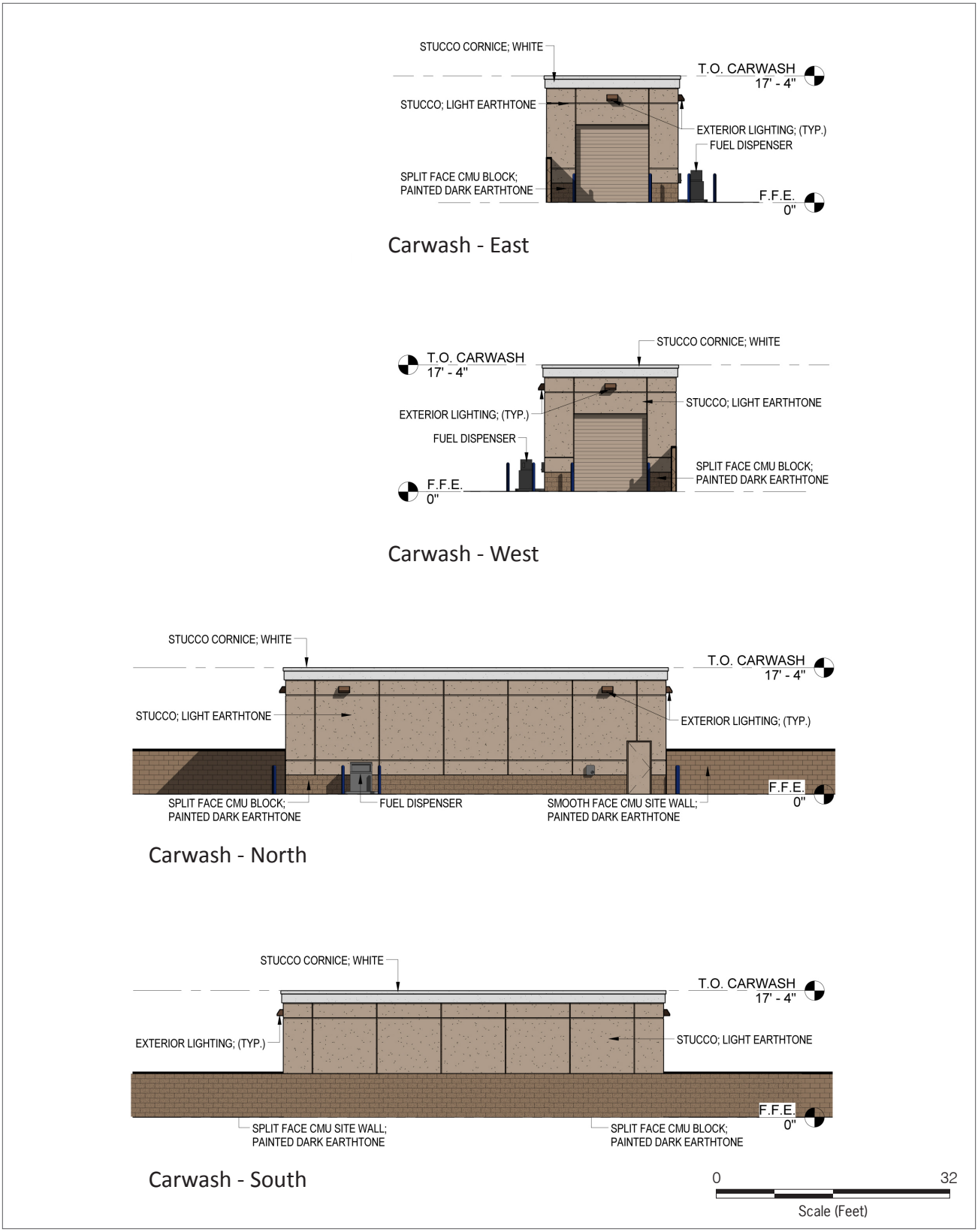


Sales & Service - East

0 32
Scale (Feet)

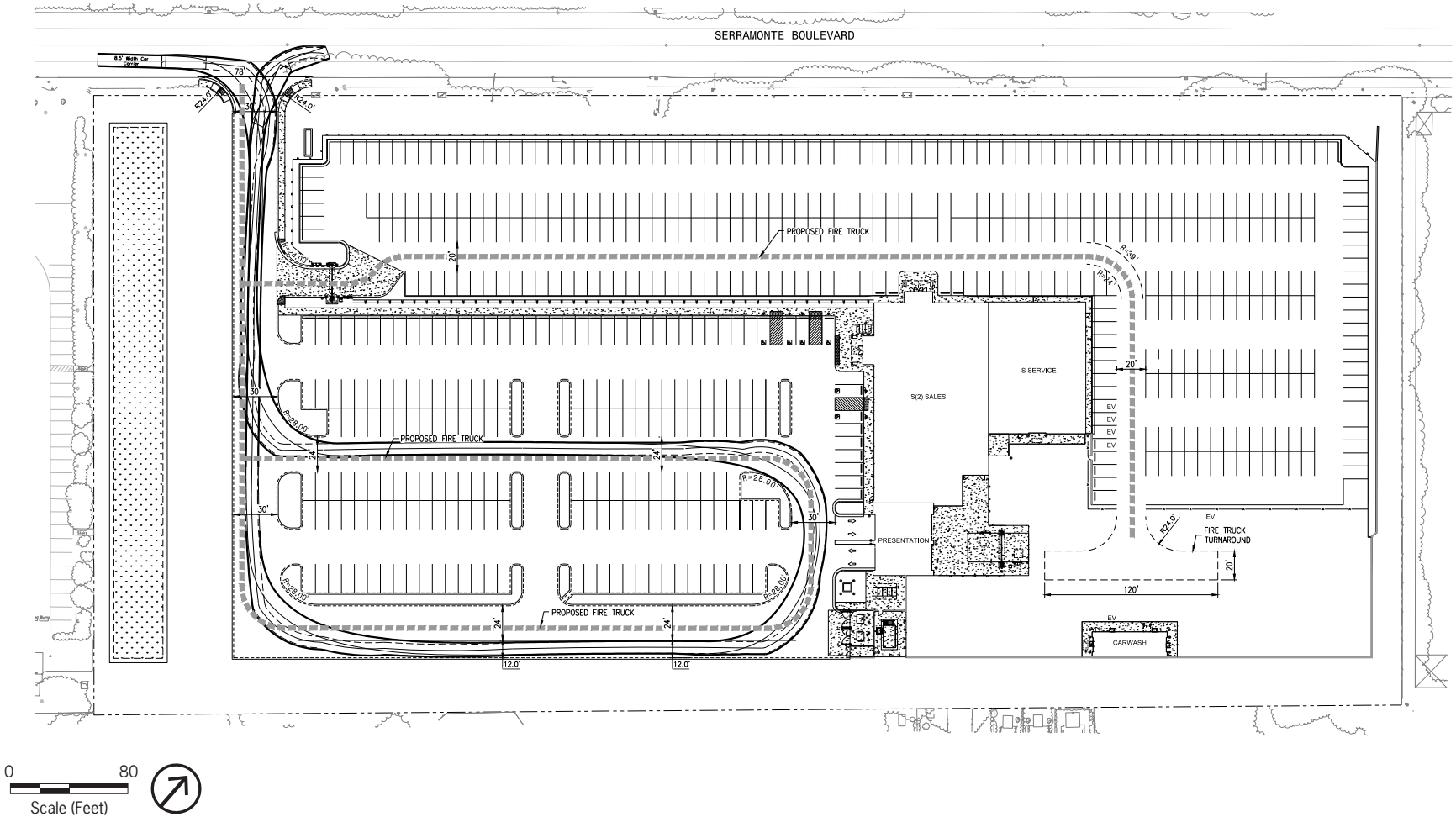
Source: Charles J. O'Brien Architect, 2015.

Figure 6
Proposed East and West Elevations



Source: Charles J. O'Brien Architect, 2015.

Figure 7
Proposed Carwash Elevations



Source: MacKay & Somps, 2015.

Figure 8
Proposed Site Access and Circulation

6. Parking and Deliveries

The customer and employee parking area would consist of 202 vehicle parking spaces on a paved surface lot located west of the main building for use by customers and employees. Although the vehicle staging area described above would be able to accommodate parked vehicles, the number of parking spaces in that area is not designated on the plan due to the continually changing, temporary nature of vehicle storage and staging. The organization of the vehicles in the staging area is a private CarMax operation.

Deliveries of vehicles, parts and supplies would be made on-site, and would require the presence of vehicle carriers and employees to receive the delivery. The vehicle carriers would enter the site through the main access at Serramonte Boulevard and load and unload vehicles in the designated carrier unloading area, located on the southwest side of the customer and employee parking lot.

7. Landscape Design

As shown on Figure 9, the Project would install a variety of ornamental trees and shrubs along the perimeter of the Project site, as well as throughout the customer/employee parking lot, including a 0.29 acre bio-retention basin along the western edge of the Project site to collect and filter surface runoff. In total, the Project proposes installation of 124 trees. The landscaping along the perimeter provides buffers between the Project site and adjacent land uses. In addition to landscaping, the Project proposes a masonry retaining wall along the eastern boundary of the site, partially extending around the southern boundary of the site, and would range from 2 feet at its lowest height to 9 feet at its maximum height near the southeast corner of the Project site.

8. Site Lighting and Security

The Project would include "shoebox" style lighting fixtures, mounted on 26 foot light poles for visibility and security purposes throughout the sales display area (i.e., sales lot, and sales inventory area) and customer/employee parking lots. The light fixtures would include a flat lens and downcast to reduce light spill onto adjacent properties. Further, exterior lights would be mounted on the outside of the building providing illumination throughout the Project site.

For security, the Project would include interior and exterior security cameras, as well as the use of security fencing and gates throughout the site. The sales display areas would be secured by a 4 foot ornamental fence, guardrail and an embassy-style gate accessed with the use of a secured key card. The vehicle staging areas would consist of a surface lot secured with a 6-foot high chain-link fencing with privacy slats, a security gate and highway guardrail. Additionally, the sales display area would be separated from the customer/employee parking lot by 4-foot high ornamental wrought-iron fencing and guardrail.

9. Architectural Design and Signage

As shown above in Figures 5 through 7, the main building would consist of a light earth-tone stucco exterior, with a white stucco cornice along the roofline. Further, areas around the entrances would include blue-tinted glazed glass encased in aluminum framing, with dark earth-toned concrete masonry unit (CMU) block along the bottom edge of the building. The entrances would be pronounced by the white stucco columns and blue standing steam roof at the entrances where the CarMax logo is located. Standing steam roof awnings of a terracotta color would be added to the north and west facades. The carwash would be constructed using a light earth-tone exterior, with white stucco cornice, similar to the main building.

As shown on Figure 10a, the Project would include a variety of illuminated and non-illuminated signs. For example, one 35 foot high and 19 foot wide monument pylon sign located at the main entrance, which would be mounted on aluminum painted covered steel support beams; however, the actual illuminated portion (e.g., CarMax logo) would be 5 feet 3 inches in height by 19 feet in width. The main building would also include two

illuminated CarMax logo signs (one at each main entrance), and would be constructed with letters 2 feet 2 ½ inches in height, as well as one illuminated sign for service, with letters 1 foot 8 inches in height. Additionally, non-illuminated way-finding signage would be located throughout the Project site and would consist primarily of signs mounted on two support beams at a height of 4 feet and width of 3 feet 2 inches. Operational signs with letters to designate sections of the parking lot are proposed on poles approximately 8 feet in height, as shown on Figure 10b.

10. Operations

The Project would include operation of the sales display area between 9:00 a.m. and 9:00 p.m. Monday through Saturday and 12:00 p.m. to 7:00 p.m. on Sunday. The service department would operate between 7:30 a.m. and 6:00 p.m. Monday through Friday, and would be closed on Saturdays and Sundays. Employees would be working on-site for several hours prior to and after the Project operating hours. Further, the Project would not use outdoor loudspeakers during operation as employees use individual pagers or cellular phones for communications.

11. Solid Waste and Recycling

The Project would include an enclosed waste receptacle of adequate size to handle three types of waste generated by the facility (green waste and food scraps, mixed recycling and trash). The enclosure would consist of a roof, be fully enclosed and not highly visible from Serramonte Boulevard, and accessible for the refuse company. The enclosure would also include a drain connected to the sanitary sewer. The site is currently served by Allied Waste Services. The Town of Colma is in the process of going out to bid for these services, and the provider selected would begin in 2016.

12. Utilities

The Project would continue to be served by existing utility services, including water, stormwater, sanitary sewer, and gas and electric. The Project's proposed utility infrastructure and connections are shown on Figure 11.

a. Water Supply

California Water Service Company provides water service to the Town of Colma. The Project would continue to be served by the California Water Service Company.

b. Sanitary Sewer Service

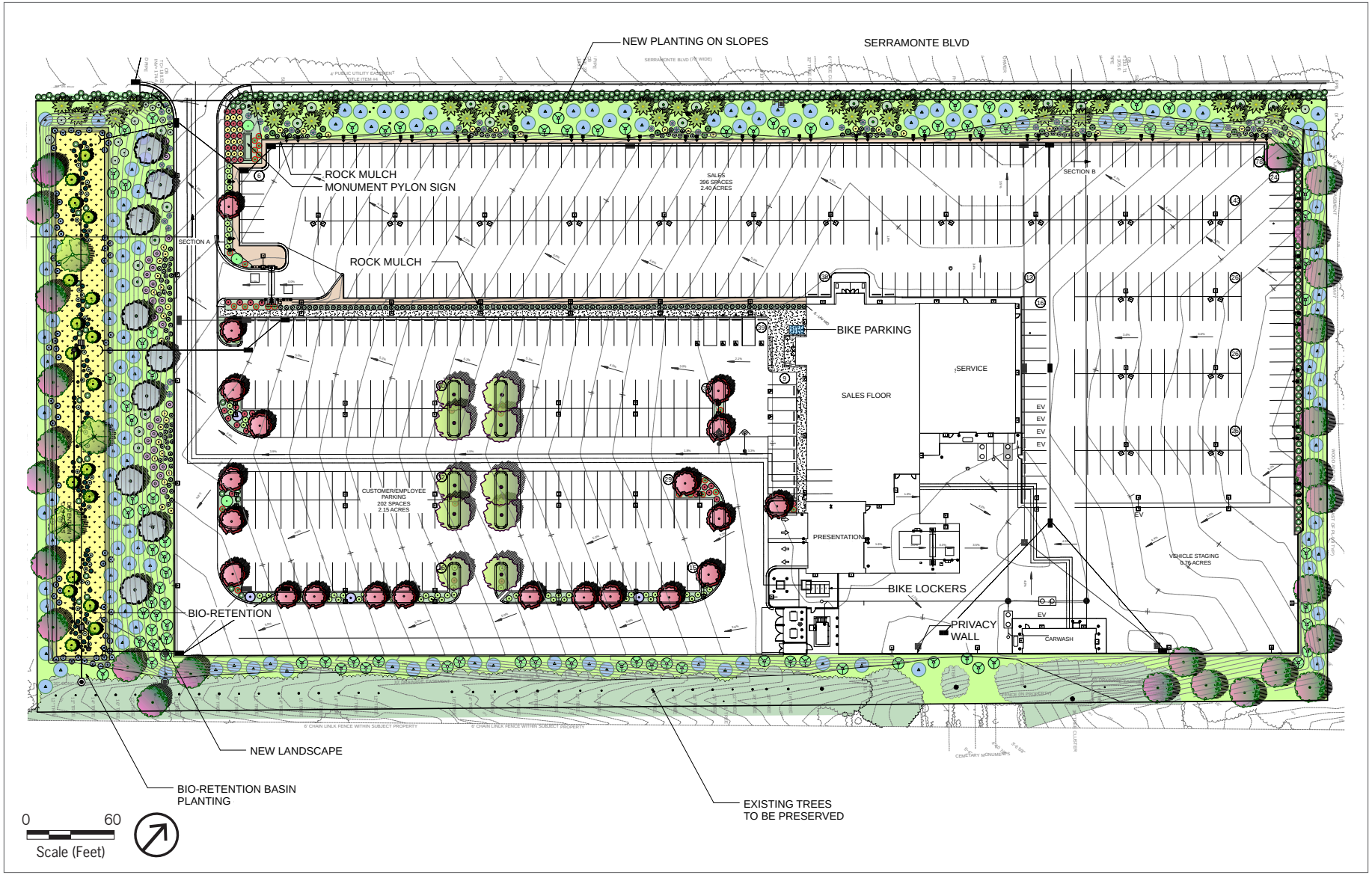
Sanitary sewer service would continue to be provided by the South San Francisco Sanitary District (with infrastructure maintained by the Town of Colma) and treated at the South San Francisco Sanitary Treatment Plant.

c. Utilities and Services

Electricity and natural gas would continue to be provided to the Project site by Pacific Gas and Electric (PG&E).

d. Stormwater Management

The stormwater management strategy for the site would consist of a 0.29 acre bio-retention basin located at the western end of the site. The site slopes down from east to west so all stormwater would naturally drain to this bio-retention basin, with the exception of certain areas which would be served by drain inlets that would pipe the stormwater to the bio-retention basin. There would be an increase of 28,494 square feet of pervious surfaces (reduction of 28,494 square feet of impervious surfaces).



Source: MD Fotheringham Landscape Architects, 2015.

Figure 9
Proposed Landscape Plan

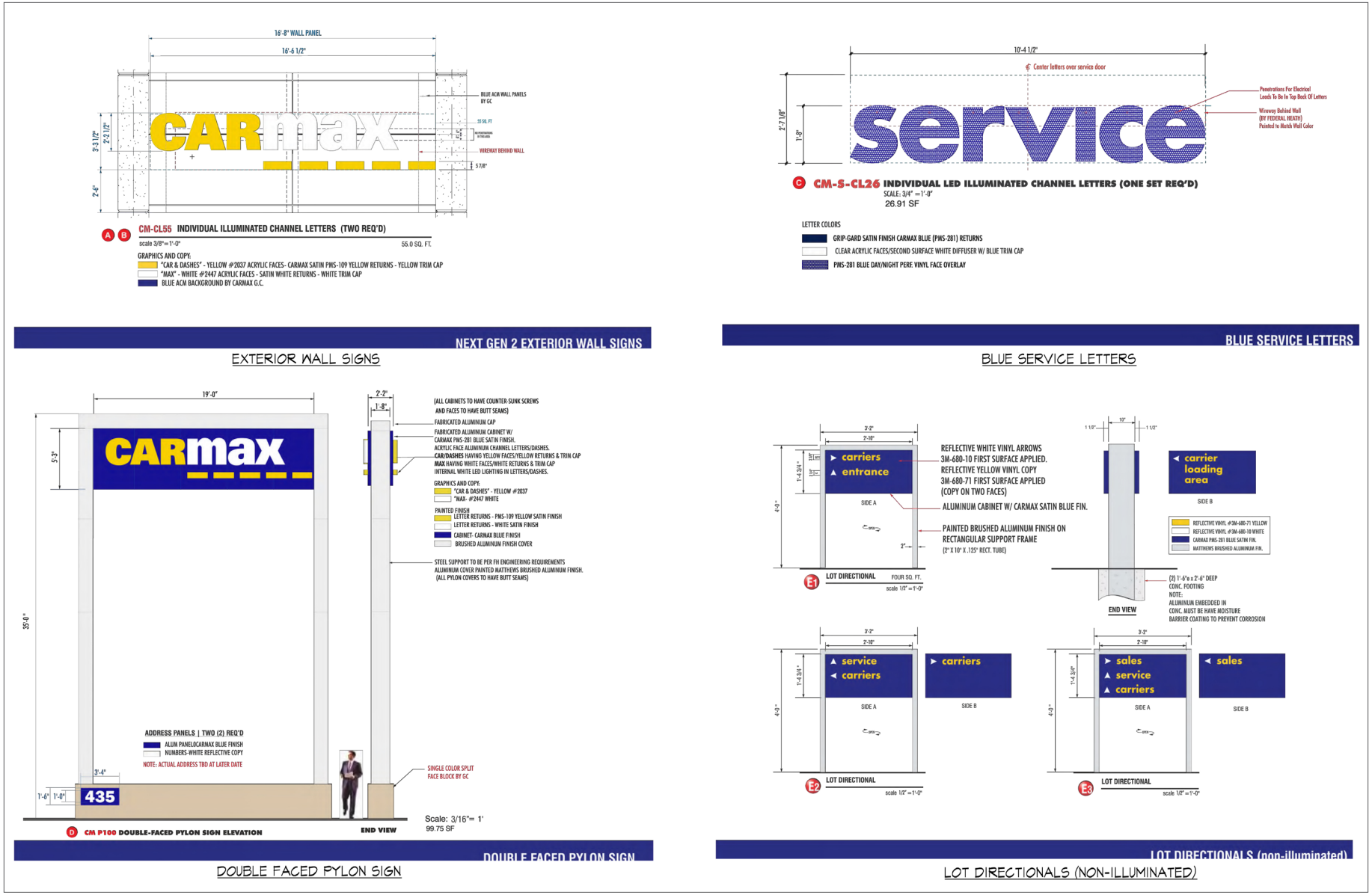
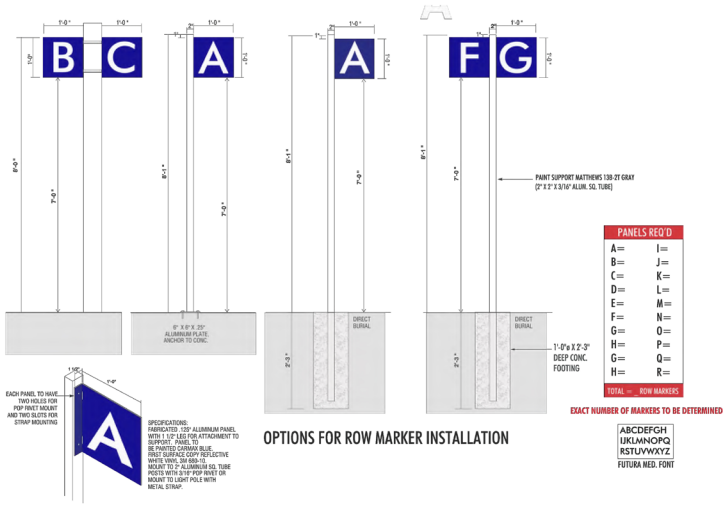


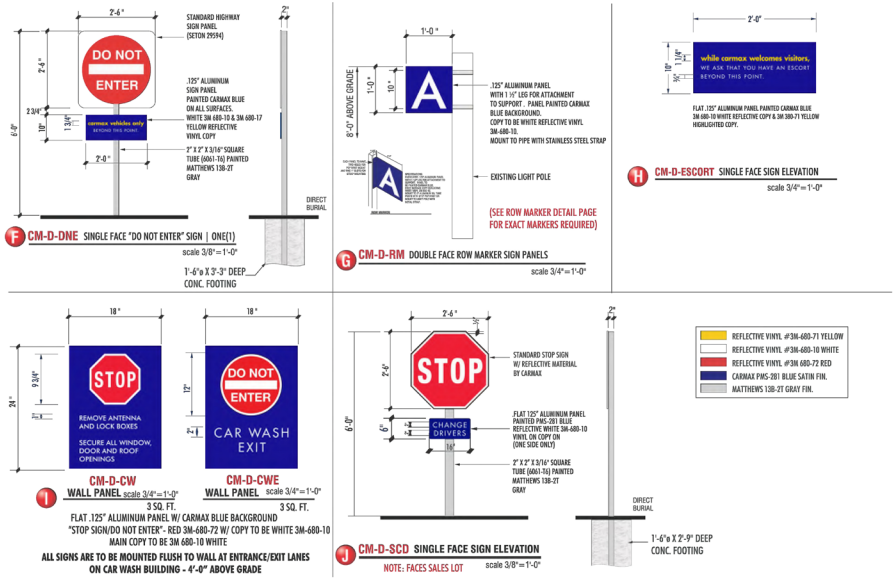
Figure 10a

Proposed Illuminated and Non-Illuminated Signage



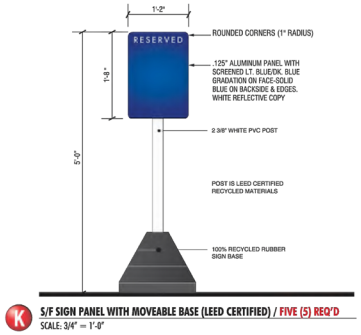
OPERATIONAL SIGNS (non-illuminated)

OPERATIONAL SIGNS



OPERATIONAL SIGNS (non-illuminated)

OPERATIONAL SIGNS



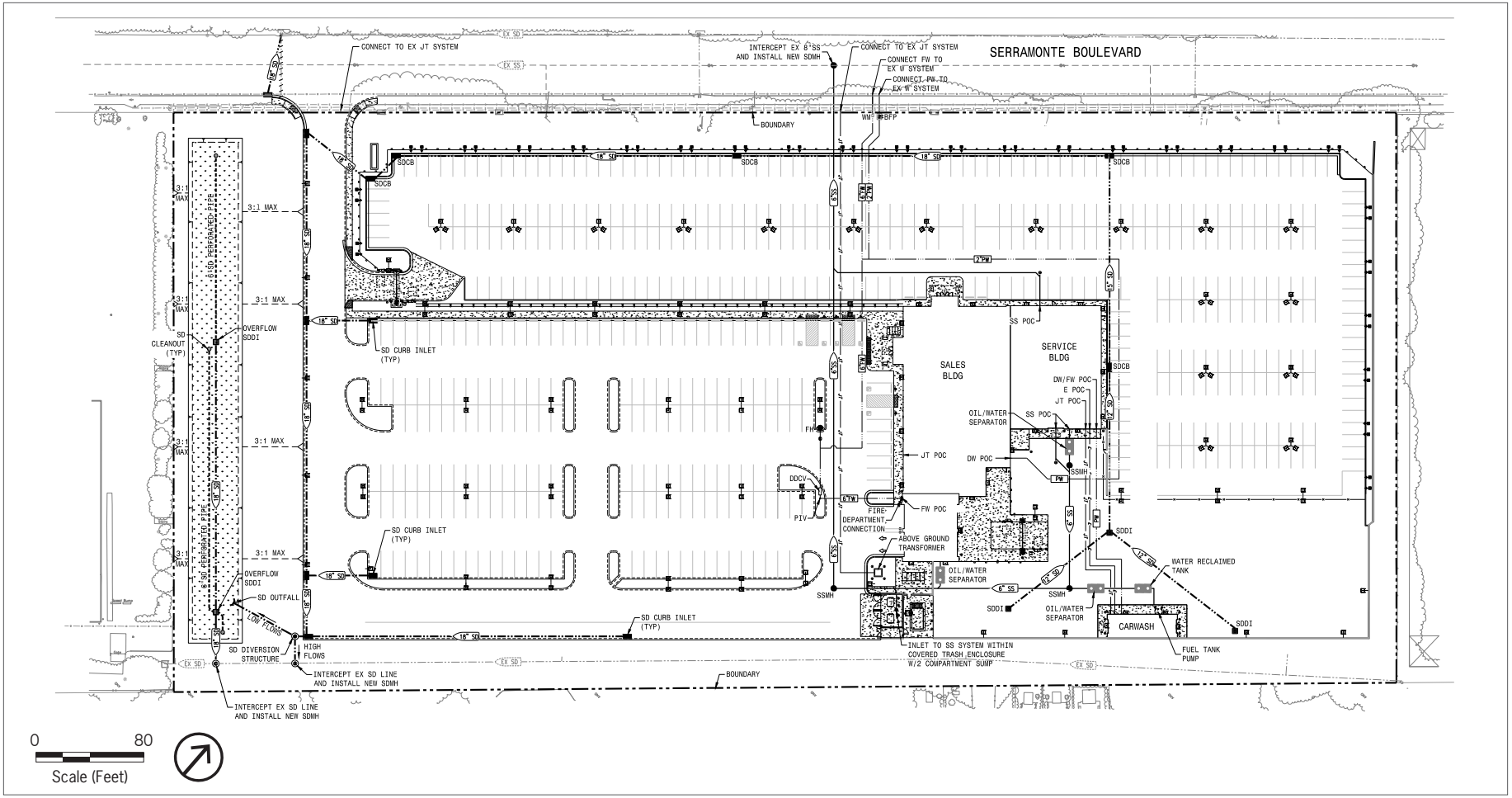
NEXT GEN RESERVED (non-illuminated)

NEXT GEN RESERVED

TEMPORARY BANNERS

TEMPORARY BANNERS

Figure 10b
Proposed Operational Signage



Source: MacKay & Somps, 2015.

ABBREVIATIONS

BFP	BACK FLOW PREVENTER
DDCV	DOUBLE DETECTOR CHECK VALVE
DW	DOMESTIC WATER
EX	EXISTING
FH	FIRE HYDRANT
FW	FIRE WATER
JT	JOINT TRENCH
MAX	MAXIMUM
PIV	POST INDICATOR VALVE
PW	POTABLE WATER
SD	STORM DRAIN
SDCB	STORM DRAIN CATCH BASIN
SDDI	STORM DRAIN DROP INLET
SDMH	STORM DRAIN MANHOLE
SS	SANITARY SEWER
SSMH	SANITARY SEWER MANHOLE
(TYP)	TYPICAL
W	WATER
WM	WATER METER
W/	WITH

NOTE:
ALL EXISTING ONSITE UTILITIES SHALL BE REMOVED/RELOCATED/ABANDONED AS APPROPRIATE.

LEGEND

EXISTING	PROPOSED	
		SANITARY SEWER & MANHOLE
		STORM DRAIN & INLET
		WATER MAIN / POTABLE WATER
		FIRE SERVICE
		JOINT TRENCH
		ELECTRICAL LINE
		EXISTING UTILITY TO BE ABANDONED

EXISTING	PROPOSED	
		FIRE HYDRANT WITH VALVE
		STORM DRAIN MANHOLE
		STORM DRAIN FIELD INLET
		STORM DRAIN CURB INLET
		SANITARY SEWER MANHOLE
		SANITARY SEWER CLEAN OUT
		STREET LIGHTS (SEE LIGHTING PLAN)

Figure 11
Proposed Utility Plan

C. Required Permits and Approvals

The Town of Colma requires the following permits and approvals for the Project; however, the entitlement process may identify other required permits or approvals not anticipated by the following list:

- Conditional Use Permit
- Design Review
- Lot Line Adjustment to remove lot line
- Tree Removal Permit
- Grading Permit
- Street Improvement Plans
- Building Permit

ENVIRONMENTAL CHECKLIST

Items identified in each section of the environmental checklist below are discussed following that section. Required mitigation measures are identified, where necessary, to reduce a projected impact to a level that is determined to be less than significant.

All documents cited in this report and used in its preparation are hereby incorporated by reference into this Initial Study. Copies of documents referenced herein are available for review at the Town of Colma Planning Department, 1190 El Camino Real, Colma, CA 94014.

1. AESTHETICS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
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 that would adversely affect day or nighttime views in the area?	☐	■	☐	☐

Discussion

a) Would the project have a substantial adverse effect on a scenic vista?

The Town of Colma General Plan Circulation Element identifies El Camino Real, Hillside Boulevard, and Junipero Serra Boulevard as scenic routes within Colma.[6] As shown above on Figure 1, the Project site is within close proximity to these town-designated scenic routes. According to Section 3.611 of the General Plan Circulation Element, "…every effort should be made to protect the overall visual experience along each of the identified scenic corridors." Further, Section 5.03.620 of the General Plan Circulation Element establishes criteria for site planning in scenic corridors, such as requiring that development within scenic corridors be located, sited, and designed carefully to fit within its environment, be compatible with adjacent development, and protect public views within and from Scenic Corridors. In addition, the Project site is zoned C/DR, which allows a maximum building height of up to 40 feet.

As described above, there are currently three commercial structures located across 435, 445, and 455 Serramonte Boulevard, one of which operates as a collision repair shop, and the other two vacant; although formerly operated as auto service centers. The proposed Project would include demolition of the existing three structures to accommodate a single 20,213 square-foot structure at a maximum height of 33 feet 6 inches. The Project would also include installation of 35-foot high sign at the proposed entrance to the site at Serramonte Boulevard, as shown above on Figure 3. As mentioned above, the Project would remove an illuminated sign, currently located at the existing entrance to 435 Serramonte Boulevard. Although the proposed sign would be taller than the existing sign, it would comply with the Town's 35 foot height limit for signs and would be

[6] Town of Colma, General Plan Circulation Element, 2014, page 5.03.31.

constructed at a similar height to the monument signs in the area, such as the neighboring auto dealership. Further, the Project would include landscape improvements throughout the Project site, and way-finding signage.

Although the Project would include construction of a new structure at a height of 33 feet 6 inches, this would be below the allowable maximum height for buildings within the C/DR zoning designation by more than 6 feet. Further, the proposed demolition of three existing structures could improve public views in the area as a result of fewer overall structures on the site. Lastly, the C/DR designation requires the Project to undergo design review to ensure a consistent site, landscape and building design theme for the Project and design compatibility with adjoining buildings, and to ensure the protection of views. Overall, because the Project would result in a structure at a height below the maximum height allowed under the C/DR zoning designation, would remove three existing structures which could improve views in the area, and because the Project would undergo design review to ensure compatibility with adjacent buildings and protection of views, the Project would result in a *less-than-significant* impact with respect to having a substantial adverse effect on a scenic vista.

b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?

The Project site is located approximately 1.5 miles from Interstate 280 (I-280), which is a designated State scenic highway by the California Department of Transportation (Caltrans) Scenic Highway Program.[7] However, due to the surrounding topography, existing development between the Project site and I-280, and distance from I-280, the Project would not substantially damage scenic resources from a State scenic highway. Therefore, *no impact* would occur as a result of the Project.

c) Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

The existing Project site is located along Serramonte Boulevard and is bounded by an existing auto sales/service business to the west, and a casino to the east. Although there are existing cemeteries to the north and south of the Project site, this stretch of Serramonte Boulevard has typically included commercial and auto sales/service uses. The existing character of the site and its surroundings includes structures setback from Serramonte Boulevard typical of auto sales/service, such as single story buildings that include service shops, as well as large areas of paved parking lots to display vehicles for sale. Serramonte Boulevard is characterized by paved sidewalk on its southern side fronting the businesses, as well as strips of turf, ornamental landscaping, and trees serving as a buffer between the paved parking areas and Serramonte Boulevard. The general design and character of the existing structures consists of large, rectangular commercial/industrial buildings with flat roofs. The sides of the buildings generally include large roll-up doors where vehicles can enter the structures for service, and the front of the buildings (facing Serramonte Boulevard) are characterized by a limited number of windows. The colors are similar for the existing structures, and generally include a bluish grey exterior color.

As mentioned above, the Project includes construction and operation of an auto sales/service business. The design of the building would be consistent with the colors and design of the CarMax brand. The main building would consist of a light earth-tone stucco exterior, with a white stucco cornice along the roofline. Areas around the entrances would include blue-tinted glazed glass encased in aluminum framing, with dark earth-toned CMU block along the bottom edge of the building. The entrances would be pronounced by the white stucco columns and blue standing steam roof at the entrances where the CarMax logo is located. Standing steam roof awnings

[7] California Department of Transportation, http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm, accessed on December 10, 2015.

of a terracotta color would be added to the north and west facades. The carwash would be constructed using a light earth-tone exterior, with white stucco cornice, similar to the main building.

The Project would also include a variety of illuminated and non-illuminated signs as described in detail under the Project Description, and as shown above on Figures 10a and 10b. The location of the proposed monument sign is shown on Figure 3. Additionally, non-illuminated way-finding signage would be located throughout the Project site and would consist primarily of signs mounted on two support beams at a height of 4 feet and width of 3 feet 2 inches.

Further, as shown on Figure 9, the Project would include landscape improvements by installing new plants and trees along the perimeter of the Project site, including along Serramonte Boulevard, consistent with the existing character.

As mentioned above, the Project includes construction of a new single structure and freestanding carwash to replace existing structures that were developed in the 1980s. Further, the Project proposes new landscape throughout the site, such as ornamental trees, shrubs, and plants which would enhance the overall character of the site with an increased amount of landscape area over the existing conditions. Lastly, the Project's design would be updated when compared to the existing structure and would reflect the Town's current design standards. Consequently, although buildout of the Project would alter the site by replacing three existing structures with a single structure, the changes and updates would be designed and constructed to provide overall visual improvements when compared to the existing visual quality of the Project site. Further, the Project site would undergo design review to ensure a consistent site, landscape and building design theme for the Project and design compatibility with adjoining buildings. Although there could be temporary visual impacts during demolition and construction associated with buildout of the Project, which could include demolition debris, excavation, and stockpiles of building materials, these impacts would be temporary and would last only during demolition and construction activities and would not substantially degrade the existing visual character.

Overall, because the Project would result in construction and operation similar to the existing site and its surroundings, as well as be subject to design review to ensure design compatibility with adjacent structures, the Project would result in a *less-than-significant* impact with respect to substantially degrading the existing visual character or quality of the site and its surroundings.

d) Would the project create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?

Light

The existing site includes three commercial structures, one of which currently operates as an auto collision repair shop and the other two are vacant; although formerly operated as auto service businesses. In addition to existing interior and exterior lighting at the Project site, other sources of existing light and glare in the area result from the auto dealership located west of the Project site, as well as the casino directly adjacent to the east of the Project site, which operates 24 hours per day, 7 days per week.

The Project site has been historically developed and currently includes sources of light and glare. Although the Project would create additional sources of light and glare, it is not expected to be adversely different or more intense than existing conditions given that the proposed use of the Project site is similar to existing conditions, as well as consistent with the site's historical automotive use. Sources of nighttime light include parking

lighting, lighting illuminated from the new sales/service building and carwash, illuminated signage, and outdoor security lighting, resulting in an increase in the total amount of light emanating from the Project site.

As described above, the Project would include "shoebox" style light-emitting diode (LED) lighting fixtures, mounted on 26 foot light poles for visibility and security purposes throughout the sales display area and customer/employee parking lots. The light fixtures would include a flat lens and downcast to reduce light spill onto adjacent properties. Further, exterior lights would be mounted on the outside of the building providing illumination throughout the Project site, in addition to a monument sign at the entrance to the Project site. A conceptual lighting plan submitted with the application includes a photometric study which demonstrates that lighting levels at adjoining property lines is as low as possible while meeting the project objectives. In addition, the applicant has indicated that light levels would reduce to approximately 50 percent once the store closes and then to approximately 25 percent once employees leave. The illuminated (and non-illuminated) signage would be required to comply with Municipal Code Subchapter 4.07, which establishes sign regulations such as requiring lighted signs to be fitted with a device to adjust lighting intensity, and permits for monument and building faces signs to ensure compliance with the Town regulations regarding signs. Overall, compliance with Municipal Code Section 4.07 and implementation of Mitigation Measure AES-1 would ensure that impacts regarding light be *less-than significant*.

> **Mitigation Measure AES-1:** The Project applicant shall submit a final lighting plan to the Town of Colma Planning Department prior to obtaining a building permit that demonstrates that proposed light levels are comparable to the conceptual lighting plan submitted with the application on September 9, 2015. The lighting plan shall demonstrate that proposed lighting has been designed to minimize spillover lighting to all surrounding properties immediately adjacent to the Project site. If spillover beyond what is approved is observed during operation, the Project applicant shall be required to correct the lighting by one or more of the following measures: adjusting light fixtures to reduce lighting levels; adding diffusers or hoods; or reducing wattage of bulbs.

Glare

Existing sources of glare at the Project site include reflection off of building surfaces, signs, and windshields of vehicles parked at the adjacent casino, awaiting service or pick-up at the auto collision repair shop, or from the adjacent auto dealership.

The Project site would increase sources of glare resulting from new way-finding signage and glare associated from reflection off of vehicle windshields; however, these sources of glare would be typical of those already in the vicinity of the Project site. As mentioned above, the Project site is adjacent to an auto sales/service business, as well as a 24 hour casino, which includes surface parking lots where parked vehicles could emit glare from the windshields. In addition, the Project site itself is generally surrounded by ornamental trees and landscaping which would serve as a buffer between the Project site and surrounding areas which would minimize any impacts resulting from glare. Consequently, glare impacts from the Project are expected to be *less than significant*.

2. AGRICULTURE AND FORESTRY RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of State Importance, 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, timberland, or timberland zoned Timberland Production?	❒	❒	❒	■
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

a) Would the project convert Prime Farmland, Unique Farmland, or Farmland of State Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

The Project site does not contain any farmland and is classified as Urban and Built-Up Land by the Department of Conservation's Farmland Mapping and Monitoring Program.[8] Therefore, there would be *no impact* to important farmlands.

b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

The Project site is designated by the Town of Colma General Plan for Service Commercial land use[9], and is zoned Commercial/Design Review (C/DR).[10] The Project site is not within a Williamson Act contract. Therefore, the Project would have *no impact* with regards to conflict with agricultural use or a Williamson Act contract.

c) Would the project conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production?

The Project site is designated by the Town of Colma General Plan for Service Commercial use, and is zoned Commercial/Design Review (C/DR). Therefore, the Project would have *no impact* with regards to conflicts with existing zoning of forest land, timberland, or timber production.

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[8] California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, 2012, San Mateo County Important Farmland, ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2012/smt12.pdf, accessed September 24, 2015.

[9] Town of Colma General Plan, Land Use Element, 1999, page 12, http://www.colma.ca.gov/index.php/codes/general-plan/2-land-use-element-1/368-5-02-000-5-02-200-land-uses-1/file, accessed September 24, 2015.

[10] Town of Colma Zoning Map, 1999, page 7, http://www.colma.ca.gov/index.php/codes/municipal-code/9-zoning-maps-1/571-colma-zoning-1/file, accessed September 24, 2015.

d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?

According to 2006 mapping data from the California Department of Forestry and Fire Protection, the Project site does not contain woodland or forest land cover.[11] Therefore, the Project would have *no impact* with regards to the loss of forest land.

e) Would the project 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?

As shown above on Figure 2, the existing site is developed and does not contain any farmland, forestland, or agricultural land. Therefore, construction of the Project would have *no impact* with regard to changing the existing environmental that could result in the conversion of farmland or forestland.

3. AIR QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
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 area is in non-attainment under applicable federal or State ambient air quality standards (including releasing emissions which exceed quantitative Standards for ozone precursors or other pollutants)?	❒	❒	■	❒
d) Expose sensitive receptors to substantial pollutant concentrations?	❒	❒	■	❒
e) Create objectionable odors affecting a substantial number of people?	❒	❒	■	❒

Existing Conditions

This section analyzes the types and quantities of air pollutant emissions that would be generated by the construction and operation of the proposed Project. A background discussion on the air quality regulatory setting, meteorological conditions, existing ambient air quality in the vicinity of the Project site, and air quality modeling can be found in Appendix A to this Initial Study.

Air Pollutants of Concern

Criteria Air Pollutants

The pollutants emitted into the ambient air by stationary and mobile sources are regulated by federal and State law under the National and California Clean Air Act, respectively. Air pollutants are categorized as primary and/or secondary pollutants. Primary air pollutants are those that are emitted directly from sources. Carbon monoxide (CO), reactive organic gases (ROG), nitrogen oxides (NO_x), sulfur dioxide (SO_2), coarse inhalable particulate matter (PM_{10}), fine inhalable particulate matter ($PM_{2.5}$), and lead (Pb) are primary air pollutants. Of these, all of them except for ROGs are "criteria air pollutants," which means that ambient air quality standards (AAQS) have been established for them. The National and California AAQS are the levels of air quality

[11] California Department of Forestry and Fire Protection Fire and Resource Assessment Program, Land Cover map, http://frap.cdf.ca.gov/webdata/maps/statewide/fvegwhr13_map.pdf, accessed on September 24, 2015.

considered to provide a margin of safety in the protection of the public health and welfare. They are designed to protect those "sensitive receptors" most susceptible to further respiratory distress, such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise. Healthy adults can tolerate occasional exposure to air pollutant concentrations considerably above these minimum standards before adverse effects are observed.

Toxic Air Contaminants

In addition to criteria air pollutants, both the State and federal government regulate the release of Toxic Air Contaminants (TACs). The California Health and Safety Code define a TAC as "an air pollutant which may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health." A substance that is listed as a hazardous air pollutant pursuant to Section 112(b) of the federal Clean Air Act (42 United States Code §7412[b]) is a TAC. Under State law, the California Environmental Protection Agency (Cal/EPA), acting through the California Air Resources Board (CARB), is authorized to identify a substance as a TAC if it determines that the substance is an air pollutant that may cause or contribute to an increase in mortality or serious illness, or may pose a present or potential hazard to human health.

Where available, the significance criteria established by the Bay Area Air Quality Management District (BAAQMD) may be relied upon to make the following determinations:

Discussion

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

Large projects that exceed regional employment, population, and housing planning projections have the potential to be inconsistent with the regional inventory compiled as part of BAAQMD's *2010 Bay Area Clean Air Plan*. The proposed Project consists of construction of a single structure for vehicle presentation, sales, and service and a freestanding non-public carwash. There is no screening-level size for an auto dealership outlined in the CEQA Guideline Section 15206. The proposed Project would not exceed the level of population or housing foreseen in city or regional planning efforts; therefore, it would not have the potential to substantially affect housing, employment, and population projections within the region, which is the basis of the *2010 Bay Area Clean Air Plan* projections. Furthermore, the increase in regional emissions generated by the proposed Project would be less than the BAAQMD's emissions thresholds (see (b)). These thresholds are established to identify projects that have the potential to generate a substantial amount of criteria air pollutants. Because the proposed Project would not exceed these thresholds, the proposed Project would not be considered by the BAAQMD to be a substantial emitter of criteria air pollutants. Therefore, the proposed Project would not conflict with or obstruct implementation of the *2010 Bay Area Clean Air Plan* and impacts would be considered *less than significant*.

b) Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

BAAQMD has identified thresholds of significance for criteria pollutant emissions and criteria air pollutant precursors including, ROG, NO_x, PM_{10} and $PM_{2.5}$. Development projects below the significance thresholds are not expected to generate sufficient criteria pollutant emissions to violate any air quality standard or contribute substantially to an existing or projected air quality violation. The following describes changes in regional impacts from short-term construction activities and long-term operation of the proposed Project.

Construction Emissions

Construction activities produce combustion emissions from various sources, such as onsite heavy-duty construction vehicles, vehicles hauling materials to and from the site, and motor vehicles transporting the construction crew. Site preparation activities produce fugitive dust emissions (PM_{10} and $PM_{2.5}$) from demolition and soil-disturbing activities, such as grading and excavation. Air pollutant emissions from construction activities on site would vary daily as construction activity levels change. Construction activities associated with the Project would result in emissions of ROG, NOx, CO, PM_{10}, and $PM_{2.5}$.

Fugitive Dust

Ground disturbing activities during construction would generate fugitive dust. Fugitive dust emissions (PM_{10} and $PM_{2.5}$) are considered to be significant unless the proposed Project implements the BAAQMD's Best Management Practices (BMPs) for fugitive dust control during construction. PM_{10} is typically the most significant source of air pollution from the dust generated from construction. The amount of dust generated during construction would be highly variable and is dependent on the amount of material being disturbed, the type of material, moisture content, and meteorological conditions. If uncontrolled, PM_{10} and $PM_{2.5}$ levels downwind of actively disturbed areas could possibly exceed State standards. Consequently, impacts related to fugitive dust would be less than significant with the incorporation of BMPs as mitigation measures.

Mitigation Measure AIR-1: The Project's construction contractor shall comply with the following BAAQMD Best Management Practices for reducing construction emissions of PM_{10} and $PM_{2.5}$:

- Water all active construction areas at least twice daily, or as often as needed to control dust emissions. Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water should be used whenever possible.
- Pave, apply water twice daily or as often as necessary to control dust, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites.
- Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least 2 feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer).
- Sweep daily (with water sweepers using reclaimed water if possible) or as often as needed all paved access roads, parking areas and staging areas at the construction site to control dust.
- Sweep public streets daily (with water sweepers using reclaimed water if possible) in the vicinity of the project site, or as often as needed, to keep streets free of visible soil material.
- Hydroseed or apply non-toxic soil stabilizers to inactive construction areas.
- Enclose, cover, water twice daily, or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.).
- Limit vehicle traffic speeds on unpaved roads to 15 mph.
- Replant vegetation in disturbed areas as quickly as possible.
- Install sandbags or other erosion control measures to prevent silt runoff from public roadways.

Adherence to the BAAQMD's BMPs for reducing construction emissions of PM_{10} and $PM_{2.5}$ would ensure that ground-disturbing activities would not generate a significant amount of fugitive dust. Fugitive dust impacts would be *less than significant* with mitigation.

Construction Exhaust Emissions

The proposed Project would entail demolition of the three existing buildings and subsequent construction of a 21,213 square foot structure and freestanding carwash. Construction emissions are based on the preliminary construction schedule developed by the applicant for the Project. To determine potential construction-related air quality impacts, criteria air pollutants generated by Project-related construction activities are compared to the BAAQMD significance thresholds in Table 2 for average daily emissions. Average daily emissions are based on the annual construction emissions divided by the total number of active construction days. As shown in Table 2, criteria air pollutant emissions from construction equipment exhaust would not exceed the BAAQMD average daily thresholds. Consequently, construction-related criteria pollutant emissions from exhaust would be *less than significant*.

TABLE 2 CARMAX PROJECT CONSTRUCTION-RELATED CRITERIA AIR POLLUTANT EMISSIONS ESTIMATES

	Criteria Air Pollutants (tons/year)[a]					
Year	ROG	NO_x	Fugitive PM_{10}[b]	Exhaust PM_{10}	Fugitive $PM_{2.5}$[b]	Exhaust $PM_{2.5}$
2016	<1	1	<1	<1	<1	<1
2017	<1	3	<1	<1	<1	<1
Total Construction Emissions	<1	3	<1	<1	<1	<1
	Criteria Air Pollutants (average lbs/day)[a]					
	ROG	NO_x	Fugitive PM_{10}[b]	Exhaust PM_{10}	Fugitive $PM_{2.5}$[b]	Exhaust $PM_{2.5}$
Average Daily Construction Emissions all Phases[c]	5	34	2	2	1	2
BAAQMD Average Daily Project-Level Threshold	54	54	BMPs	82	BMPs	54
Exceeds Average Daily Threshold	**No**	**No**	**NA**	**No**	**NA**	**No**

Notes: Emissions may not total to 100 percent due to rounding. BMP = Best Management Practices; NA: not applicable
a. Construction phasing is based on the preliminary information provided by the Town. Where specific information regarding Project-related construction activities was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by South Coast Air Quality Management District of construction equipment and phasing for comparable projects.
b. Includes implementation of best management practices for fugitive dust control required by BAAQMD as mitigation, including watering disturbed areas a minimum of two times per day, reducing speed limit to 15 miles per hour on unpaved surfaces, and daily street sweeping.
c. Average daily emissions are based on the construction emissions divided by the total number of active construction days. The total number of construction days is estimated to be 199.
Source: CalEEMod 2013.2.2.

Operational Emissions

Long-term air pollutant emissions generated by an auto dealership project are typically associated with the burning of fossil fuels in cars (mobile sources); energy use for cooling, heating, and cooking (energy); and landscape equipment use (area sources). The primary source of long-term criteria air pollutant emissions generated by the proposed Project would be emissions produced from Project-generated vehicle trips. The

existing auto collision repair shop at the project site generates nominal operational criteria air pollutant emissions. Criteria air pollutant emissions for the proposed Project were modeled using CalEEMod. The Project would generate a net increase of 293 average daily trips during weekdays and up to 351 additional trips on the weekend.[12] Table 3 identifies the criteria air pollutant emissions associated with the Project.

As shown in Table 3, the operational emissions generated by the Project would not exceed the BAAQMD daily or annual thresholds. Consequently, the Project would not cumulatively contribute to the nonattainment designations of the Air Basin, and regional operational phase air quality impacts would be *less than significant*.

TABLE 3 CARMAX PROJECT NET INCREASE IN CRITERIA AIR POLLUTANTS EMISSIONS FORECAST

	Criteria Air Pollutants (average lbs/day)			
Category	**ROG**	**NO_x**	**PM_{10}**	**$PM_{2.5}$**
Area	4	<1	<1	<1
Energy	<1	<1	<1	<1
On-Road Mobile Sources	1	1	1	<1
Total	**5**	**1**	**1**	**<1**
BAAQMD Average Daily Project-Level Threshold	54	54	82	54
Exceeds Average Daily Threshold	**No**	**No**	**No**	**No**
	Criteria Air Pollutants (tons/year)			
Category	**ROG**	**NO_x**	**PM_{10}**	**$PM_{2.5}$**
Project Tons per Year (tpy)	1	<1	<1	<1
BAAQMD Annual Project-Level Threshold	10 tpy	10 tpy	15 tpy	10 tpy
Exceeds Annual Threshold	**No**	**No**	**No**	**No**

Note: Emissions may not total to 100 percent due to rounding. New buildings would be constructed to the 2016 Building & Energy Efficiency Standards (effective January 1, 2017). Average daily emissions are based on the annual operational emissions divided by 365 days.
Source: CalEEMod 2013.2.2. Based on year 2017 emission rates.

c) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project area is in non-attainment under applicable federal or State ambient air quality standards (including releasing emissions which exceed quantitative Standards for ozone precursors or other pollutants)?

The San Francisco Bay Area Air Basin (SFBAAB) is currently designated as a nonattainment area for California and National ambient air quality standards (AAQS) for ozone (O_3) and for $PM_{2.5}$, and a nonattainment area under the California AAQS for PM_{10}.[13] Any project that does not exceed or can be mitigated to less than the BAAQMD significance levels, used as the threshold for determining major projects, does not add significantly to a cumulative impact.[14] The proposed Project would have less than significant construction impacts (with mitigation for fugitive dust), operational impacts (including 2010 Bay Area Clean Air Plan consistency, odors,

[12] Hexagon Transportation Consultants, Inc., 2015. CarMax, Colma, Traffic Impact Analysis.

[13] California Air Resources Board (CARB), 2014, Area Designations: Activities and Maps, http://www.arb.ca.gov/desig/adm/adm.htm, April 17.

[14] Bay Area Air Quality Management District (BAAQMD), 2011 Revised, California Environmental Quality Act Air Quality Guidelines.

and CO hotspots), and on-site community risk and hazards. Consequently, the proposed Project's contribution to cumulative air quality impacts would be *less than significant*.

d) Would the project expose sensitive receptors to substantial pollutant concentrations?

The following describes changes in localized impacts from short-term construction activities and long-term operation of the proposed Project.

Construction Off-Site Community Risk Hazards

BAAQMD has developed Screening Tables for Air Toxics Evaluation During Construction that evaluate construction-related health risks associated with residential, commercial, and industrial projects.[15] According to the screening tables, construction activities occurring within 574 feet (175 meters) of sensitive receptors would result in potential health risks and warrant a health risk analysis. Sensitive receptors generally include children, the elderly, the acutely ill, and the chronically ill, especially those with cardiorespiratory diseases. Additionally, residential areas are also considered sensitive receptors to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time. Other sensitive receptors include retirement facilities, hospitals, and schools. Recreational land uses are considered moderately sensitive to air pollution. Although exposure periods are generally short, exercise places a high demand on respiratory functions, which can be impaired by air pollution. In addition, noticeable air pollution can detract from the enjoyment of recreation. Industrial, commercial, retail, and office areas are considered the least sensitive to air pollution. Exposure periods are relatively short and intermittent, since the majority of the workers tend to stay indoors most of the time. In addition, the working population is generally the healthiest segment of the population.

The closest sensitive land uses in the vicinity of the proposed Project are the single-family residential land uses located approximately 1,400 feet to the northwest of the Project site. The adjacent casino is a commercial land use that generally does not include sensitive receptors. Likewise, while the project is adjacent to an existing cemetery, visitor and burial activity in proximity to the project site is extremely limited due to the age of this section of the cemetery, and, therefore, is not considered a sensitive receptor area. Thus, construction activities in relation to sensitive receptors would not occur within the BAAQMD construction-related health risks screening distance of 574 feet (175 meters). Therefore, the proposed Project would not expose sensitive receptors to substantial concentrations of air pollutant emissions during construction, and impacts would be *less than significant*.

CO Hotspot Analysis

Areas of vehicle congestion have the potential to create pockets of carbon monoxide (CO) called hotspots. These pockets have the potential to exceed the State one-hour standard of 20 ppm or the eight-hour standard of 9 ppm. The proposed Project would not conflict with the City/County Association of Governments of San Mateo County (C/CAG) Congestion Management Program (CMP) because it would not hinder the capital improvements outlined in the CMP or alter regional travel patterns. C/CAG's CMP must be consistent with the Metropolitan Transportation Commissions' (MTC) and the Association of Bay Area Government's (ABAG) Plan Bay Area. An overarching goal of the regional plan is to concentrate development in areas where there are existing services and infrastructure rather than allocate new growth in outlying areas where substantial transportation investments would be necessary to achieve the per capita passenger vehicle, vehicle miles traveled, and associated GHG emissions reductions. The proposed Project is a redevelopment project and would be consistent with the overall goals of the MTC's/ABAG's Plan Bay Area. Furthermore, the proposed

[15] Bay Area Air Quality Management District, 2010. Screening Tables for Air Toxics Evaluation During Construction, Version 1.0, May.

Project would not increase traffic volumes at affected intersections by more than 44,000 vehicles per hour or 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., bridges and tunnels).[16] Trips associated with the proposed Project would not exceed the screening criteria of the BAAQMD. Therefore, impacts associated with CO hotspots for the proposed Project would be *less than significant*.

e) Would the project create objectionable odors affecting a substantial number of people?

Nuisance odors are regulated under BAAQMD Regulation 7, *Odorous Substances*, which requires abatement of any nuisance generating an odor complaint. BAAQMD's Regulation 7, Odorous Substances, places general limitations on odorous substances and specific emission limitations on certain odorous compounds. [17] In addition, odors are also regulated under BAAQMD Regulation 1, Rule 1-301, Public Nuisance, which states that "no person shall discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance or annoyance to any considerable number of persons or the public; or which endangers the comfort, repose, health or safety of any such persons or the public, or which causes, or has a natural tendency to cause, injury or damage to business or property."

The proposed Project is an auto dealership commercial development with vehicle presentation, sales, and service and a freestanding non-public carwash.
The type of facilities that are considered to have objectionable odors include wastewater treatments plants, compost facilities, landfills, solid waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), dairy farms, petroleum refineries, asphalt batch plants, chemical manufacturing, and food manufacturing facilities. During operation, the Project could intermittently generate odor from chemicals typical of auto-servicing, such as gasoline, industrial or commercial grade car detailing products, or paint application. The sensitive land uses in the vicinity of the proposed Project are single-family residential land uses located approximately 1,400 feet to the northwest of the Project site. By the time such emissions reach any sensitive receptor sites, they would be diluted to well below any level of air quality concern. Therefore, operation of the auto dealership would not generate substantial odors or be subject to odors that would affect a substantial number of people. Therefore, the Project would result in *less-than-significant* impacts with respect to odors during operation of the Project.

During construction activities, construction equipment exhaust and application of asphalt and architectural coatings would temporarily generate odors. Any construction-related odor emissions would be temporary and intermittent. Additionally, noxious odors would be confined to the immediate vicinity of the construction equipment. By the time such emissions reach any sensitive receptor sites, they would be diluted to well below any level of air quality concern. Therefore, the Project would result in *less-than-significant* impacts with respect to odors during construction of the Project.

[16] Hexagon Transportation Consultants, Inc., 2015. CarMax, Colma, Traffic Impact Analysis.

[17] It should be noted that while restaurants can generate odors, these sources are not identified by BAAQMD as nuisance odors since they typically do not generate significant odors that affect a substantial number of people. Larger restaurants that employ five or more people are subject to BAAQMD Regulation 7, Odorous Substances.

4. BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, of special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife 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 Wildlife 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 sites?	❒	❒	❒	■
e) Conflict with any local ordinances or policies protecting biological resources, such as 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

a) Would the project have a substantial adverse effect, either directly or through habitat modifications, on a plant or animal population, or essential habitat, defined as a candidate, sensitive, or special-status species?

Special-status species are plants and animals that are legally protected under the State and/or federal Endangered Species Acts or other regulations, as well as other species that are considered rare enough by the scientific community and trustee agencies to warrant special consideration, particularly with regard to protection of isolated populations, nesting or denning locations, communal roosts, and other essential habitat.

On June 22, 2015, WRA Environmental prepared a letter summarizing a biological reconnaissance database review for the Project site, included as Appendix B. The Project site was evaluated using a combination of aerial photographs, literature, and databases to determine the potential to support the presence of aquatic features and special-status plants and wildlife. For example, databases that were reviewed included the California Department of Fish and Wildlife's (CDFWs) California Natural Diversity Database (CNDDB), the San Francisco South USGS 7.5' quadrangle map (1980), the National Wetland Inventory (NWI), the California Native Plant Society (CNPS) online database, and species habitat requirements as noted in available literature. As indicated in the letter, the Project site is unlikely to support a majority of special-status plant and wildlife species that occur in the vicinity[18], as further discussed below.

[18] WRA Environmental Consultants, Biological Reconnaissance Database Review letter, June 22, 2015.

Vegetation and Aquatic Communities
The majority of the Project site is developed and covered by impervious surfaces. The perimeter of the site is landscaped with ornamental shrubs and trees, including Monterey cypress (*Hesperocyparis macrocarpa*) and eucalyptus (*Eucaluptus sp.*). Minimal vegetation is present within the interior of the Project site.[19]

Special-Status Plant Species
Although three special-status plant species were identified within the vicinity of the Project site, including the robust spineflower (*Chorizanthe robusta* var. *robusta*, 1B), Kellog's horkelia (*Horkelia cuneate* var. *sericea*, 1B), and showy Rancheria clover (*Trifolium amoenum*, 1B), there were no occurrences of these or any other special-status plant species on the Project site.[20]

Special-Status Wildlife Species
Although two special-status wildlife species were identified in the vicinity of the Project site, including the callippe silverspot butterfly (*Speyeria callifppe ssp. Callippe*, FE), and Mission blue butterfly (*Plebejus icarioides ssp. Missionensis*, FE), there were no occurrences of these species at the Project site, nor does the site provide suitable habitat for these species, or other special-status animal species.[21]

Overall, the biological reconnaissance letter concluded that the Project site does not contain any endangered species, sensitive habitats, or areas of potential jurisdictional wetlands. In addition, the Project site is unlikely to support special-status plant and wildlife species. Although the Project site does not support any special-status plant or animal species, there remains a potential for nesting by one or more species of birds, which could be affected by construction-related activities. Nests of birds in active use are protected under the Migratory Bird Treaty Act and California Department of Fish and Game Code. Further, General Plan Policy 5.04.382 states that tree removal should be subject to an investigation of the presence of active raptor nests. In addition to the protection of migratory birds under existing federal and State regulation, as well as General Plan Policy 5.04.382, implementation of Mitigation Measure BIO-1 would further ensure that the proposed Project result in a *less-than-significant* impact with regards to having a substantial adverse effect on habitat modifications on a plant or animal population.

> **Mitigation Measure BIO-1:** Construction activities, such as tree removal, shall be performed between September 1 and January 31 to avoid the general nesting period for birds. If construction cannot be performed during this period, pre-construction surveys shall be prepared by a qualified biologist no more than 14 days prior to construction activities to determine the presence of any bird nests. In the event that active bird nesting is identified on the Project site or its immediate vicinity, appropriate protections to the nest shall be taken, including but not limited to, establishing a minimum 100-foot buffer for passerine birds and 250-foot buffer for raptors, and ensuring that construction activities shall avoid buffered zones. Any tree containing active nesting shall not be removed until the nest is no longer active.

b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community type?

As indicated in the biological reconnaissance database review for the Project site, there are no creeks or riparian habitat located on the Project site. Further, as described above under section 4.a, the Project site is unlikely to support any special-status plant or animal species due to lack of suitable habitat. Therefore, *no impacts* are

[19] WRA Environmental Consultants, Biological Reconnaissance Database Review letter, June 22, 2015, page 1.
[20] WRA Environmental Consultants, Biological Reconnaissance Database Review letter, June 22, 2015, page 2.
[21] WRA Environmental Consultants, Biological Reconnaissance Database Review letter, June 22, 2015, page 2.

anticipated with regards to having a substantial adverse effect on any riparian habitat or other sensitive natural community.

c) Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act, through direct removal, filling, hydrological interruption, or other means?

On June 22, 2015, WRA Environmental prepared a letter summarizing results for determining the presence of jurisdictional waters at the Project site, included as Appendix C. As concluded in the letter, the Project site is entirely developed with impervious surfaces and no aquatic features were observed within the Project site. As a result, there are no areas of the Project site that meet the jurisdictional requirements under Section 404 or Section 401 of the Clean Water Act.[22] Therefore, *no impacts* to jurisdictional wetlands and waters are anticipated.

d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species, their wildlife corridors or nursery sites?

As described above, the Project site is located in an urbanized area that precludes the presence of any important wildlife movement corridors across the Project site. Further, the Project site contains no creeks or aquatic habitat that would support fish and proposed development would not interfere substantially with the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nurseries. Overall, given the urbanized setting of the Project site and its immediate vicinity, and because there are no creeks or other aquatic habitat present at the Project site, there would be *no impact* related to the interference with the movement of wildlife species.

e) Would the project conflict with any local ordinances or policies protecting biological resources?

The proposed Project would involve demolition of existing structures and construction of new structures, as well as landscape improvements. Although the Project site does not contain biological resources for protection, the Project would include removal of existing trees, which could provide habitat for nesting birds or other animals. As part of the site preparation, the Project would remove a total of 122 trees; however, pursuant to Colma Municipal Code Subsection 5.06.030, the Project would require a tree removal permit. A tree removal permit is required for the removal of any tree, regardless of type or species, which is larger than 12 inches in diameter. A decision to approve or deny an application includes proximity to proposed structures or improvements. In this case, the proposed improvements necessitate tree removal. If trees are approved for removal, the Town requires a revegetation plan that includes that planting of a comparable number of trees. Although 122 trees are proposed for removal (not all of which are subject to the tree ordinance since many are less than 12 inches in diameter), the Project proposes installation of 124 trees (and complete site landscaping) which would increase the total number of trees on site at buildout. Compliance with Colma Municipal Code Subsection 5.06.030 would ensure that the Project result in a *less-than-significant* impact with regard to conflicting with a local ordinance or policy protection biological resources.

f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?

The Project would not conflict with any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved conservation plan as no such plans encompassing the vicinity of the Project site, have been adopted. Consequently, *no impacts* would occur with regard to conflicting with an adopted Habitat Conservation Plan.

[22] WRA Environmental Consultants, Jurisdictional Status letter, June 22, 2015, page 2.

5. CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
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?	❒	■	❒	❒
e) Cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074?	❒	■	❒	❒

Discussion

a) Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

On May 20, 2015, Basin Research Associates prepared a Cultural Resources Due Diligence Review for the project site, included as Appendix D. The report provides results of a records search conducted by the California Historical Resources Information System, Northwest Information Center (CHRIS/NWIC), Sonoma State University; a limited literature review of materials on file with Basin Research Associates; and a request for review of the Sacred Lands Inventory by the Native American Heritage Commission.

The types of cultural resources that meet the definition of historical resources under CEQA generally consist of districts, sites, buildings, structures, and objects that are significant for their traditional, cultural and/or historical associations. Commonly, the two main resource types that are subject to impact, and that may be impacted related to buildout of the Project, are historical archaeological deposits and historical architectural resources, as discussed below. Archaeological resources are addressed in section 5.b., and human remains are addressed in section 5.d below.

Cultural resources are protected by federal and State regulations and standards, including but not limited to, the National Historic Preservation Act, the California Public Resources Code, and CEQA. Also, the Office of Historic Preservation (OHP) has determined that structures in excess of 45 years of age should be considered potentially important historical resources, and former buildings and structure locations could be potentially important archaeological sites. Typically, if the Project site or adjacent properties are found to be eligible for listing on the California Register, the development would be required to conform to the current Secretary of the Interior's Standards for Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, and Restoring Historic Buildings, which require the preservation of character defining features which convey a building's historical significance, and offers guidance about appropriate and compatible alterations to such structures.

According to the Cultural Resources Due Diligence Review, there were no prehistoric or historic sites recorded or identified in or adjacent to the Project site.[23] However, the Town of Colma includes several historic cemeteries, including the Italian Cemetery, Eternal Home Cemetery, Salem Memorial Park, Home of Peace/Hills of Eternity Cemetery, Cypress Lawn Memorial Park, and Holy Cross Cemetery, collectively known as the Colma Cemeteries, are listed in the National Register of Historic Places (#78003501).[24] The Project site is bounded by the Home of Peace Cemetery/Hills of Eternity Cemetery to the south and is adjacent to the Salem Cemetery, located across the Serramonte Boulevard. However, because the Project site itself does not contain any historical resources and because the proposed Project entails redevelopment of a previously developed site, there would be no substantial adverse change to a historical resource. Additionally, the Cultural Resources Due Diligence Review concluded that the Project would not affect the setting or cultural landscape of the adjacent and nearby cemeteries given that the Project would occur within an already urbanized commercial setting.[25] Therefore, a *less-than-significant* impact would occur.

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

As mentioned above, a Cultural Resources Due Diligence Review was prepared on May 20, 2015. As described in the report, Native American occupation and use of the general area appears to have extended over 5,000 to 7,000 years and potentially longer. Archaeological information suggests an increase in the prehistoric population over time with an increasing focus on permanent settlements with large populations in later periods. The general Project area was within an environmentally advantageous area for Native Americans located between the resources of the San Francisco bayshore and the foothills. North-south travel would have been relatively easy east of the Project between the bayshore and hills along the approximate route of Junipero Serra Boulevard and El Camino Real. The aboriginal lifeway disappeared by 1810 due to its disruption by Euro American diseases and declining birth rate. [26] Although Native Americans have historically occupied the area, the Cultural Resources report concluded that there were no known ethnographic or contemporary Native American resources, including villages, sacred places, traditional or contemporary use areas in or adjacent to the Project site.[27]

Spanish settlers began to traverse the San Francisco Peninsula in the late 1760s and 1770s. The Project site is within the far northern part of the Rancho Buriburi just west of the western boundary of Rancho Canada de Guadalupe la Visitacion y Rodeo Viejo. The closest Hispanic Era dwellings associated with the Rancho Buriburi west of El Camino Real approximately 0.3 miles from the Project site.[28] Although Spanish settlers have historically occupied the area, the Cultural Resources report concluded that there were no known Hispanic era archaeological resources recorded or identified in or adjacent to the Project site.[29]

Around 1848, population began to increase with the gold rush, and European immigration and the development of the dairy industry had an impact on growth in the area. Until World War II, San Mateo County was predominantly agricultural or rural. Today, Colma is notable for its cemeteries and, as of the year 2000, cemeteries or land dedicated for future cemetery us occupied nearly three-quarters of the land within the Town

[23] Basin Research Associates, Cultural Resources Due Diligence Review, May 20, 2015, page 6.

[24] Environmental Science Associates, Serramonte Ford Expansion Intial Study/Mitigated Negative Declaration, prepared for the Town of Colma, September 2014, page 37 and 38.

[25] Basin Research Associates, Cultural Resources Due Diligence Review, May 20, 2015, page 8.

[26] Basin Research Associates, Cultural Resources Due Diligence Review, May 20, 2015, page 2.

[27] Basin Research Associates, Cultural Resources Due Diligence Review, May 20, 2015, page 7.

[28] Basin Research Associates, Cultural Resources Due Diligence Review, May 20, 2015, page 5.

[29] Basin Research Associates, Cultural Resources Due Diligence Review, May 20, 2015, page 7.

limits.[30] Although Euro American settlers have historically occupied the area, the Cultural Resources report concluded that there were no known American period archaeological resources recorded or identified in or adjacent to the Project site.[31]

The Cultural Resources report also concluded that the Project site had no listed, determined or pending archeological site, significant local, State, or federal historic properties, or landmarks. Further, the Project site and its vicinity have a low sensitivity for prehistoric archaeological resources.[32] Nevertheless, the Project would include ground-disturbing activities, such as excavation, trenching, and grading, as part of site preparation and construction of the proposed Project, which could have the potential to uncover archaeological resources that have not yet been discovered. Overall, because the site is considered low sensitivity for presence of archaeological resources, and because there have been no recorded or identified archaeological resources at the site, it is unlikely that the Project would result in a substantial adverse change to an archaeological resource. Further, implementation of Mitigation Measure CULT-1 would ensure a *less-than-significant* impact would occur.

Mitigation Measure CULT-1: The Project shall comply with the following measures during construction of the Project:

- A pre-construction training meeting will be held by a qualified archaeologist with all construction personnel working at the job site to explain possible archaeological resources that may be discovered and the protocol for work stoppage and notification.
- If archaeological remains are found, work at the place of discovery shall be halted immediately until a qualified archaeologist can evaluate the finds [CEQA Guidelines Section 15064.5(f)].
  - Prehistoric site indicators generally include: obsidian and chert flakes and chipped stone tools; grinding and mashing implements (e.g., slabs and handstones, and mortars and pestles); and bedrock outcrops and boulders with mortar cups.
  - Historic period site indicators generally include: fragments of glass, ceramic, and metal objects; milled and split lumber; and structure and feature remains such as building foundations and discrete trash deposits (e.g., wells, privy pits, dumps).
- If archaeological remains are found and judged potentially significant, a treatment plan shall be developed and executed.
- All cultural materials recovered as part of the Project shall be subject to scientific analysis and a report prepared according to current professional standards.

c) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

A significant impact would occur if the project would destroy a unique paleontological resource or site, or a unique geologic feature. Paleontological resources are the fossilized evidence of past life found in the geologic record. However, the Town of Colma General Plan does not identify any paleontological or unique geologic features at the Project site or within its immediate vicinity. Further, the Project site is currently developed and therefore it is unlikely that construction activities related to the redevelopment of the site would discover or disturb paleontological or unique geological resources.

As mentioned above the Project would include ground disturbing activities during demolition and construction activities; however, the site has been previously disturbed and is relatively flat therefore excavation and other

[30] Basin Research Associates, Cultural Resources Due Diligence Review, May 20, 2015, page 5.
[31] Basin Research Associates, Cultural Resources Due Diligence Review, May 20, 2015, page 7.
[32] Basin Research Associates, Cultural Resources Due Diligence Review, May 20, 2015, page 7.

ground-disturbing activities (e.g., grading and filling) is expected to be minimal in order to accommodate the Project. Although there have been no paleontological or unique geologic features identified at the Project site, the potential still remains that ground-disturbing activities during construction could accidently destroy or disturb unknown resources. Given the low probability of destroying or disturbing paleontological and geologic features, and with implementation of Mitigation Measure CULT-2, impacts would be *less-than-significant*.

> **Mitigation Measure CULT-2:** A pre-construction training meeting will be held by a qualified paleontologist with all construction personnel working at the job site to explain possible paleontological resources that may be discovered and the protocol for work stoppage and notification. If fossils are discovered during construction, ground-disturbing activities shall halt immediately until a qualified paleontologist can assess the significant of the discovery. Depending on determinations made by the paleontologist, work may either be allowed to continue once the discovery has been recorded, or if recommended by the paleontologist, recovery of the resource may be required, in which ground-disturbing activity within the area of the find would be temporarily halted until the resource has been recovered. In the event that treatment and salvage is required, recommendations shall be consistent with Society of Vertebrate Paleontology guidelines and current professional standards. The Town of Colma will ensure that information on the nature, location, and depth of all finds is readily available to the scientific community through university curation or other appropriate means.

d) Would the project disturb any human remains, including those interred outside of formal cemeteries?

The Project would result in a significant impact if it would disturb any human remains, including those interred outside of formal cemeteries. The Project would include ground-disturbing activities during construction of the Project, which could potentially disturb human remains. Since the site has been developed in the past, ground disturbing activities are likely to have already disturbed or resulted in the discovery of any buried human remains that may exist on the site. Additionally, the Cultural Resources report concluded that there have been no cultural resources identified at or within the vicinity of the Project site, thus it is unlikely that the Project would disturb any human remains. Nonetheless, it is possible that unknown human remains could be discovered through ground-disturbing construction activities. However, implementation of Mitigation Measure CULT-3 would ensure that accidental discovery or disturbance to human remains would be *less than significant.*

> **Mitigation Measure CULT-3:** In the event of discovery or recognition of any human remains during construction activities, ground-disturbing activities shall halt immediately within 100 feet of the discovery until the San Mateo County Coroner has been notified to determine that no investigation of the cause of death is required. The Native American Heritage Commission (NAHC) shall be contacted within 24 hours if the remains are determined to be Native American. The NAHC shall then identify the most likely descendant in order to determine and make recommendations to the Town of Colma for the appropriate means of treating the human remains.

e) Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074?

A recent addition to the CEQA process is the Native American Historic Resource Protection Act (Assembly Bill 52 or AB 52), which is intended to minimize conflict between Native American and development interests. AB 52 adds "tribal cultural resources" (TCR) to the specific cultural resources protected under CEQA, and it requires lead agencies to notify relevant tribes about development projects. It also mandates lead agencies to consult with tribes if requested by the tribe, and sets the principles for conducting and concluding consultation. Projects subject to AB 52 are those that file a notice of preparation for an EIR or notice of intent to adopt a negative or mitigated negative declaration on or after July 1, 2015. The Governor's Office of Planning and

Research (OPR) has until July 1, 2016, to develop guidelines, and the Native American Heritage Commission (NAHC) has until then to inform tribes which agencies are in their traditional area. In absence of the adopted guidelines, OPR suggests including addressing if the project would cause a substantial adverse change in the significance of a TCR as defined in Public Resources Code 21074. In response to AB 52, the Town of Colma has not received any request from any Tribes in the geographic area with which it is traditionally and culturally affiliated with or otherwise to be notified about projects in the Town of Colma. Nonetheless, the evaluation of potential impacts to TCRs is addressed below.

A TCR is defined under AB 52 as a site, feature, place, cultural landscape that is geographically defined in terms of size and scope, sacred place, and object with cultural value to a California Native American tribe that are either included or eligible for inclusion in the California Register of Historic Resources or included in a local register of historical resources, or included in a local register of historical resources, or if the Town of Colma, acting as the lead agency, supported by substantial evidence, chooses at its discretion to treat the resource as a TCR.

As discussed under criteria 5b) and 5d) no known archeological resources, ethnographic sites or Native American remains are located on the project site. As discussed under criterion 5b) implementation of Mitigation Measure CULT-1 would reduce impacts to unknown archaeological deposits, including tribal cultural resources, to a less-than-significant level. Further, as discussed under criterion 5d) compliance with State and federal regulations and Mitigation Measure CULT-3 would reduce the likelihood of disturbing or discovering human remains, including those of Native Americans. Therefore, implementation of Mitigation Measures CULT-1 and CULT-3, along with compliance with State and federal regulations related to the protection of human remains would reduce impacts to tribal cultural resources to a *less-than-significant* level.

Mitigation Measure CULT-4: Implement Mitigation Measures CULT-1 and CULT-3.

6. GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
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?	❒	❒	■	❒
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?	❒	❒	■	❒

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
d) Be located on expansive soil, creating substantial risks to life or property?	❒	❒	■	❒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	❒	❒	❒	■

Existing Conditions

The Project site and the surrounding parts of the Town of Colma, California lie in the San Francisco Peninsula which is set within the Coast Ranges Geomorphic Province. This province is characterized by northwest-southeast trending mountain ranges that stretch from the Oregon border on the north to Point Conception on the south. In the San Francisco Bay area, most of the Coast Ranges are underlain by the tectonically complex, Jurassic to Cretaceous bedrock of the Franciscan Complex.

The topography in the immediate vicinity of the Project site is typified by a southeast-trending valley that flanks Colma Creek, with undulating to locally steep hills to the northeast and southwest. Present-day elevations at the Project site range from roughly 170 to 220 feet above mean sea level (amsl), whereas San Bruno Mountain to the northeast locally exceeds 1,300 feet amsl. Stormwater runoff in the Project site vicinity flows southwest towards Colma Creek, whose drainage eventually discharges to San Francisco Bay.

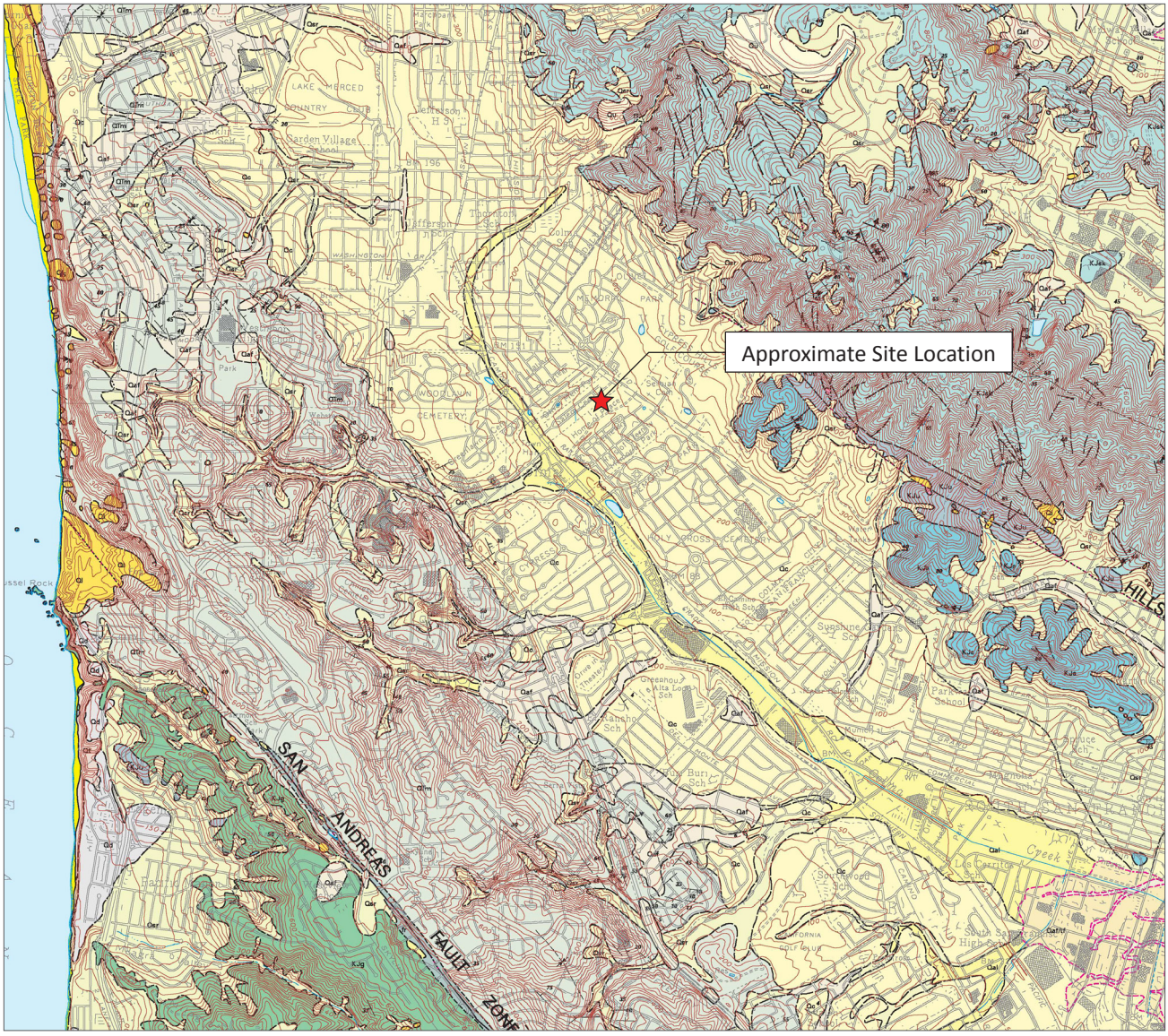
Based on geologic mapping by the US Geological Survey (USGS), the Project site is underlain by clastic sediments (i.e., fine- to medium-grained sand and sandy clay) of the Late Pleistocene Colma Formation that lie stratigraphically above the Jurassic to Cretaceous sedimentary, low-grade metamorphic, and altered igneous rocks of the Franciscan Complex (refer to Figure 12).[33]

A geotechnical investigation of the Project site was prepared on July 17, 2015 (included as Appendix E), and found artificial fill of varying thickness, beneath which were poorly graded sands and silty sands that were assigned to the aforementioned Colma Formation.[34]

The potential for seismicity in the vicinity of the Project site is dominated by the nearby San Andreas Fault Zone, whose main trace lies as close as 2.1 miles southwest of the Project site. Other prominent earthquake faults in the San Francisco Bay Area include the Hayward Fault which lies roughly 16 miles to the east, the Calaveras Fault which is approximately 25 miles to the east, and the San Gregorio Fault, whose trace passes as close as 9 miles southwest of the Project site. No mapped earthquake faults pass through or lie adjacent to the Project site.

[33] US Geological Survey (USGS), 1998. Preliminary Geologic Map of the San Francisco South 7.5' Quadrangle and Part of the Hunter's Point 7.5' Quadrangle, San Francisco Bay Area, California, by M. G. Bonilla, Open File Rpt. 98-354.

[34] ENGEO, 2015. Geotechnical Exploration, CarMax Automotive Dealership, Colma, California, dated July 17, 2015.



Source: US Geological Survey, Preliminary Geological Map of San Francisco South 7.5' Quadrangle and Part of the Hunter's Point 7.5' Quadrangle, San Francisco Bay Area, California, M.G. Bonilla, Open-File Report 98-354, 1998.

water

QUATERNARY
Holocene

Qaf Artificial fill
Clay, silt, sand, rock fragments, organic matter, and man-made debris.

Qaf/tf Artificial fill over tidal flat
Clay, silt, sand, rock fragments, organic matter, and man-made debris, placed over tidal flats.

Qafs Artificial fill, Native American shellmound.
Dark silty to sandy soil containing shell fragments and rare intact shells.

Ql Landslide deposits
Composition and structure depend on the geologic formation involved and type of landslide.

Qal Alluvium
Mostly sand and silt but locally contains clay, gravel, or boulders; generally gray to brown.

Qb Beach Deposits
Predominantly well sorted medium-grained loose gray sand; locally consists of sand, gravel and cobbles.

Qm Bay mud
Soft (moist) to firm (dry) clay and silt; locally contains shell fragments, plant remains, and thin beds of sand.

Qd Dune sand
Well sorted fine-grained sand, gray and loose in most places, grayish orange to reddish brown and firm in a few places. Age extends into Pleistocene.

Pleistocene

Qt Marine terrace deposits
Predominantly friable well sorted fine-grained yellowish-orange to gray sand; includes alluvial gravel and colluvial clay.

Qsr Slope debris and ravine fill
Stony silty to sandy clay; locally silty to clayey sand or gravel; yellowish-orange to medium gray, unstratified or poorly stratified. Where it overlies the Merced or Colma Formation it is commonly a silty to clayey sand, or gravel.

Qc Colma Formation
In northwest and central parts of area, friable well sorted fine to medium sand containing a few beds of sandy silt, clay, and gravel. In southeast part of area, mostly sandy clay and silty sand; yellowish orange to gray.

Qu Sedimentary deposits, undifferentiated

fr Fault rocks
Zone of gouge, breccia, fractured and sheared rock along the San Andreas fault. Gradational contact with surrounding rocks. Limits poorly known. Age extends into Holocene

TERTIARY AND QUATERNARY
Pleistocene and Pliocene

QTm Merced Formation
Friable to firm sand, silt, and clay; minor amounts of gravel, lignite, and volcanic ash, medium gray to yellowish orange.

CRETACEOUS AND JURASSIC
Franciscan Complex and associated rocks

KJs Sandstone and shale
Interbedded sandstone and shale, hard where fresh and intact, soft where weathered or sheared. Commonly medium dark gray where fresh, olive gray to yellowish brown where moderately weathered, and yellowish orange to yellowish gray where highly weathered.

KJsk Sandstone and shale
Sandstone generally containing more than two percent potassium feldspar.

KJc Chert
Hard chert interbedded with firm shale; chert layers generally two or three inches thick, shale layers less than one inch thick; generally grayish red.

KJg Greenstone
Altered volcanic rocks, fine grained, mostly basalt; hard where fresh, but weathered and firm to soft in most exposures; commonly grayish olive to moderate olive gray where moderately weathered, dark yellowish orange to light brown where highly weathered.

KJm Metamorphic rocks
Hard to firm, fine–to coarse-grained schistose, gneissose, or granulose metamorphic rocks; dark gray, dark greenish gray, or dark bluish gray.

sp Serpentine
Hard to soft, generally greenish gray; contains small bodies of grabbro and diabase.

KJu Sheared rocks
Small to large fragments of hard rock in matrix of sheared rock. Matrix generally coherent and firm, but soft in places, especially where weathered. Dark gray where fresh, yellowish brown where weathered. Derived mostly from shale and sandstone of Franciscan Complex and serpentine.

Figure 12
Geologic Map

Although it has not been classified as an "active" fault (i.e., having ruptured in the past 11,000 years) by the California Geological Survey (CGS), the Hillside Fault Zone, a northwest-trending fault on the southwest flank of San Bruno Mountain, is interpreted by the USGS to lie roughly 0.5-mile northeast of the Project site. According to the available research, there is no evidence of recent seismic activity on this fault. A second, inferred fault, known as the San Bruno Fault, has been shown on some geologic maps of the Project vicinity. Recent investigations have called the very existence of this fault into question. For example, geologic mapping by the USGS in the late 1990s concluded that the "…geological data found no evidence supporting the existence of the hypothetical San Bruno fault as a mappable structure (U.S. Geological Survey, 1997), and the fault has been deleted." [35]

Regional seismic shaking studies conducted by the US Geological Survey (USGS) and California Geological Survey (CGS) show that the Project site is located in an area with violent seismic shaking potential, equivalent to level IX on the Modified Mercalli Intensity scale (MMI).[36] It should be noted that many parts of the San Francisco Bay Area are characterized by similar forecasted levels of seismic shaking.

Liquefaction is the rapid transformation of saturated, loose, fine-grained sediment to a fluid-like state due to seismic ground shaking. Liquefaction could damage foundations, disrupt utility service, and cause damage to roadways. The CGS has not yet published a liquefaction hazard or landslide hazard map for the central and southern parts of the South San Francisco 7.5-minute quadrangle, where the Project site is located. A 2000 USGS study of liquefaction hazardous potential of the San Francisco Bay Area mapped the recent alluvium that flanks Colma Creek as an area of "high" liquefaction potential, while the older valley alluvium including the sediments that comprise the Colma Formation (i.e., where the Project site is located) was mapped as an area of "low" or "very low" liquefaction potential.[37]

A landslide is a mass of rock, soil, or debris displaced down a slope by sliding, flowing, or falling. Landslides can be a direct result of an earthquake, or can be caused by other natural events, such as heavy rainfall. Landslides can also be the result of human activities, such as grading or removal of vegetation. Although the CGS has not mapped seismically induced landslide hazard zones in the vicinity of the Project site, the gentle topography and lack of steep slopes suggest that the potential for landslides is likely to be low. Mapping by the USGS in 1972 is consistent with this conclusion; only isolated landslides on the steeper slopes of San Bruno Mountain were identified in that study.[38]

Although there appears to be a low potential for significant impacts related to primary fault rupture, or seismically induced liquefaction and landslides, the potential for strong seismic ground shaking remains and is regarded as a potentially significant impact.

Discussion

a) Would the project 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

[35] USGS, 1998. See citation above.

[36] Association of Bay Area Governments, San Mateo Earthquake Shaking Scenarios Map, http://gis.abag.ca.gov/website/Hazards/?hlyr=northSanAndreas&co=6081, accessed on October 1, 2014.

[37] USGS, 2000, Mapping of Quaternary Deposits and Liquefaction Susceptibility, Nine-County San Francisco Bay Region, California, by Keith L. Knudsen, Janet M. Sowers, Robert C. Witter, Carl M. Wentworth, and Edward J. Helley, Open File Report 00-444.

[38] USGS, 1972. Preliminary Map of Landslide Deposits in San Mateo County, California, Miscellaneous Field Studies Map 344, by E. E. Brabb and E. H. Pampeyan.

Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault; ii) strong seismic ground shaking; iii) seismic-related ground failure, including liquefaction; iv) landslides?

The Project site is not located within or adjacent to a State-designated Alquist-Priolo Earthquake Fault Zone.[39] Similarly, no active or potentially active faults have been mapped at the Project site and none were identified during the July 2015 geotechnical investigation. In light of this information, the probability of earthquake fault rupture at the Project site appears low.

According to seismic forecasts by the USGS, the Project site could be subjected to strong or even violent seismic ground shaking during an earthquake on a nearby fault, such as the San Andreas Fault roughly 2 miles to the southwest, or another active fault in the San Francisco Bay Area. To mitigate seismic shaking effects, new construction at the Project site should be designed using sound engineering judgment and the current California Building Code (CBC) requirements, as required under Section 5.04.050 of the Town of Colma Municipal Code. Current seismic design provisions of the CBC prescribe minimum lateral forces, applied statically to the structure, combined with the gravity forces of dead-and-live loads (refer to Chapter 16 Section 1613 of the 2013 CBC).

As previously discussed, regional mapping conducted by the USGS concluded that the Project site and vicinity are situated in an area with a low to very low liquefaction potential. A recent site-specific geotechnical investigation of the Project site reached a similar conclusion, stating that the risks associated with liquefaction-related ground settlement were "negligible."

At the present time, the CGS has not yet mapped seismically induced landslide hazard zones in the vicinity of the Project site. Nevertheless, the prevailing gentle topography and lack of steep slopes at the Project site suggest that the potential for landslides is low. Landslide maps published by the USGS in 1972 are consistent with this interpretation. Only isolated landslides on the steeper slopes of San Bruno Mountain to the northeast were identified in that study.

Considering the preceding information, the potential impacts of Project development associated with rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure (including liquefaction), and landslides would be *less than significant*.

b) Would the project result in substantial soil erosion or the loss of topsoil?

The Project site is situated in an area of gentle topography, with typical slopes of less than 5 percent. Even so, grading and earth-moving activities associated with Project construction could result in substantial erosion or loss of topsoil. Compliance with regulatory requirements during construction, including the grading provisions of the California Building Code (adopted under Section 5.04.050 of the Town of Colma Municipal Code), as well as the erosion control and grading provisions of Subchapter 5.07 of the Town of Colma Municipal Code and associated permits, would help reduce development-related erosion to the extent practicable. Prior to the issuance of a grading permit, the City Engineer is empowered with the discretionary authority to require the completion of a detailed site-specific soils and/or geotechnical investigation prior to permit issuance. These safeguards, when taken as a whole, would ensure that development-related impacts associated with soil erosion or the loss of topsoil is reduced to a *less-than-significant* level.

[39] State of California Department of Conservation, 1982, Special Studies Zones map, San Francisco South, http://gmw.consrv.ca.gov/shmp/download/quad/san_francisco_south/maps/sanfrancisco_so.pdf, accessed on October 2, 2014.

c) Would the project 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?

Existing developments in the immediate vicinity of the Project site, constructed on sites typified by similar topography and underlying geology, have not experienced landslides, lateral spreading, subsidence, liquefaction, or collapse. Furthermore, the July 2015 geotechnical investigation of the Project site concluded that the likelihood of ground lurching and lateral spreading is low and that risks associated with liquefaction-induced settlement is negligible. Given this information, and assuming faithful implementation of geotechnical-based foundation design recommendations, the impact of Project development with respect to landsliding, lateral spreading, subsidence, liquefaction, or collapse would be *less than significant*.

d) Would the project be located on expansive soil, creating substantial risks to life or property?

As previously discussed in this section, a detailed, site-specific geotechnical investigation was recently completed at the Project site. Although the investigation did not attempt to measure soil properties such as Atterberg Limits (one way in which expansive soils can be identified), it did include detailed sampling and logging of 30 exploratory soil borings, five cone-penetrometer tests, and four excavated test pits. The predominant soil type encountered was fine-grained silty sand with local fine to coarse gravel. Based on the observed textural and likely mineralogical properties, such soils are unlikely to exhibit significant shrink-swell behavior. Exceptions to the dominant silty sand lithology were locally noted as relatively thin, discontinuous horizons of poorly graded sand with clay. Considering the findings of this detailed, site-specific geotechnical investigation, the impact of Project development with respect to expansive soils (and associated risks to life and property) would be *less than significant*.

e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

The Project would be serviced by the existing sanitary sewer system and the use of septic tanks or alternative wastewater disposal systems will not be necessary. The existing system is maintained by the Maintenance Division of the Town's Public Works/Engineering Department. That department also oversees and calculation and collection of annual sewer fees, as well as sanitary sewer overflow regulatory reporting that may be periodically needed. For these reasons, Project development would result in *no impact* with respect to soils that might be incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems.

7. GREENHOUSE GAS EMISSIONS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
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 of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	❒	❒	■	❒

Existing Conditions

Scientists have concluded that human activities are contributing to global climate change by adding large amounts of heat-trapping gases, known as greenhouse gases (GHGs), into the atmosphere. The primary source

of these GHG is fossil fuel use. The Intergovernmental Panel on Climate Change (IPCC) has identified four major GHG—water vapor, carbon dioxide (CO_2), methane (CH_4), and ozone (O_3)—that are the likely cause of an increase in global average temperatures observed within the 20th and 21st centuries. Other GHG identified by the IPCC that contribute to global warming to a lesser extent include nitrous oxide (N_2O), sulfur hexafluoride (SF_6), hydrofluorocarbons, perfluorocarbons, and chlorofluorocarbons.[40,41] This section analyzes the proposed Project's contribution to global climate change impacts in California through an analysis of project-related GHG emissions. A background discussion on the GHG regulatory setting and GHG modeling can be found in Appendix A to this Initial Study.

Discussion

a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Operation of the proposed Project does not generate enough GHG emissions on its own to influence global climate change; therefore, the GHG analysis measures the proposed Project's contribution to the cumulative environmental impact. The proposed Project would contribute to global climate change through direct emissions of GHG from on-site area sources and vehicle trips generated by the proposed Project, and indirectly through off-site energy production required for on-site activities, water use/wastewater generation, and waste disposal. In addition, construction activities would generate a short-term increase in GHG emissions. The GHG emissions associated with the proposed Project are shown in Table 4.

BAAQMD does not have thresholds of significance for construction-related GHG emissions. GHG emissions from construction activities are one-time, short-term emissions and therefore would not significantly contribute to long-term cumulative GHG emissions impacts of the proposed Project. One-time, short-term emissions are converted to average annual emissions by amortizing them over the service life of a building. For buildings in general, it is reasonable to look at a 30-year time frame, since this is a typical interval before a new building requires the first major renovation.[42] As shown in Table 4, when amortized over an average 30-year project lifetime, average annual construction emissions from the proposed Project would represent a nominal source of GHG emissions and would not exceed BAAQMD's de minimus bright line threshold of 1,100 $MTCO_2e$. Construction emissions are *less than significant*.

As shown in Table 4, development of the proposed Project would result in a nominal increase of GHG emissions of 233 $MTCO_2e$/year. The proposed Project would not exceed the BAAQMD bright line threshold of 1,100 $MTCO_2e$/year. Therefore, Project-related GHG emissions impacts would be *less than significant*.

b) Would the project conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?

Applicable plans adopted for the purpose of reducing GHG emissions include CARB's Scoping Plan, the Metropolitan Transportation Commission's (MTC)/Association of Bay Area Governments' (ABAG) Plan Bay Area, and the Town of Colma's Climate Action Plan. A consistency analysis with these plans is presented below.

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[40] Intergovernmental Panel on Climate Change, 2001, Third Assessment Report: Climate Change 2001, New York: Cambridge University Press.

[41] Water vapor (H_2O) is the strongest GHG and the most variable in its phases (vapor, cloud droplets, ice crystals). However, water vapor is not considered a pollutant.

[42] International Energy Agency.2008, *Energy Efficiency Requirements in Building Codes, Energy Efficiency Policies for New Buildings,* March.

TABLE 4 PROJECT NET INCREASE IN GHG EMISSIONS

	GHG Emissions ($MTCO_2e$/Year)	
Category	**Project**	**Percent of Total**
Construction Emissions		
Total Construction Emissions (Years 2016-2017)	429	N/A
30-Year Amortized Construction	14	N/A
Operation Emissions		
Area	<1	<1%
Energy	112	45%
On-Road Mobile Sources	117	47%
Waste	15	6%
Water/Wastewater	4	2%
Total	248	**100%**
Total Without Waste Generation Emissions[a]	**233**	**N/A**
BAAQMD Bright-Line Threshold	1,100 $MTCO_2e$/Year	N/A
Exceeds BAAQMD Bright-Line Screening Threshold?	**No**	**N/A**

Note: Emissions may not total to 100 percent due to rounding. New buildings would be constructed to the 2016 Building & Energy Efficiency Standards (effective January 1, 2017).
a. BAAQMD did not include solid waste emissions when developing the per capita significance thresholds. Therefore, total GHG emissions with and without the Waste Generation sector are included.
Source: CalEEMod 2013.2.2.

CARB's Scoping Plan

In accordance with Assembly Bill 32 (AB 32), the California Air Resources Board (CARB) developed the *2008 Scoping Plan* to outline the State's strategy to achieve 1990 level emissions by year 2020. To estimate the reductions necessary, CARB projected Statewide 2020 business as usual (BAU) GHG emissions (i.e., GHG emissions in the absence of statewide emission reduction measures). CARB identified that the State as a whole would be required to reduce GHG emissions by 28.5 percent from year 2020 BAU to achieve the targets of AB 32.[43] The GHG emissions forecast was updated as part of the First Update to the Scoping Plan. In the First Update to the Scoping Plan, CARB projected that statewide BAU emissions in 2020 would be approximately 509 million $MTCO_2e$.[44] Therefore, to achieve the AB 32 target of 431 million $MTCO_2e$ (i.e., 1990 emissions levels) by 2020, the State would need to reduce emissions by 78 million $MTCO_2e$ compared to BAU conditions, a reduction of 15.3 percent from BAU in 2020.[45,46]

[43] California Air Resources Board (CARB), 2008. *Climate Change Proposed Scoping Plan, a Framework for Change,* October.

[44] The BAU forecast includes GHG reductions from Pavley and the 33% Renewable Portfolio Standard (RPS).

[45] California Air Resources Board (CARB), 2014. *First Update to the Climate Change Scoping Plan: Building on the Framework, Pursuant to AB 32, The California Global Warming Solutions Act of 2006, May 15.*

[46] If the GHG emissions reductions from Pavley I and the Renewable Electricity Standard are accounted for as part of the BAU scenario (30 million $MTCO_2e$ total), then the State would need to reduce emissions by 108 million $MTCO_2e$, which is a 20 percent reduction from BAU.

Statewide strategies to reduce GHG emissions include the Low Carbon Fuel Standard, California Appliance Energy Efficiency regulations; California Building Standards (i.e., CALGreen and the Building and Energy Efficiency Standards); California Renewable Energy Portfolio standard; changes in the corporate average fuel economy standards (e.g., Pavley I and California Advanced Clean Cars); and other measures that would ensure the State is on target to achieve the GHG emissions reduction goals of AB 32. Statewide GHG emissions reduction measures that are being implemented over the next five years would reduce the proposed Project's GHG emissions.

New structures would meet the current Building and Energy Efficiency Standards. The 2016 Building and Energy Efficiency Standards become effective January 1, 2017. The 2016 Standards are 33.5 percent more energy efficient than the 2008 standards for non-residential buildings. The new buildings would also be constructed in conformance with CALGreen, which requires high-efficiency water fixtures for indoor plumbing and water efficient irrigation systems. The proposed Project would not conflict with statewide programs adopted for the purpose of reducing GHG emissions. Therefore, impacts would be *less than significant.*

MTC's/ABAG's Plan Bay Area

To achieve MTC's/ABAG's sustainable vision for the Bay Area, the Plan Bay Area land use concept plan for the region concentrates the majority of new population and employment growth in the region in Priority Development Areas (PDAs). PDAs are transit-oriented, infill development opportunity areas within existing communities. Overall, well over two-thirds of all regional growth by 2040 is allocated within PDAs. PDAs are expected to accommodate 80 percent (or over 525,570 units) of new housing and 66 percent (or 744,230) of new jobs. Consequently, an overarching goal of the regional plan is to concentrate development in areas where there are existing services and infrastructure rather than allocate new growth in outlying areas where substantial transportation investments would be necessary to achieve the per capita passenger vehicle, vehicle miles traveled, and associated GHG emissions reductions. The proposed Project is within the El Camino Real Corridor PDA. In addition, the proposed Project is a redevelopment project in the Town of Colma and would be consistent with the overall goals of Plan Bay Area. Therefore, the Project would not conflict with land use concept plan in Plan Bay Area and the impacts would be *less than significant*.

Town of Colma Climate Action Plan

The Town of Colma adopted a Climate Action Plan (CAP) in 2013. The measures identified in the CAP represent the Town's actions to achieve the GHG reduction targets of AB 32 for target year 2020. The proposed Project is in compliance with the CAP. [47] A consistency analysis with the proposed Project to the applicable measures in the CAP is shown in Table 5. The proposed Project would not conflict with the Town of Colma's CAP and there would be *no impact*.

[47] Town of Colma, 2013, Climate Action Plan (CAP). May.

TABLE 5 PROPOSED PROJECT CONSISTENCY WITH TOWN OF COLMA'S CLIMATE ACTION PLAN

Applicable Measures	Consistency Analysis
Planning and Land Use/Increased Opportunities for Alternative Transportation	
Promote mandatory Transportation Demand Management (TDM) strategies to new businesses with more than 50 employees. Continue to promote public transit use, carpooling, vanpooling, walking and bicycling. Provide incentives for employees to use alternatives. Continue to work with regional programs to reduce vehicle miles travelled and promote commute alternatives for businesses. Make large employers aware of the provisions of SB 1339.	*Consistent.* The proposed Project would have bicycle parking adjacent to the sales floor area. Additionally, CarMax employs more than 50 full-time employees in the Bay Area; and therefore is subject to BAAQMD's Bay Area Commuter Benefits Program under Regulation 14, Rule 1. Under this regulation, employers with 50 or more full-time employees in the Bay Area must provide pre-tax benefits, employer-provided subsidies, employer-provided transit, or similar alternative commuter benefits. Compliance with this regional program would ensure consistency with this CAP measure.
Implement parking policies for new developments and renovation projects that require prioritized parking for low carbon fuel vehicles and bicycle parking and unbundle parking from property costs.	*Consistent.* The proposed Project would have bicycle parking adjacent to the sales floor area. Additionally, the proposed Project would have four electrical vehicle charging stations in the sales inventory lot and one electrical vehicle charging station in the vehicle staging area for the electrical vehicle inventory.
Recycling and Waste Reduction	
Increase recycling and waste diversion to meet recycling diversion rate of 80%. Evaluate new cost-effective opportunities to expand commercial and residential recycling programs under the new Request for Proposal for Recycling and Solid Waste Collection Services. Require all businesses to recycle (exceed AB 341 requirements) and ensure compliance of commercial recycling requirements. Increase recycling by adding new program for food waste/organics to commercial and residential collection. Consider banning yard waste, cardboard and other materials in landfills.	*Consistent.* The proposed Project would comply with mandates to increase recycling in compliance with Assembly Bill 341 and the City's waste diversion goals. The proposed Project would include an enclosed waste receptacle of adequate size to handle three types of waste generated by the facility (green waste and food scraps, mixed recycling and trash).

Source: Town of Colma, 2013, Climate Action Plan (CAP). May.

8. HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
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 materials, substances, or waste within one-quarter mile of an existing or proposed school?	❒	❒	■	❒

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
d) Be located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment?	❒	■	❒	❒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard for people living or working in the project area?	❒	❒	■	❒
f) For a project within the vicinity of a private airstrip, result in a safety hazard for people living 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

a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

On July 17, 2015, ENGEO prepared Pre-Demolition Asbestos and Lead Inspection Reports for each of the three existing structures (435 Serramonte Boulevard, 445 Serramonte Boulevard, and 455 Serramonte Boulevard), including a summary report of the findings, which are included as Appendix F. The results of each of the reports are summarized below under the discussions for 435, 445, and 455 Serramonte Boulevard.

Asbestos-containing materials (ACMs) are materials that contain asbestos, a naturally-occurring fibrous mineral that has been mined for its useful thermal properties and tensile strength. When left intact and undisturbed, ACM does not pose a health risk to building occupants. Potential for human exposure occurs only when ACM becomes damaged to the extent that asbestos fibers become airborne and are inhaled. These airborne fibers are carcinogenic and can cause lung disease. The principal federal government agencies regulating asbestos are the Occupational Safety and Health Administration (OSHA) and the U.S. Environmental Protection Agency (EPA). The U.S. EPA recommends a proactive in-place management program be implemented wherever undamaged ACM are found in a building. The U.S. EPA recommends that damaged ACM be removed, repaired, encapsulated, or enclosed, and that all ACM are removed prior to any demolition or major renovation activities. The age of a building is directly related to its potential for containing elevated levels of ACM; generally, all untested materials are presumed to contain asbestos in buildings constructed prior to 1981.

Lead-based paint (LBP), which can result in lead poisoning when consumed or inhaled, was widely used in the past to coat and decorate buildings. Lead poisoning can cause anemia and damage to the brain and nervous system, particularly in children. Like ACM, LBP generally does not pose a health risk to building occupants when left undisturbed; however, deterioration, damage, or disturbance will result in hazardous exposure. In 1978, the use of LBP was federally banned by the Consumer Product Safety Commission. Therefore, only buildings built before 1978 are presumed to contain LBP, as well as buildings built shortly thereafter, as the phase-out of LBP was gradual.

The US EPA prohibited the use of Polychlorinated Biphenyls (PCBs) in the majority of new electrical equipment starting in 1979, and initiated a phase-out for much of the existing PCB-containing equipment. The inclusion of PCBs in electrical equipment and the handling of those PCBs are regulated by the provisions of the Toxic Substances Control Act, 15 U.S. Code Section 2601 *et seq*. Relevant regulations include labeling and periodic inspection requirements for certain types of PCB-containing equipment and outline highly specific safety procedures for their disposal. The State of California regulates PCB-laden electrical equipment and materials contaminated above a certain threshold as hazardous waste; these regulations require that such materials be treated, transported, and disposed of accordingly. At lower concentrations for non-liquids, regional water quality control boards may exercise discretion over the classification of such wastes.

The existing Project site includes three commercial structures constructed in the 1980s and 1990s which have previously operated as auto-related service uses; however, only one of the existing structures is currently in operation as an auto collision/repair shop.

435 Serramonte Boulevard
According to the Pre-Demolition Asbestos and Lead Inspection Reports summary letter dated July 17, 2015, asbestos was identified in the black/gray roofing shingle/mastic. Further, the existing structure was determined to contain lead-based paint in areas such as the interior wall (white/cream paint); paint on poles (brown/white paint); paint on the floor (gray paint); paint on the lobby door and door frames (blue paint); and exterior paint (grey/cream/green paint). [48] In addition, this structure contained fluorescent fixture ballasts and thermostats which could contain PCBs.[49]

445 Serramonte Boulevard
According to the Pre-Demolition Asbestos and Lead Inspection Reports summary letter dated July 17, 2015, asbestos was identified in the roofing tar. Although it was suspected that lead could be contained in approximately 50,000 square feet of paint-coated steel materials throughout the structure, sampling of the material did not identify detectable concentrations of lead.[50] In addition, this structure contained fluorescent fixture ballasts which could contain PCBs.[51]

455 Serramonte Boulevard
According to the Pre-Demolition Asbestos and Lead Inspection Reports summary letter dated July 17, 2015, asbestos was not identified in any of the materials located on the interior or exterior of the structure. Although it was suspected that lead could be contained in approximately 50,000 square feet of paint-coated steel materials throughout the structure, sampling of the material did not identify detectable concentrations of lead.[52] In addition, this structure contained fluorescent fixture ballasts which could contain PCBs.[53]

Although the Project would likely involve the use and handling of similar hazardous materials as under existing conditions, the use, storage and/or disposal of fuels (i.e., gasoline, diesel, and oil), petroleum products,

[48] ENGEO, Pre-Demolition Asbestos and Lead Inspection Reports summary letter, July 17, 2015.
[49] KELLCO, Pre-Demolition Asbestos and Lead Inspection Report, 435 Serramonte Boulevard July 17, 2015, page 2.
[50] ENGEO, Pre-Demolition Asbestos and Lead Inspection Reports summary letter, July 17, 2015.
[51] KELLCO, Pre-Demolition Asbestos and Lead Inspection Report, 445 Serramonte Boulevard July 17, 2015, page 5.
[52] ENGEO, Pre-Demolition Asbestos and Lead Inspection Reports summary letter, July 17, 2015.
[53] KELLCO, Pre-Demolition Asbestos and Lead Inspection Report, 455 Serramonte Boulevard July 17, 2015, page 2.

adhesives, paints, and solvents, could reasonably be expected to increase as a result of the Project given that it would increase the intensity and ability to service vehicles compared to existing operations at the site compared to existing conditions. In addition, cleaning and landscape maintenance products during the course of building maintenance, operation, and landscaping upkeep would also be used. Given that the Project would provide vehicle service and maintenance, large quantities of materials (i.e., oil, gasoline, and other vehicle fluids) would be permanently used or stored at the Project site. The Project also would also include an aboveground fuel storage tank. Further, demolition of existing structures on the Project site could expose construction workers, the public, or the environment to hazardous materials, such as lead-based paint, asbestos, and PCBs. However, removal of these materials would by contractors licensed to remove and handle these materials in accordance with existing federal, State and local regulations, would ensure that risks associated with the transport, storage, use, and disposal of such materials be reduced to the maximum extent practicable.

One of the primary agencies that regulate hazardous materials is the California Environmental Protection Agency (CalEPA), which is authorized by the EPA to enforce and implement federal hazardous materials laws and regulations. The California Department of Toxic Substance Control (DTSC), a department of the CalEPA, protects California and Californians from exposure to hazardous waste, primarily under the authority of the federal Resource Conservation Recovery Act (RCRA) of 1976 and the California Health and Safety Code.[54] DTSC requirements include the need for written programs and response plans, such as Hazardous Materials Business Plans (HMBPs). DTSC programs include dealing with aftermath clean-ups of improper hazardous waste management, evaluation of samples taken from sites, enforcement of regulations regarding use, storage, and disposal of hazardous materials, and encouragement of pollution prevention.

Further, the California Health and Safety Code Chapter 6.95 and 19 California Code of Regulations Section 2729 set out the minimum requirements for business emergency plans and chemical inventory reporting. These regulations require businesses to provide emergency response plans and procedures, training program information, and a hazardous material chemical inventory disclosing hazardous materials stored, used, or handled on site. A business which uses hazardous materials or a mixture containing hazardous materials must establish and implement a business plan if the hazardous material is handled in certain quantities.

Other regulations include the San Mateo County Environmental Health Department (SMEHD), in the DTSC Certified Unified Program Agency (CUPA), is charged with implementing and enforcing State and local policies relating to hazardous materials in San Mateo County, including the Project site.[55] This includes administration of the Hazardous Materials Business Plan Program, Hazardous Waste Generator Program, Underground Storage Tank (UST) Program, California Accidental Release Program, Tiered Permitting Program, and Aboveground Storage Tank (AST) Program.

Overall, compliance with existing regulations regarding the storage, use, handling, and removal of hazardous materials would ensure that associated impacts from the demolition, construction, and operation of the Project would be *less than significant*.

[54] Department of Toxic Substances Control website http://www.dtsc.ca.gov/InformationResources/DTSC_Overview.cfm#Overview_of_DTSC, accessed on December 10, 2015.

[55] San Mateo County Health, System, Toxic Programs/Regulatory Programs (CUPA), http://smchealth.org/environ/toxic, accessed on December 10, 2015.

b) Would the project 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?

As discussed above in section 8.a, operation of the Project would involve the use, storage and/or disposal of fuels (i.e., gasoline, diesel, oil, etc.), petroleum products, adhesives, paints, and solvents. Project operation also could involve use of cleaning and landscape maintenance products during the course of building maintenance, operation, and landscaping upkeep. However, as described above, the storage and use of these materials would be subject to existing federal, State, and local regulations. Therefore, compliance with those regulations would ensure that the Project result in a *less-than-significant* impact to the public or the environment with respect to hazardous materials.

c) Would the project emit hazardous emissions or handle hazardous materials, substances or waste within one-quarter mile of an existing or proposed school?

The Project site is not located within one-quarter mile of any existing or proposed schools. The nearest school to the Project site is the Early Learning Academy, located at 398 F Street, which is approximately one mile from the Project site. Additionally, compliance with existing regulations regarding the use, handling, disposal, and transportation of hazardous materials, would ensure that the Project not pose any significant risk to the public or environment. Consequently, given that the Project site is located more than one-quarter mile from an existing or proposed school and because the Project is not expected to result in adverse risks related to the hazardous materials, a *less-than-significant* impact would occur.

d) Would the project be located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment?

On May 19, 2015, ENGEO prepared a Phase I Environmental Site Assessment (Phase I), included as Appendix G. Based on the findings of the Phase I, ENGEO prepared a Phase II Environmental Site Assessment on July 10, 2015, included as Appendix H.

According to the Phase I, there was no indication of soil, soil gas, or groundwater impairments at the Project site. Further, it was concluded that there was no indication of hazardous materials violations or discharge on the Project site, with the exception of a 20-gallon release of diesel fuel from a damaged fuel tank at 445 Serramonte Boulevard that occurred in 2014; however, the release was contained and less than 1 liter of diesel was discharged to an on-site storm drain.[56] In addition, there was a 2,000 gallon underground storage tank (UST) containing waste oil installed in June 1986 between 445 and 455 Serramonte Boulevard; however, was removed May 7, 2015. Since the removal of the UST, no further action was recommended and was considered case closed.[57]

According to the Phase II, there were detectable concentrations of several pesticides as a result of the sites past agricultural uses prior to being developed; however, the concentrations are below the applicable US Environmental Protection Agencies (EPA) standards for industrial screening levels.[58] In addition, metals, including chromium, lead, nickel, and zinc were detected in the soils at the Project site; however, were below their respected screening levels. Although chromium concentrations were generally below screening levels and therefore considered typical of background conditions, one soil sample indicated chromium concentrations above screening levels. While this does not represent an environmental concern for the Project site, if the soil at the Project sire is excavated for disposal, additional testing will need to be undertaken to determine

[56] ENGEO, Phase I Environmental Site Assessment, May 19, 2015, page 23.
[57] ENGEO, Phase I Environmental Site Assessment, May 19, 2015, page 23.
[58] ENGEO, Phase II Environmental Site Assessment, July 10, 2015, page 5 and 6.

appropriate transport, handling procedures, and disposal options.[59] In addition, the Phase II indicated that soil samples also detected petroleum odor and volatile organic compounds (VOCs), such as 1,3 –butadine, carbon disulfide, acetone, benzene, and other VOCs; however, all were below their respective screening thresholds and are not expected to pose any sort of significant risk to the environment or public.[60]

In addition, a search of the Department of Toxic Substance Control's (DTSC's) online EnviroStor database on December 10, 2015 revealed that the Project site is not included on a list of hazardous material sites compiled pursuant to Government Code section 65962.5.[61]

Consequently, although the Phase I and Phase II did not find any potential hazards that would pose a risk to the environment or people, the past and current automotive-related uses of the Project site could inadvertently expose people or the environment to small areas of potentially impacted soils during construction related activities (i.e., excavation, or grading) that were not identified during soil sampling. However, implementation of Mitigation Measure HAZ-1 would ensure that a *less-than-significant* impact occur with regards to exposure of people or the environment to hazardous materials.

> **Mitigation Measure HAZ-1:** Prior to the start of construction activities, the applicant shall prepare and submit to the Town of Colma Planning Department a Soils Management Plan (SMP) to outline the procedures and protocols for the handling, transport, and disposal of potentially impacted soils. The Soils Management Plan shall be prepared according to current professional standards and shall generally include information such as the purpose and objectives of the SMP, site description and background, applicability of regulatory and/or institutional requirements, soil management procedures for potentially impacted soils (e.g., dust-control, erosion control, soil stockpile management, and soil disposal), health and safety, and any special considerations related to the handling, transport, and disposal of potentially impacted soils.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people living or working in the project area?

The public airport nearest to the Project site is San Francisco International Airport, which is located over six miles away from the Project site. The project site is included in illustrations in the Comprehensive Airport Land Use Compatibility Plan for the Environs of the San Francisco International Airport, and is within the "Boundary for Airport Influence Area B" and within the "Outer Boundary of TERPS Approach and OEI Departure Surfaces" as shown in Exhibits IV-2, IV-10, IV-17 of the plan. (Source: Comprehensive Airport Land Use Compatibility Plan for the Environs of the San Francisco International Airport.)[62] However, the Project site is well below the 400 foot elevation of the official aeronautical surface and more than 150 feet above ground level above the project site (Exhibit IV-17) so the site will not be impacted by airport operations. In addition, the Project site is outside the 65 dB noise contour; therefore, noise impacts from the airport would not result in a safety hazard for people in the vicinity of the Project and a *less-than-significant* impact would occur.

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[59] ENGEO, Phase II Environmental Site Assessment, July 10, 2015, page 6.

[60] ENGEO, Phase II Environmental Site Assessment, July 10, 2015, page 6.

[61] Department of Toxic Control Substances, EnviroStor, http://www.envirostor.dtsc.ca.gov/public, accessed on December 10, 2015.

[62] Prepared for City/County Association of Governments of San Mateo County Prepared by Ricondo and Associates, November 2012 http://ccag.ca.gov/wpcontent/uploads/2014/10/Consolidated_CCAG_ALUCP_November-20121.pdf)

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people living or working in the project area?

There are no private airstrips located within two miles of the Project site. Therefore, the Project would have *no impact*.

g) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The proposed Project would not be expected to impair existing circulation and access to the Project site. As mentioned above, the Project proposes demolition of the three existing structures to accommodate a single structure and freestanding carwash, which could improve overall circulation throughout the Project site by permanently removing existing structures. Although the Project would remove three existing driveways and construction one new driveway, the Project site would provide sufficient space for fire trucks to turnaround at the main customer/employee parking lot area as well as another turnaround in the vehicle staging area to reach all sides of the main building. With the exception of the changes to the driveway providing access to and from the site, the Project does not propose any changes to the existing roadway network. As a result, the Project would not interfere with the ability to implement emergency response. Further, compliance with the provisions of the California Fire Code and the California Building Code would ensure that buildout of the Project would result in a *less-than-significant* impact with respect to interference with an adopted emergency plan or emergency evacuation plan.

h) Would the project expose people or structures to a significant risk of loss, injury or death involving wildland fires?

The Project site is located within an urbanized area served by the Colma Fire Protection District (CFPD) and is generally surrounded by other urban development and cemeteries. Therefore, the Project would not likely expose people or structures to a significant risk of loss, injury or death involving wildland fires. However, due to the site's close proximity to San Bruno Mountain, the site is within a "fire threatened communities" (category 1) wildland-urban interface area.[63] Given the intervening land uses (casino, Hillside Boulevard, Cypress Lawn Cemetery), a fire on San Bruno Mountain is unlikely to spread to the Project site. If a fire were to occur, the site may be temporarily impacted by smoke, ash and traffic delays due to emergency vehicles and equipment.in the vicinity. Further, as mentioned above, the Project would be constructed in compliance with all applicable fire codes, such as the California Fire Code and California Building Code. Additionally, the Project would undergo plan review by the CFPD to ensure that the Project comply with applicable fire codes. Therefore, a *less-than-significant* impact would occur as a result.

9. HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Violate any water quality standards or waste discharge requirements?	❒	❒	■	❒

[63] Association of Bay Area Governments, Resilience Program Mappinghttp://gis.abag.ca.gov/website/Hazards/?hlyr=wui, accessed January 7, 2016.

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a significant lowering of the local groundwater table level?	❒	❒	■	❒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of runoff in a manner which would result in substantial erosion, siltation or flooding on- or off-site?	❒	❒	■	❒
d) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems?	❒	❒	■	❒
e) Provide substantial additional sources of polluted runoff, or otherwise substantially degrade water quality?	❒	❒	■	❒
f) 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?	❒	❒	❒	■
g) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	❒	❒	❒	■
h) 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?	❒	❒	❒	■
i) Be inundated by seiche, tsunami, or mudflow?	❒	❒	❒	■

Existing Conditions

Urban development has two potential impacts to stormwater runoff hydrology. Impervious surfaces, such as roads, parking lots, and buildings, prevent the natural infiltration of stormwater into the soil and create higher runoff volumes. In addition, more rapid transport of runoff over impermeable surfaces, combined with higher runoff volumes, causes elevated peak flows. This increase in flows may adversely impact stormwater drainage systems.

The National Pollutant Discharge Elimination System (NPDES) permit program was established by the federal Clean Water Act (CWA) to regulate municipal and industrial discharges to surface waters of the United States from their municipal separate storm sewer systems (MS4s). In California, the State Water Resources Control Board (SWRCB) has broad authority over water quality control issues for the State. The SWRCB is responsible for developing statewide water quality policy and exercises the powers delegated to the State by the federal government under the CWA. The Town of Colma is within the jurisdiction of the San Francisco Bay Regional Water Quality Control Board (RWQCB) Region 2. The San Francisco Bay RWQCB adopted a Water Quality Control Plan for the San Francisco Bay Basin (the Basin Plan) that designates beneficial uses, establishes water quality objectives, and contains implementation programs and policies to achieve those objectives for all waters addressed through the Basin Plan.[64]

[64] San Francisco Bay RWQCB, 2015, *Water Quality Control Plan (Basin Plan) for the San Francisco Bay Basin*, http://www.swrcb.ca.gov/rwqcb2/basin_planning.shtml, accessed on December 18, 2015.

Construction activities that disturb one or more acres of land must comply with the requirements of the SWRCB Construction General Permit (99-08-DWQ) and submit Permit Registration Documents (PRDs) to the SWRCB along with a Stormwater Pollution Prevention Plan (SWPPP). In addition, an interim erosion and sediment control plan for construction is required for submittal to the City Engineer prior to the issuance of grading permits. A final erosion and sediment control plan also must be designed and submitted for the completed project. A new Municipal Regional Stormwater NPDES Permit (MRP) has been issued by the San Francisco Bay RWQCB (Order No. R2-2015.0049) and includes the Town of Colma under its coverage. Under Provision C.3 of the MRP, new development and redevelopment projects are required to implement appropriate source control, site design, and stormwater treatment measures. The San Mateo Countywide Water Pollution Prevention Program (SMCWPPP) is a partnership of each incorporated city and town within San Mateo County, San Mateo County, and the City/County Association of Governments, which all share the MRP. The SMCWPPP requires submittal of the C.3 and C.6 Development Review Checklist for new development and redevelopment projects to ensure that the appropriate construction best management practices (BMPs), source control measures, low impact development (LID) site design measures, and stormwater treatment measures will be implemented.

Discussion

a) Would the project violate any water quality standards or waste discharge requirements?

During construction, the Town would be required to comply with the NPDES permit and submit Permit Registration Documents (PRDs) to the SWRCB prior to the start of construction. The PRDs include a Notice of Intent (NOI) and a site-specific construction Stormwater Pollution Prevention Plan (SWPPP), since the Project would disturb one or more acres. The SWPPP describes the incorporation of Best Management Practices (BMPs) to control sedimentation, erosion, and hazardous materials contamination of runoff during construction. The SWRCB also requires the construction SWPPP to include post-construction treatment measures aimed at minimizing stormwater runoff.

In addition, all new development and redevelopment projects that disturb 10,000 square feet or more of impervious surface (or 5,000 square feet of impervious space for uncovered parking and restaurant uses) are required to incorporate water quality improvements into the site design, as per the SMCWPPP requirements. Implementation of these SWPPP measures would minimize post-development impacts to water quality; therefore, impacts would be *less than significant*.

Stormwater generated from the Project site and surrounding area is directed to the Town of Colma's storm drain system and eventually discharged into San Francisco Bay via Colma Creek. San Francisco Bay RWQCB's Basin Plan lists Colma Creek as having the following beneficial uses: Warm freshwater habitat, wildlife habitat, water contact recreation, and noncontact water recreation. In addition, Colma Creek is listed on the SWRCB's 303(d) list as impaired for trash. However, the Project would be required to comply with post-construction requirements of the new MRP (Order No. R2-2015.0049), which is intended to improve the quality of water entering Colma Creek and ultimately discharging to San Francisco Bay. The Project developer proposes to construct a 0.29-acre bio-retention basin on the west side of the property, which would remove pollutants from the stormwater prior to entering the Town's storm drain system. Conformation to NPDES permit requirements and required permit approvals by the Town of Colma would ensure that implementation of the Project would result in a *less than significant* impact to water quality.

b) Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a significant lowering of the local groundwater table level?

The Project site and the Town of Colma are served by California Water Company (Cal Water), South San Francisco District (SSFD). The SSFD serves South San Francisco, the Town of Colma, a portion of Daly City, and an unincorporated area of San Mateo County known as Broadmoor. The SSWD purchases most of its water supply (>80 percent) from the San Francisco Public Utilities District (SFPUC), which uses surface water sources. Approximately 10 to 15 percent of SSFDs water demand is met by the pumping of groundwater from Cal Water owned wells.[65] Construction of the Project could lead to an increased demand for water, which could lead to an increase in groundwater pumping.

Although the 2010 Urban Water Management Plan shows a potential deficiency in water supply for years 2035 and 2040, implementation of the Water Shortage Contingency Plan, increased water conservation measures by the Town of Colma, and the development of alternative water supplies would ensure an adequate supply of water. Additional details regarding water supply are provided in Section 17, Utilities and Service Systems. In addition, the Project would be required to comply with the Water Efficient Landscape Regulations in the Colma Municipal Code (Subchapter 5.11) and the California Green Building Code, which requires water efficiency and conservation measures, such as low flow toilets and faucets.

The replacement of three existing structures on the site with one structure that is more water efficient would reduce the water demand. Also, the proposed Project (car sales), which could have up to 100 employees, is generally not a land use category that uses a significant amount of water. In addition, the proposed car wash would have a recycled water system. Since only a small portion of the total water supplied by Cal Water is groundwater and there is limited water demand for the Project, it would not result in a depletion of groundwater supplies or result in a lowering of groundwater levels.

Groundwater recharge could be reduced if areas currently available for the infiltration of rainfall runoff are reduced and permeable areas are replaced by impervious surfaces. . The Project site is currently developed with approximately 87 percent impervious surfaces. Implementation of the Project would result in a reduction of approximately 42,157 square feet of impervious surface with construction of a 0.29-acre bioretention basin and additional landscaping. Therefore, the Project would result in an increased potential for groundwater recharge and impacts to groundwater supplies and groundwater recharge would be *less than significant.*

c) Would the project 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 runoff in a manner which would result in substantial erosion, siltation or flooding on- or off-site?

The Project would be constructed on developed parcels that are currently connected to the Town of Colma's storm drain system. There are no streams, rivers, or other water features that would be affected by the Project. Once the Project is built, drainage patterns would be similar to existing conditions, with the exception that there would be a reduction of impervious surface by 42,157 square feet and a 0.29-acre bioretention basin would be constructed in the west portion of the site as an infiltration/stormwater treatment feature.

Potential erosion, siltation, and/or flooding impacts are often associated with construction-related activities. The Project would involve clearing and grading activities, drainage and utility improvements, and other site preparation activities, which could result in the potential for erosion or sedimentation and increased stormwater runoff. However, development would be subject to the NPDES construction permit requirements,

[65] California Water Service Company, 2011. *2010 Urban Water Management Plan, South San Franciso District.*

including preparation of a SWPPP. In addition, the Town of Colma requires preparation and submittal of an Erosion and Sediment Control Plan prior to the issuance of a grading permit. These control measures reduce the potential for erosion or siltation.

In addition, development of the Project would require compliance with the NPDES permit requirements that include post-construction design measures, including stormwater treatment measures, and post-construction source control measures to prevent stormwater pollution. The Project applicant has submitted the C.3 and C.6 Development Review Checklist, which describes what construction BMPs, source controls, LID site design measures, and stormwater treatment measures will be implemented for the Project. These measures, including the construction of a 0.29-acre bioretention pond, will minimize the rate and amount of stormwater runoff generated by the Project as well as improve the water quality of stormwater that is discharged off-site. With implementation of the C.3 requirements and construction BMPs, the proposed Project would not substantially alter drainage patterns such that it would result in erosion, siltation, or flooding on-site or off-site and the impact would be *less than significant*.

d) Would the project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems?

If the Project resulted in a significant increase in impervious surfaces, this could result in an increase in stormwater runoff which in turn could exceed the capacity of the existing storm drain system. The Project site is currently developed with approximately 87 percent impervious surfaces. The proposed Project would reduce the amount of impervious surfaces by 42,157 square feet with additional site landscaping and the construction of a 0.29-acre bioretention pond. In addition, the C.3 requirements of the NPDES permit require stormwater treatment measures that are designed to temporarily retain and treat stormwater prior to discharge to the Town's storm drain system. These measures are specified in the C.3 and C.6 Development Review Checklist, which must be approved prior to the start of construction. With implementation of these measures and a reduction in runoff due to a decrease in impervious surfaces, the Project would not result in an exceedance of the capacity of the storm drain system and the impact would be *less than significant.*

e) Would the project provide substantial additional sources of polluted runoff, or otherwise substantially degrade water quality?

The proposed Project would substantially degrade water quality if construction and/or operational activities could introduce significant amount of pollutants into stormwater. During the construction phase, the Project must comply with the NPDES General Construction Permit requirements to minimize construction pollutants, which includes preparation of a SWPPP, implementation of construction BMPs, and preparation of an erosion and sediment control plan. The operational phase of the Project would include source control, LID site design, and stormwater treatment features to comply with the C.3 provisions of the MRP, which would improve water quality and thus reduce stormwater pollution. In addition, the Project would be required to execute an operations and maintenance (O&M) agreement to maintain all stormwater treatment measures at the property for perpetuity. Compliance with these regulatory requirements and implementation of on-site stormwater treatment measures would ensure that the impacts of the Project on water quality would be *less than significant.*

f) Would the project 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?

The Project site is located within FEMA flood hazard Zone X, which indicates that it is outside of both the 100-year and 500-year floodplain, as mapped by the Flood Insurance Rate Map (FIRM) No. 06081C0037E.[66] In addition, there is no housing associated with the Project. Therefore, there would be *no impact*.

g) Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?

The Project site is located within FEMA flood hazard Zone X, which indicates that it is outside of both the 100-year and 500-year floodplain, as mapped by the Flood Insurance Rate Map (FIRM) No. 06081C0037E.[67] Therefore, no structures would be placed within a 100-year floodplain and there would be *no impact*.

h) Would the project 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?

The Project site and the Town of Colma are not within a dam inundation area, as mapped by the California Office of Emergency Services (OES).[68] Therefore, there would be *no impact*.

i) Would the project be inundated by seiche, tsunami, or mudflow?

The Project site is not located in close proximity to the Pacific Ocean or San Francisco Bay and is not within a mapped tsunami inundation zone.[69] Because there are no large bodies of water, such as reservoirs or lakes, in close proximity to the project site, there is no potential for seiches to impact the project site. In addition, the Project site is in a relatively flat area and is outside of the ABAG mapped zones for earthquake-induced landslides or debris flow source areas.[70] Therefore, there is no potential for mudflows or debris slides to occur. There would be *no impact* with respect to these issues.

10. LAND USE AND PLANNING

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Physically divide an established community?	❒	❒	❒	■

[66] National Flood Insurance Program, 2012. FIRM Flood Insurance Rate Map, San Mateo County, California. Map No. 06081C0037E. Dated October 16, 2012.

[67] Ibid.

[68] California Office of Emergency Services (OES), 2009. *Dam Inundation Registered Images and Boundary Files in Shape File Format, Version DVD3*. Dated April 2009.

[69] California Office of Emergency Services (OES), 2009. *Tsunami Inundation Map for Emergency Planning, San Francisco South Quadrangle (Pacific Coast)*.

[70] Association of Bay Area Governments (ABAG), 2015. *Landslide Maps and Information: Existing Landslides, Debris Flow Source Areas, and Earthquake-Induced Landslides*. Accessed at http://resilience.abag.ca.gov/landslides/ on December 18, 2015.

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
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

a) Would the project physically divide an established community?

Construction of the Project would have a significant environmental impact if it were sufficiently large or otherwise configured in such a way as to create a physical barrier or other physical division within an established community. The Project would remain within an existing urbanized site, and is surrounded by other commercial development including an auto dealership west of the Project site, and a casino located to the east. Although there are cemeteries to the north and south of the site, they would not be disturbed as a result of buildout of the Project. The existing Project site was previously developed in the 1980s and 1990s and consists of a total of three structures at 435, 445, and 455 Serramonte Boulevard. The Project would include demolition of the existing structures to accommodate a single structure and freestanding carwash; therefore, reducing the overall square-footage of buildings on the Project site. All improvements associated with buildout of the Project would be constructed within the boundaries of the Project site and does not include or propose expansion beyond the existing boundaries of the Project site, nor does the Project include changes to the existing roadway network. As a result, the Project would not physically divide an established community given that it includes redevelopment of a previously developed site with a similar use, and *no impact* would occur with regards to physically dividing an established community.

b) Would the project 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?

Construction of the Project would have a significant environmental impact if it would conflict with community goals as expressed in adopted plans, policies, or regulations. The Project would redevelop a site currently zoned as C/DR and designated as Service Commercial by the Town of Colma General Plan. The General Plan intends for these designations to include auto servicing, light manufacturing, warehousing, contractors' suppies, and other non-retail uses. According to Section 5.02.133 of the General Plan Land Use Element, service commercial uses should be contained within a building that includes no open, uncovered storage of materials, supplies or refuse, and all repair or manufacturing work must be done inside of a building that meets fire codes for its use. In addition, auto repair and servicing facilities should provide sufficient off-street parking for each employee, vehicles waiting for service or repair, and repaired or serviced vehicles awaiting pick-up.

As discussed in the Project Description, the Project proposes a customer and employee parking area that would consist of 202 vehicle parking spaces on a paved surface lot located west of the main building. Further, the Project would include a vehicle staging area at the southeast area of the site behind the service area where

vehicles awaiting service or pick-up would be located. Further, the Project would include an enclosed vehicle service area, consistent with Section 5.02.133 of the Land Use Element.

Overall, the Project site has historically operated as auto-related uses and currently includes a collision repair shop, and would redevelop the site to operate as an auto sales/service use, which would remain consistent with the site's General Plan and zoning designations, as well as the provisions in Section 5.02.133 of the Town's Land Use Element regarding development in Service Commercial Areas. Therefore a *less-than-significant* impact would occur.

c) Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?

The Project site is not within the boundary of this any local Habitat Conservation Plan. Therefore, there would be *no impact*.

11. MINERAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?	❒	❒	❒	■
b) Result in the loss of availability of a locally-important mineral resources recovery site delineated on a local general plan, specific plan, or other land use plan?	❒	❒	❒	■

Discussion

a) Would the project 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?

The California Department of Conservation, Geological Survey (CGS) classifies lands into Aggregate and Mineral Resource Zones (MRZs) based on guidelines adopted by the California State Mining and Geology Board, as mandated by the Surface Mining and Reclamation Act of 1974. These MRZs identify whether known or inferred significant mineral resources are present in areas. Lead agencies are required to incorporate identified MRZs resource areas delineated by the State into their General Plans.[71] The Town of Colma has no General Plan land use designation for mineral resources.[72]

The Project site is not designated by the State or the Town of Colma General Plan as an area with existing mineral resources. Therefore, the Project would not 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. Furthermore, as the site is currently developed, the Project would not alter its status with respect to the availability of mineral resources. Therefore, implementation of the Project would not result in any impacts related to the availability of a known mineral resource or a locally-important mineral resource recover site. Therefore there would be *no impact* to the loss of known mineral resources within the Project site.

[71] Public Resources Code Section 2762(a)(1).

[72] Town of Colma, General Plan, Zoning Map, adopted July 14, 1999 by Ord. 557.

b) Would the project result in the loss of availability of a locally-important mineral resources recovery site delineated on a local general plan, specific plan, or other land use plan?

The Project site contains no known mineral resources, delineated as a locally important mineral resource site in the Town General Plan, nor is the Project site within a Mineral Resource Zone as delineated on the California Department of Conservation.[73] Therefore, there would be *no impact* with regard to the loss of a valuable mineral resource.

12. NOISE

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Expose people to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or other applicable standards?	❒	❒	■	❒
b) Expose people to or generate excessive groundborne vibration or groundborne noise levels?	❒	❒	■	❒
c) Create a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	❒	❒	■	❒
d) Create 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?	❒	❒	❒	■

Existing Conditions

The primary sources of noise in Colma include cars, trucks, commercial uses, and activities associated with neighborhoods and schools. The primary source of noise at the project site is from traffic noise on surrounding roadways; primarily from Serramonte Boulevard. Secondary roadway noise sources include Hillside Boulevard to the northeast, El Camino Real to the southeast and, to a lesser extent, Olivet Parkway to the northwest.

Upon completion of the proposed Project, the functions at the existing use would be effectively replaced by similar operations at the proposed CarMax facility. Sales of cars at the Project site, along with on-site vehicle movements, would be very similar to past activities (when the Hyundai dealership occupied the site) and to current activities at the neighboring auto dealerships. From a community noise standpoint, therefore, the before-project and after-project conditions are expected to be comparable and they would be consistent with the vicinity's general environment.

Noise-generating activities on the site would include moving cars on the site and moving car-carrier semi-trucks, operation of the free-standing, non-public carwash, and vehicle service activities at the service building;

[73] California Department of Conservation, 2006 Update of Mineral Land Classification: Aggregate Materials in the South San Francisco Bay Production/Consumption Region, page 8.

as is done presently. The service building would be located adjacent to the sales building south of the display area. The Project would include automotive re-conditioning services including routine maintenance, repairs, and minor body work. All auto maintenance would occur inside the fully enclosed service building. As mentioned above, the Project would not use outdoor loudspeakers during operation as employees use individual pagers or cellular phones for communications.

The Project would include operation of the sales area between 9:00 a.m. and 9:00 p.m. Monday through Saturday and 12:00 p.m. to 7:00 p.m. on Sunday. The service department would operate between 7:30 a.m. and 6:00 p.m. Monday through Friday, and would be closed on Saturdays and Sundays. Employees would be working on-site for several hours prior to and after the Project operating hours.

Colma Noise Element

The Noise Element of the Town's General Plan exists to protect public health and welfare by eliminating existing noise problems and by preventing significant degradation of the future acoustic environment. The Noise Element also provides overall goals, policies, and over-arching strategies for controlling and/or reducing community-wide noise environments within the town. For example, Policy 5.06.311 directs the Town's Planning Department staff to "review proposed development with regard to potential noise generation impacts, to ensure that the tranquil atmosphere for the Town's memorial parks is maintained."[74]

The General Plan Noise Element also provides land use compatibility and interior and exterior noise standards, which are based on the State of California's Noise Compatibility Guidelines. These land use standards are designed to ensure that proposed land uses are compatible with the predicted future noise environment. At different exterior noise levels, individual land uses are classified as "normally acceptable," "conditionally acceptable," "normally unacceptable," or "unacceptable." A "conditionally acceptable" designation implies new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements for each land use is made and needed noise insulation features are incorporated in the design. By comparison, a "normally acceptable" designation indicates that standard construction can occur with no special noise reduction requirements.

Office buildings have a standard of 50 to 70 a-weighted decibels (dBA) Community Noise Equivalent Level (CNEL) for "normally acceptable" and 70 to 75 dBA CNEL for "conditionally acceptable." The same standards apply for Industrial, Manufacturing, Utilities, and Agriculture land use designations. Cemeteries have a standard of up to 65 dBA CNEL for "normally acceptable" and from 65 to 70 dBA CNEL for "conditionally acceptable." The basic land use of the project site, as well as the underlying acceptability, would not change as a result of the proposed project.

The Noise Element identifies the primary source of noise in Colma as traffic noise from Interstate 280 and arterial roadways in the community, specifically El Camino Real, Serramonte Boulevard, and Junipero Serra Boulevard. Ambient exterior noise levels at the project site are estimated to be a minimum of 70 dBA based on these noise sources.

Colma Noise Ordinance

In general, noise is primarily a concern with regard to noise-sensitive land uses such as residences, schools, churches, and hospitals. The nearest sensitive receptors to Project site are residential uses about 1,500 feet to the southwest, near the intersection of Serramonte Blvd and El Camino Real. Other residential uses are approximately 1,600 feet to the north/northwest, near the intersection of Hillside Boulevard and F Street. The closest

[74] Town of Colma General Plan Noise Element, June 1999, Administrative Code, Page 5.06.15.

cemetery uses are 275 feet east of the center of the Project site or 160 feet east of the presentation lanes portico.

Noise emissions within the Town of Colma are regulated by Section 2.05.020 of the Town Municipal Code. The Code does not list quantitative noise thresholds for interior or exterior noise standards. Rather, the Noise Limitations focus on subjective traits for community noise, such as annoyance, disturbance, and offensiveness. Specifically, subsection (a) of Section 2.05.020 reads:

(a) It shall be unlawful for any person to willfully make or continue, or cause to be made or continued, any loud and unnecessary noise which disturbs the peace or quiet of any neighborhood or which causes discomfort or annoyance to any reasonable person of normal sensitiveness residing in the area. The standards which may be considered in determining whether a violation of the provisions of this section exists may include, but not be limited to, the following:

(1) The level of the noise;
(2) Whether the nature of the noise is usual or unusual
(3) Whether the origin of the noise is natural or unnatural;
(4) The level and intensity of the background noise, if any;
(5) The proximity of the noise to residential sleeping facilities;
(6) The nature and zoning of the area within which the noise emanates;
(7) The density of the inhabitation of the area within which the noise emanates;
(8) The time of the day and night the noise occurs;
(9) The duration of the noise; and
(10) Whether the noise is recurrent, intermittent, or constant.

The above noise limitations are exempt for construction activities, provided said construction is conducted per the requirements of Section 5.04 of the Town Municipal Code. Since the project site is not within 500 feet of a residential structure, the restrictions listed below do not apply to the project but are included for reference.
This section of the Town Municipal Code was amended by the City Council on January 13, 2016 to further restrict construction hours within residential districts and within 500 feet of a residential structure. The amendment defines "Noise Generating Construction Activity" and limits this activity to the following hours:

- Monday through Friday 8:00 AM through 7:00 PM
- Saturday 9:00 AM through 5:00 PM
- Sunday 12:00 PM through 5:00 PM
- Federal Holidays Prohibited

The Building Official or his/her designee may grant an exception for special conditions when requested in writing and approved by the Building Official. The above requirements do not apply to emergency repair work, work for public utility and street repair, street sweeping, garbage collection and emergency response warning systems.

Since the project site is not in close proximity to residential properties, the proposed construction hours are:

- Monday through Friday 7:00 AM through 8:00 PM
- Saturday and Sunday 8:00 AM through 5:00 PM

Pertinent Acoustical Industry Considerations

With respect to projected increases, noise impacts can be broken down into three categories. The first is "audible" impacts, which refer to increases in noise level that are perceptible to humans. Audible increases in

general community noise levels generally refer to a change of 3 dB or more since this level has been found to be the threshold of perceptibility in exterior environments. The second category, "potentially audible" impacts, refers to a change in noise level between 1 and 3 dB. This range of noise levels was found to be noticeable to sensitive people in laboratory environments. The last category includes changes in noise level of less than 1 dB that are typically "inaudible" to the human ear except under quiet conditions in controlled environments. Only "audible" changes in noise levels at sensitive receptor locations (i.e., 3 dB or more) are considered potentially significant. Note that a doubling of traffic flows (i.e., 10,000 vehicles per day to 20,000 per day) would be needed to create a 3 dB increase in traffic-generated noise levels.

Discussion

a) Would the project expose people to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

a. General Plan

The Project site has a General Plan Land Use designation Service Commercial, and is zoned Commercial/Design Review (C/DR).[75] The proposed use and new structures are consistent with the intent of that zoning district and are consistent with past and current land uses at the site and at surrounding facilities. As such, the basic land use of the site, as a whole, would not change and the proposed Project would be an appropriate land use with respect to the Noise Compatibility matrix within the Town's Noise Element.[76]

Additionally, the future-scenario (Year 2015) noise level contours in the Town's Noise Element[77] indicate that the site is within traffic-generated noise levels between approximately 58 and 70 dBA CNEL. These results were confirmed by inspecting an updated contour map; generated for the Town in March of 2014 by CSDA Design Group.[78] As discussed above, office buildings, industrial, manufacturing, utilities, and agriculture land use designations have a standard of 50 to 70 dBA CNEL for "normally acceptable" noise conditions. Therefore, the site conditions are consistent with the "normally acceptable" designation for land use noise compatibility.

Lastly, these compatible community noise environments would not appreciably change as a result of project implementation. That is, per the project's traffic study[79], the Project is estimated to generate 293 net weekday daily trips and 351 net daily trips on Saturdays.[80] Worst case conditions would be 8 trips occurring during the AM peak hour (4 in and 4 out) and 26 trips occurring during the PM peak hour (11 in and 15 out) on weekdays. For Saturdays, the project is estimated to 56 trips occurring during the midday peak hour (28 in and 8 out). In comparison to existing daily traffic flows on Hillside Boulevard, Serramonte Boulevard, and El Camino Real – which have approximate average daily flows of 14,000, 11,000, and 18,000 vehicles[81],

[75] Under the Commercial (C) zoning designation, uses such as a commercial establishment; light industrial; commercial center; retail merchandising unit; supportive housing; transitional housing; and other uses which are found by the City Council to be of a similar nature to the other uses described, are permitted subject to issuance of a use permit. This information is per the Town of Colma, Colma Municipal Code, Zoning, January 2015, Section 5.03.090, pages 5.03-10 to 5.03-11.

[76] Presented as Figure N-2, *Projected 2015 Noise Contours* the Town of Colma General Plan Noise Element, June 1999, Administrative Code, Page 5.06.13.

[77] Presented as Table N-3, *Land Use Compatibility of Community Noise Environments* within the Town of Colma General Plan Noise Element, June 1999, Administrative Code, Page 5.06.8.

[78] Town of Colma, Noise Countours (sic) of March 2014 by CSDA Design Group

[79] Hexagon Transportation Consultants, Inc. report of November 19, 2015, entitled CarMax, Colma, CA.

[80] These figures include a trip credit for existing uses on the site.

[81] Estimates from Google-Earth Pro's U.S. Daily Traffic Counts function.

respectively – the Project contribution represents an increment of less than 3 percent. This small increment in flows translates into less than 0.2 dB of traffic-generated noise. This increase would be well below the threshold of audibility and well below the 3 dB threshold of significance.

Given the uniformity with the current zoning, the consistency with the land use compatibility, and the negligible (and inaudible) increment in community noise levels, the proposed Project would not generate noise levels in excess of standards established in the General Plan.

Noise Ordinance

On-site heating, ventilation, and air conditioning (HVAC) units and associated equipment attached to the proposed sales/office building and service building would be acoustically engineered with appropriate procurement specifications, sound enclosures, and/or parapet walls to minimize noise – all in accordance with Town of Colma noise emissions requirements (per Section 2.05.020 of the Town Municipal Code). Additionally, the nearest cemetery uses would be at a minimum of 400 feet to the southeast of the proposed office building (where mechanical equipment might be located). This distance would further attenuate noise generated from the project's on-site mechanical equipment and the noise from these items would not be notably different than are currently experienced from the existing repair facility. Thus, it is anticipated that noise generated from the Project's mechanical equipment would comply with the pertinent Town noise regulations, would be comparable to existing, similar sources, and would be overshadowed by roadway noise sources. Therefore, impacts from noise generated by on-site stationary noise sources would be less than significant. Therefore, implementation of the Project would not expose people to or generate noise levels in excess of the standards in the General Plan or in the Noise Ordinance, and impacts would be *less than significant*.

b) Would the project expose people to or generate excessive groundborne vibration or groundborne noise levels?

Potential vibration impacts are usually related to: (a) the use of heavy construction equipment during demolition and grading phases of construction and/or (b) the operation of vibration-inducing equipment during project operations. The Town of Colma does not set quantitative standards for vibration impacts. In lieu of local standards, this analysis uses the Federal Transit Administration (FTA) standards of 0.200 peak particle velocity (PPV) in inches per second (in/sec) for vibration-induced architectural damage (for typical wood-framed buildings) and 78 vibration decibels (VdB) for human annoyance at residential uses.

Construction Activities

Construction activities can generate ground vibration that varies depending on the construction procedures, equipment used, and proximity to vibration-sensitive uses. Such vibrations may have two types of potential impacts: (a) architectural damage to nearby buildings and (b) annoyance to vibration-sensitive receptors. Construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance. Table 6 shows the peak particle velocities of some common construction equipment and haul trucks (loaded trucks).

The Project would include demolition of the existing buildings and construction of a single building and free-standing carwash, located south of the main building. Demolition activities are expected to begin in mid- to late 2016 and would last for approximately 2 months, and construction is expected to begin in early 2017 and last for approximately 7 months.[82]

[82] This timeframe is approximate and the actual construction schedule may vary slightly.

TABLE 6 TYPICAL VIBRATION LEVELS PRODUCED BY COMMON CONSTRUCTION EQUIPMENT

	Peak Particle Velocity in inches per second		
Equipment	at 25 ft.	at 50 ft.	at 150 ft.
Vibratory Roller	0.210	0.074	0.014
Large Bulldozer	0.089	0.031	0.006
Loaded Trucks	0.076	0.027	0.005
Jackhammer	0.035	0.012	0.002
Small Bulldozer	0.003	0.001	0.000

Source: Federal Transit Administration: Transit Noise and Vibration Impact Assessment, 2006.

Given existing site conditions, relatively little heavy earthwork would be required for the proposed Project. Further, there would be limited use of vibration-inducing construction equipment such as bulldozers, graders, jackhammers, and loaders/backhoes. Construction equipment would primarily employ items that would not generate substantial levels of vibration, including forklifts, cranes, and haul trucks. The use of high-vibration equipment, such as pile drivers or vibratory rollers, is not anticipated.

Vibration-Induced Architectural Damage

The threshold at which there is a risk of architectural damage to typical wood-framed buildings is 0.2 in/sec.[83] Building damage is not normally a factor unless the project requires blasting and/or pile driving.[84] No blasting, pile driving, or hard rock ripping/crushing activities are anticipated for the proposed project. Small construction equipment generates vibration levels less than 0.1 PPV in/sec at 25 feet away.

The nearest structures to the construction areas that involve demolition are cemetery-related buildings near the border between the project site and the Home of Peace Cemetery (to the south). All of these structures are at least 275 feet from the demolition area and at least 75 feet from the project boundary. Therefore, vibration levels at these structures would be well below thresholds.

Since no vibration-intensive activities will take place, the maximum construction-related vibration level would be below the 0.2 PPV in/sec criteria for vibration-induced architectural damage at nearby structures and architectural-damage vibration impacts from construction would be *less than significant*.

Vibration Annoyance

The threshold for vibration annoyance at vibration-sensitive uses is 78 VdB. Vibration is typically noticed nearby when objects in a building generate noise from rattling windows or picture frames. It is typically not perceptible outdoors, and therefore impacts are based on the distance to the nearest building.[85] The effect on buildings near a construction site depends on soil type, ground strata, and receptor building construction.

[83] Federal Transit Administration (FTA). 2006, May. *Transit Noise and Vibration Impact Assessment*. U.S. Department of Transportation (DoT). FTA-VA-90-1003-06.

[84] Federal Transit Administration (FTA). 2006, May. *Transit Noise and Vibration Impact Assessment*. U.S. Department of Transportation (DoT). FTA-VA-90-1003-06.

[85] Federal Transit Administration (FTA). 2006, May. *Transit Noise and Vibration Impact Assessment*. U.S. Department of Transportation (DoT). FTA-VA-90-1003-06.

Vibration can range from no perceptible effects at the lowest levels, to low rumbling sounds and perceptible vibrations at moderate levels, to slight damage at the highest levels.

Since vibration dissipates quickly with distance and the nearest residences are at least 275 feet from the construction zone, vibration levels would be below the 78 VdB threshold for vibration-induced annoyance. Additionally, construction would take place during the least sensitive hours of the day when less people would be expected to be in the nearby residences.

Operational Impacts
Sales and service activities, and car washing operations would not involve mechanical equipment that would induce significant groundborne vibration. Thus, vibration impacts during project operations would be less than significant.

In summary, both construction and operation activities would not create substantial groundborne vibration or groundborne noise. This impact would be *less than significant*.

c) Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

As previously discussed in section 12.a above, implementation of the Project would induce negligible long-term increases in area traffic flows, as well as the associated community noise levels. Thus, noise levels from project-related traffic flows would be less than significant and no mitigation measures are necessary.

Also per the discussion in section 12.a above, on-site mechanical equipment would be acoustically engineered with appropriate procurement specifications, sound enclosures, and parapet walls, as necessary, to minimize noise and to adhere to allowable noise limits. Since these types of equipment items would be consistent with similar equipment at existing facilities in the area, no substantial noise level increases would occur due to the contributions of the proposed project. Thus, noise levels from Project mechanical equipment would be less than significant and no mitigation measures are necessary.

Therefore, there would be no increases in either roadway-related noise or stationary-source noise in the Project vicinity as a result of implementation of the Project and there would be a *less-than-significant* impact related to permanent increases in ambient noise levels.

d) Would the project create a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

The Town of Colma recognizes that the control of construction noise is difficult at best and provides an exemption for this type of noise when the work is performed within 500 feet of a residential structure, which is not the case for the project. The Noise Ordinance also provides for modification of construction hours on a project-by-project basis by the Building Official, or his/her designee based on the evaluation of potential noise –related impacts on surrounding uses.

The operation of construction equipment would result in the generation of both steady and episodic noise significantly above the ambient levels currently experienced near the Project site. Noise produced from construction decreases at a rate of approximately 6 decibels (dB) (or more) per doubling of distance (conservatively ignoring other attenuation effects from air absorption, ground effects, and/or shielding/scattering effects). For example, in a study of composite construction noise (by phase) done by Bolt,

Beranek, and Newman,[86] construction noise for earthwork and finish-work related to industrial development was presented as 89 dBA L_{eq}[87] when measured at a distance of 50 feet from the construction effort. This basic, composite noise level would diminish with distance to about 83 dBA L_{eq} at 100 feet (i.e., 6 dB less than at 50 feet) and about 12 dB less or 77 dBA L_{eq} at 200 feet (and so forth).

The Project is to be placed in an already-developed area and would entail little heavy earthwork. Since Project construction would primarily consist of demolition, foundation, utility trenching, and assembly of a new sales/service buildings, construction will require less heavy equipment and therefore would produce lower noise levels; as compared to a classic scenario of heavy-equipment earthwork during the site preparation phase. However, as a worst-case scenario, the 89 dBA L_{eq} value is used to assess the impact of construction.

The nearest receptors, albeit temporary, would be patrons and visitors at the adjacent Home of Peace Cemetery (to the south) which would be approximately 275 feet from the center of construction activities and as close as 60 feet to potential equipment at the Project's property boundary. As such, these cemetery visitors may experience intermittent periods of construction activities with average noise levels in the mid- to upper-80's dBA L_{eq}. Conversely, the nearest noise-sensitive uses (other than cemetery visitors) are the residential uses about 1,500 feet to the southwest (near the intersection of Serramonte Blvd and El Camino Real). Other residential uses are approximately 1,600 feet to the north/northwest (near the intersection of Hillside Boulevard and F Street). At these distances, construction noise would dissipate by spreading loss alone from at least 30 dB (while conservatively neglecting other attenuation effects from air absorption, ground effects, barrier/shielding reductions, and/or scattering effects). Therefore, construction noise at these distant residences would be in the mid- to upper-50's dBA L_{eq} and would be completely overshadowed by traffic-related noise on the adjacent streets.

Overall, project construction would be temporary, would be limited to a relatively short demolition phase, and would not entail the use of heavy earthwork equipment. Further, substantial construction noise would be infrequent and short-lived throughout the least noise-sensitive portions of the day. Consequently, construction-related noise impacts would be *less than significant* at the nearby residences, as well as at the adjacent memorial park.

e) For a project located within an airport land use plan, or where such as plan has not been adopted, within 2 miles of an airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

The Project site is not within an airport land use plan or within two miles of a public use airport. SFO) is located about 6 miles to the southeast of the project site.[88] The Project site is not located within the airport 60 dBA CNEL noise contour for the airport. Additionally, the Town of Colma is somewhat near, but completely outside of SFO's Fly Quiet departure 'gap' that guides departing aircraft northwestward from SFO. The departure 'gap' flight path is controlled via a set of departure quality "gates" which are virtual windows in the sky that commercial aircraft are supposed to pass through during their northwest departures. Departure quality ratings are given to pilots based on both flying through the gates and their pass-through altitude (the greater the altitude, the better the rating). These gates are above the cities of San Bruno, South San Francisco, and Daly City. There are no Fly-Quiet gates in the Town of Colma. The closest gate is in the City of Daly City and is approximately 0.3 miles from the Town of Colma boundary and 1.1 miles from the Project site. As such,

[86] Bolt, Beranek, and Newman (BBN), 1971.

[87] "dBA L_{eq}" denotes the time weighted average of the level of sound in decibels on scale A which is relatable to human hearing.

[88] Airnav.com (Airnav). 2015. Airport Information. http://www.airnav.com/airports/. Site accessed 12/10/15.

departing aircraft flying northwestward from SFO would have to significantly deviate from the Fly-Quiet gap route to fly over the Town of Colma (or the project site). Further, the closest point of the SFO 65 dBA CNEL contour line is approximately 1.8 miles south of the Project site. Therefore, given the distance from the Project site to the nearest public airport, workers or CarMax personnel at the Project site would not be exposed to excessive noise from aircraft using a public-use airport, and there would be *no impact*.

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?

The nearest private airstrips are heliports that are operated by various private or city/county agencies. However, there are no such private heliports or private use airports within 2 miles of the Project site. The nearest heliport is the San Francisco Police Pistol Range heliport (identifier code 16CA), which is 3.75 miles to the northwest of the project site. The next closest heliports are in the City of San Francisco with the closest – at 6.9 miles from the Project site being University of California San Francisco (UCSF) Medical Center (at Mission Bay) Heliport (identifier code 18CN). As such, workers or CarMax personnel at the Project site would not be exposed to excessive noise from aircraft using a private airport or heliport in the vicinity, and there would be *no impact*.

13. POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Induce substantial unexpected population growth or 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 units, necessitating the construction of replacement housing elsewhere?	❒	❒	❒	■
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	❒	❒	❒	■

Discussion

a) Would the project induce substantial unexpected 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)?

The existing Project site consists of three buildings totaling 81,981 square feet, each surrounded by surface parking lots. All existing structures are commercial/industrial use buildings, one of which currently operates as an auto collision repair shop, and the other two vacant. The Project would include demolition of the existing structures, construction of a single structure, and a freestanding carwash, located south of the main building. The Project does not include a residential component and therefore would not directly result in population growth resulting from construction of new residential units. Although the Project could result in a slight increase in the number of employees at buildout, the use of the Project site as an automotive service/industrial use is similar to existing conditions and would not likely induce substantial unexpected population growth as a result of additional employees. Further, the Project site is located within a previously developed area that currently accommodates automotive service/industrial uses and would not require the extension of roads or other infrastructure to serve the Project. Therefore, the Project would not indirectly induce substantial

unexpected population related to the extension of roads or other infrastructure. Consequently, a *less-than-significant* impact would occur with respect to population growth.

b) Would the project displace substantial numbers of existing housing units, necessitating the construction of replacement housing elsewhere?

The Project would redevelop a site that currently includes automotive service/industrial uses and does not contain existing housing units. Therefore, the Project would have *no impact* associated with the displacement of existing housing units.

c) Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

See section 13.b above.

14. PUBLIC SERVICES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or 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:				
a) Fire protection?	❒	❒	■	❒
b) Police protection?	❒	❒	■	❒
c) Schools?	❒	❒	■	❒
d) Parks	❒	❒	■	❒
e) Other public facilities?	❒	❒	■	❒

Discussion

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or 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 fire protection services?

Fire protection services for the Project site are provided by the Colma Fire Protection District (CFPD). CFPD is the only paid-on-call fire department in the Bay Area, with over 36 firefighters, a command officer staff and a department chief. The CFPD operates Station 85 located at 50 Reiner Street in Colma, which is approximately 1.3 miles northwest of the Project site. CFPD operates three fire engines and one truck and is staffed with at least one on-duty paramedic 24 hours per day, 7 days per week. CFPD is able to meet a response time under 6

minutes and 59 seconds for code 3 responses on a consistent basis.[89] Revenues for the CFPD are derived from assessments levied on properties within the CFPD, and are collected with the property tax bill. The Project would generate additional revenue for the District that can be used to maintain or increase service levels.

The Project would include demolition of the existing three structures on the site to accommodate a single 20,213 square-foot structure comprised of sales, service, and presentation area, as well as a freestanding carwash. At buildout the Project expects a staff of up to 100 employees, consisting of up to 80 full-time employees and 20 part-time employees, which could increase the amount of calls for service to the site over existing conditions. Given that the existing site currently has three structures, one of which is in operation, and the other two vacant; although historically have operated as auto service and sales uses, the increase in calls for service is not expected to impact service response times that would result in the construction of a new fire station.

Further, the Project would be required to comply with standard fire code requirements such as the California Fire Code and California Building Code, as well as undergo plan review by the CFPD to ensure that adequate fire protection measures are incorporated into the Project design and that the design complies with all applicable fire codes.

Consequently, the Project would not create a need for new or physically altered facilities to maintain adequate service ratios, response times, or other performance objectives, the construction of which could result in environmental impacts. Therefore, a *less-than-significant* impact would occur.

b) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or 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 law enforcement services?

The Colma Police Department (CPD) provides police protection services to the Town of Colma, including the Project site. The Colma Police Station is located at 1199 El Camino Real, which is approximately a half-mile west of the Project site. The CPD consists of a staff of 26 officers, which includes a motorcycle officer, a member part of the Daly City/North San Mateo County Special Weapons and Tactics (SWAT) team, a tactical SWAT dispatcher, and a Community Service Officer.[90]

As mentioned above, the Project would include demolition of the existing three structures on the site to accommodate a single 20,213 square-foot structure comprised of sales, service, and presentation area, as well as a freestanding carwash, and expects a staff of up to 100 employees, consisting of up to 80 full-time employees and 20 part-time employees, which could increase the amount of calls for service to the site over existing conditions. Given that the existing site currently has three structures, one of which is in operation, and the other two vacant; although historically have operated as auto service and sales uses, the increase in calls for service is not expected to impact police protection services that would result in the construction of a new police station. Further, given the close proximity between the Project site and the CPD Station, it is unlikely that response times for police protection services would be adversely affected to the point of requiring a new police station.

[89] Environmental Science Associates, Serramonte Ford Expansion ISMND prepared for the Town of Colma, September 2014, page 69.

[90] Town of Colma website, Colma Police Department, Department Profile, http://www.colma.ca.gov/index.php/town-departments/police/police-1, accessed on December 10, 2015.

Consequently, the Project would not create a need for new or physically altered facilities to maintain adequate service ratios, response times, or other performance objectives, the construction of which could result in environmental impacts. Therefore, a *less-than-significant* impact would occur.

c) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives for schools?

The Project site is within the Jefferson Elementary School District and the Jefferson Union High School District. There are two pre-schools, eleven elementary schools, and three middle schools in the Jefferson Elementary School District, with a total enrollment of approximately 7,111 students for the 2014-2015 school year.[91] There are five high schools in the Jefferson Union High School District, with a total enrollment of approximately 4,490 for the 2014-2015 school year.

Typically, student generation rates (i.e.; the estimated number of children anticipated with the building of new dwelling units) are associated with residential units. The Project proposes to redevelop an existing site to accommodate an auto-sales and service use and does not include any residential units. It is reasonable to expect that new employees would be primarily from the existing labor pool (e.g., as opposed to new residents), and although some new employees could relocate to the area for employment, it is not expected that it would result in an adverse impact to the schools to the point that existing schools would need to be physically altered or new schools constructed. Therefore, a *less-than-significant* impact would occur.

d) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives for parks?

The potential environmental impacts related to parks are addressed below in section 15, Recreation.

e) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives for other public facilities?

The potential environmental impacts related to other public facilities are addressed below in section 15, Recreation.

[91] California Department of Education DataQuest, http://dq.cde.ca.gov/dataquest/, accessed on November 6, 2015.

15. RECREATION

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) 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) Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	❒	❒	■	❒

Discussion

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?

The Project would include redevelopment of an existing automotive service/industrial site to construct a single structure for vehicle presentation, sales, and service, as well as a freestanding non-public carwash. The Project does not include construction or expansion of recreational facilities or parks, nor does it include any residential development. As discussed above in section 13, Population and Housing, the Project is not expected to result in any direct or indirect increase in population and therefore would not increase the number of residents in the area using existing neighborhood and regional park facilities. Although employees and/or customers could utilize nearby parks, these impacts would be temporary and not expected to result in any adverse effects to parks or other governmental or recreational facilities. Therefore, the Project would have a *less-than-significant* with regards to use of existing neighborhood and regional parks or other recreational facilities that would result in the substantial deterioration of the facility.

b) Would the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

See section 15.a above.

16. TRANSPORTATION AND TRAFFIC

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
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?	❒	❒	■	❒

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	❒	❒	❒	■
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?	❒	❒	❒	■

Existing Conditions

This section evaluates the potential for implementation of the Project to result in transportation and traffic impacts in the Town of Colma. The analysis in this section is based in part on the Carmax Colma Traffic Impact Analysis (TIA), Hexagon Transportation Consultants, November 19, 2015. This TIA was prepared in consultation with the Town and according to its requirements to prepare traffic impact studies. The TIA is included in Appendix I of this ISMND.

Roadway Network

Regional access to the Project site is provided by Interstate 280, State Route 1, and State Route 35. Regional access to the Project site is provided by Interstate 280 (I-280), State Route 1, and State Route 35, these facilities are described below:

- I-280 is a north/south freeway that extends from San Francisco to San Jose. In the vicinity of the Project, I-280 has four lanes in each direction and has posted speed limit of 65 miles per hour. The project is served by interchanges at Serramonte Boulevard and Hickey Boulevard. The Serramonte Boulevard interchange contains southbound off-ramps and northbound on-ramps to I-280. The Hickey Boulevard interchange provides full access with on- and off-ramps to both northbound and southbound I-280.
- State Route 1 is a north/south freeway that runs along most of the Pacific coast of California. State Route 1 provides regional access to the project site from San Francisco in the north and Half Moon Bay in the south via an interchange with I-280.
- State Route 35 (Skyline Boulevard) is a north-south route that extends from State Route 1 in the San Francisco to Highway 17 in Santa Clara County. Skyline Boulevard provides a route to the project area with an intersection at Hickey Boulevard and an interchange with State Route 1.

Local access to the Project site is provided via El Camino Real (State Route 82), Junipero Serra Boulevard, Serramonte Boulevard, Hickey Boulevard, and Hillside Boulevard. These facilities are described below:

- El Camino Real (SR82) is a four- to six-lane, north-south road that extends between San Francisco to San Jose. The posted speed limit on this roadway is 40 miles per hour near the Project site. El Camino Real intersects Serramonte Boulevard in the vicinity of the project.

- Junipero Serra Boulevard is a four-lane, north-south roadway with a posted speed limit of 40 miles per hour near the Project site. The facility extends from South San Francisco to Daly City. Junipero Serra Boulevard provides access to the site via Serramonte Boulevard.
- Serramonte Boulevard is a four-lane, east-west road that extends from Hillside Boulevard in the east to St. Francis Boulevard in the west (Daly City). Serramonte Boulevard provides direct access to the project site. The posted speed limit is 30 miles per hour in the project vicinity.
- Hickey Boulevard is a four-lane, east-west road with a posted speed limit of 35 miles per hour. Hickey Boulevard primarily serves as a connection between major facilities in the east (I-280, Junipero Serra Boulevard, and El Camino Real) and residential land uses to the west in Daly City.
- Hillside Boulevard is a two- to four-lane, generally north-south roadway that extends from Daly City to South San Francisco (where the name changes to Sister Cities Boulevard). In the vicinity of the Project, this facility has a posted speed limit of 40 miles per hour. Hillside Boulevard provides access to the site via Serramonte Boulevard.

The study intersections were identified based on the traffic operations analysis presented in the recently completed Serramonte Shopping Center Expansion EIR, March 2015 and consultation with the Town of Colma staff. The study intersections are listed below:

1. I-280 SB Off-Ramp and Serramonte Boulevard
2. I-280 NB On-Ramp and Serramonte Boulevard
3. Junipero Serra Boulevard and Serramonte Boulevard
4. Serra Center Driveway and Serramonte Boulevard (unsignalized)
5. El Camino Real and Serramonte Boulevard
6. Hillside Boulevard and Serramonte Boulevard
7. I-280 SB Ramps and Hickey Boulevard
8. I-280 NB Ramps and Hickey Boulevard
9. Junipero Serra Boulevard and Hickey Boulevard
10. Hillside Boulevard and Lawndale Boulevard

Traffic conditions at the study intersections were evaluated using level of service (LOS). Level of Service is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays. A description of the methodology utilized to calculate LOS and the correlation between average delay and level of service for unsignalized and signalized intersections is discussed in Chapter 1 of the TIA. To calculate intersection LOS, the data required for the analysis were obtained from the Town of Colma, the Serramonte Shopping Center Expansion EIR, Serramonte Ford Initial Study, field observations, and new traffic counts. The existing intersection lane configurations are presented in Figure 3 of the TIA and the traffic volumes are included in Figures 4 and 5 of the TIA.

The results of the intersection LOS analysis under Existing conditions are summarized in Table 7 below. The analysis shows that all signalized study intersections currently operate at acceptable LOS D or better during all three analysis periods under Existing conditions. The results show that the unsignalized intersection of Serramonte Boulevard/Serra Center operates at unacceptable LOS F during the Saturday midday peak hour under Existing conditions.

TABLE 7 EXISTING CONDITIONS INTERSECTION OPERATIONS

Intersection	Peak Hour	Existing Conditions	
		Delay	LOS
I-280 SB Off-Ramp & Serramonte Boulevard	AM	6.7	A
	PM	13.5	B
	SAT	26.2	C
I-280 NB Off-Ramp & Serramonte Boulevard	AM	1.5	A
	PM	3.3	A
	SAT	3.8	A
Junipero Serra Boulevard & Serramonte Boulevard	AM	27.1	C
	PM	36.1	D
	SAT	42.4	D
Serra Center Driveway & Serramonte Boulevard	AM	13.7	B
	PM	31.9	D
	SAT	**51.8**	**F**
El Camino Real & Serramonte Boulevard	AM	22.5	C
	PM	26.4	C
	SAT	31.7	C
Hillside Boulevard & Serramonte Boulevard	AM	20.3	C
	PM	22.1	C
	SAT	37.4	D
I-280 SB Off-Ramp & Hickey Boulevard	AM	10.4	B
	PM	15.1	B
	SAT	13.9	A
I-280 NB Off-Ramp & Hickey Boulevard	AM	26.3	C
	PM	39.2	D
	SAT	37.8	D
Junipero Serra Boulevard & Hickey Boulevard	AM	35.7	D
	PM	38.0	D
	SAT	13.6	B
Hillside Boulevard & Lawndale Boulevard	AM	13.0	B
	PM	10.8	B
	SAT	10.4	B

Source: Hexagon, November 2015.

In addition to the LOS calculations above, traffic conditions in the field were observed in order to identify existing operational deficiencies and to confirm the accuracy of calculated levels of service. Overall most study intersections operated adequately during both the AM, PM and Saturday midday peak hours of traffic, and the level of service analysis appears to accurately reflect actual existing traffic conditions. However, field observations showed that queuing and traffic not being able to clear in one intersection cycle during the peak commute hours. These issues occurred at:

- Junipero Serra Boulevard and Serramonte Boulevard
- Junipero Serra Boulevard and Hickey Boulevard
- I-280 NB Ramps and Hickey Boulevard

It was concluded that the queuing and occasion traffic not clearing in one intersection cycle did not affect traffic operations. A detailed description of these issues is provided in pages 17 and 18 of the TIA.

Transit Network

Existing transit service to the Project site and its vicinity is provided by BART and SamTrans. The BART and SamTrans services are discussed below and shown on Figure 6 of the TIA.

The Colma BART Station is located at 365 D Street, approximately one mile north of the Project site. This BART station services the Red and Yellow BART lines. The Red Line is a weekday route only that travels between Richmond and Millbrae with 15 minute headways during the weekday commute hours. The Yellow Line travels between Pittsburg/Bay Point and Millbrae with 15 minute headways during the weekday commute hours and 20-minute headways on weekends.

In addition, SamTrans provides Route ECR, Route 112, Route 120, and Route 122. The nearest route is ECR with bus stops located approximately 0.25 miles from the site.

Bicycle and Pedestrian Network

Pedestrian facilities in the study area consist of sidewalks located on the south side of Serramonte Boulevard and both sides of El Camino Real in the project vicinity. The intersection of El Camino Real/Serramonte Boulevard has pedestrian crosswalks and signal heads across all four legs. There are sidewalks located along the entire route from the project site to the bus stops on El Camino Real and Junipero Serra Boulevard. For pedestrians traveling between the Colma BART station and the project site, there are sidewalks along the east side of El Camino Real.

Bicycle facilities include bike paths, bike lanes, and bike routes. Bike paths (Class I facilities) are pathways separate from roadways that are designated for use by bicycles. Bike lanes (Class II facilities) are lanes on roadways designated for use by bicycles with special lane markings, pavement legends, and signage. Bike routes (Class III facilities) are existing right-of-ways that accommodate bicycles but are not separate from the existing travel lanes.

Class II bicycle facilities (bike lanes) are provided along the following roadways in the study area:

- Hillside Boulevard, between Serramonte Boulevard and Chestnut Avenue
- Hillside Boulevard, between Hoffman Street and Serramonte Boulevard
- Lawndale Boulevard, between Mission Road and Hillside Boulevard
- Mission Road, between Lawndale Boulevard and El Camino Real
- Junipero Serra Boulevard, between Westborough Boulevard and D Street

Class III bike facilities (bike routes) are provided along Hillside Boulevard, between Serramonte Boulevard and Market Street.

Discussion

a) Would the project 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?

The Project would involve the redevelopment of a site currently utilized as an auto collision repair shop. The site would be developed with auto dealer buildings totaling 20,213 square feet. Trip generation for the proposed auto dealership was based on published trip rates presented in the Institute of Transportation Engineers' (ITE), Trip Generation Manual, for Automobile Sales. The proposed Project would receive credit for trips generated by existing uses on site. Driveway counts were conducted to verify the trips generated by the existing uses on site.

The trip generation estimates are presented in Table 8. As shown in Table 8, after receiving trip credit for existing uses on site, the Project is estimated to generated a total of 293 net weekday daily trips with eight trips occurring during the AM peak hour (four in and four out) and 26 trips occurring during the PM peak hour (11 in and 15 out). For Saturdays, the Project is estimated to generate a total of 351 net daily trips with 56 trips occurring during the midday peak hour (28 in and 28 out).

TABLE 8 PROJECT TRIP GENERATION

	AM Peak Hour			PM Peak Hour			Saturday Midday Trips			Daily Trips	
Land Use	In	Out	Total	In	Out	Total	In	Out	Total	Weekday	Saturday
Proposed											
Auto Dealership	29	10	39	25	37	62	41	40	81	653	601
Existing											
Body Shop	-25	-6	-31	-14	-22	-36	-13	-12	-25	-360	-250
Net Project Trips	*4*	*4*	*8*	*11*	*15*	*26*	*28*	*28*	*56*	*293*	*351*

Source: Hexagon, November 2015.

The Town of Colma General Plan states that Colma should seek to achieve LOS D or better; however, LOS E and F should be tolerated during peak demand periods.[92] A significant impact would generally occur if the proposed Project resulted in additional vehicle trips that would cause a delay such that the level of service would fall below LOS D unless it is within peak hours, in which case LOS E or LOS F would be considered acceptable and therefore would not be considered a significant impact.

Existing Plus Project Conditions

Existing Plus Project peak hour traffic volumes were estimated by adding to Existing traffic volumes the net traffic generated by the Project. Existing Plus Project conditions were evaluated relative to existing conditions in order to determine potential project impacts. The results of the intersection Level of Service analysis under Existing Plus Project conditions are summarized in Table 9. The results show that all signalized study

[92] Town of Colma General Plan, Circulation Element, 2014, page 5.03.8.

TABLE 9 EXISTING PLUS PROJECT CONDITIONS INTERSECTION OPERATIONS

Intersection	Peak Hour	Existing Conditions		Existing + Project		Delay Increase
		Delay	LOS	Delay	LOS	
I-280 SB Off-Ramp & Serramonte Boulevard	AM	6.7	A	6.7	A	0.0
	PM	13.5	B	13.5	B	0.0
	SAT	26.2	C	26.2	C	0.0
I-280 NB Off-Ramp & Serramonte Boulevard	AM	1.5	A	1.5	A	0.0
	PM	3.3	A	3.3	A	0.0
	SAT	3.8	A	3.8	A	0.0
Junipero Serra Boulevard & Serramonte Boulevard	AM	27.1	C	27.2	C	0.1
	PM	36.1	D	36.2	D	0.1
	SAT	42.4	D	42.8	D	0.4
Serra Center Driveway & Serramonte Boulevard	AM	13.7	B	13.7	B	0.0
	PM	31.9	D	33.6	D	1.7
	SAT	**51.8**	**F**	**53.1**	**F**	1.3
El Camino Real & Serramonte Boulevard	AM	22.5	C	22.5	C	0.0
	PM	26.4	C	26.8	C	0.4
	SAT	31.7	C	32.5	C	0.8
Hillside Boulevard & Serramonte Boulevard	AM	20.3	C	20.3	C	0.0
	PM	22.1	C	22.5	C	0.4
	SAT	37.4	D	37.8	D	0.4
I-280 SB Off-Ramp & Hickey Boulevard	AM	10.4	B	10.4	B	0.0
	PM	15.1	B	15.2	B	0.1
	SAT	13.9	A	14.0	B	0.1
I-280 NB Off-Ramp & Hickey Boulevard	AM	26.3	C	26.3	C	0.0
	PM	39.2	D	39.4	D	0.2
	SAT	37.8	D	37.9	D	0.1
Junipero Serra Boulevard & Hickey Boulevard	AM	35.7	D	35.7	D	0.0
	PM	38.0	D	38.0	D	0.0
	SAT	13.6	B	13.5	B	-0.1
Hillside Boulevard & Lawndale Boulevard	AM	13.0	B	13.0	B	0.0
	PM	10.8	B	10.8	B	0.0
	SAT	10.4	B	10.4	A	0.0

Notes: The intersection of Serra Center Driveway & Serramonte Boulevard is unsignalized.
Source: Hexagon 2015.

intersections would continue to operate at acceptable LOS D or better during the weekday AM and PM peak hours and Saturday midday peak hour under Existing Plus Project conditions. The unsignalized intersection of Serra Center Driveway/Serramonte Boulevard would continue to operate at unacceptable LOS F during the Saturday midday peak hour under Existing Plus Project conditions.

Background Project Conditions

Background conditions are defined as conditions just prior to completion of the proposed development. Traffic volumes for Background conditions comprise existing traffic volumes plus traffic generated by other approved developments in the vicinity of the site. The transportation network under Background conditions was assumed to be the same as the Existing transportation network, except for the unsignalized intersection of Serra Center Driveway/Serramonte Boulevard. This intersection is assumed to be converted from a three-way stop to a four-way stop, as a new south leg would be provided at this intersection to provide access to a Ford dealership. Background Plus Project peak hour traffic volumes were estimated by adding to Background traffic volumes the net traffic generated by the Project. Project conditions were evaluated relative to Background conditions in order to determine potential project impacts. The results of the intersection LOS analysis under Background Without, and With the Project is summarized in Table 10.

The results show that all signalized study intersections would continue to operate at acceptable LOS D or better during the weekday AM and PM peak hours and Saturday mid-day peak hour under Background Plus Project conditions. The unsignalized intersection of Serra Center Driveway/Serramonte Boulevard would continue to operate at LOS F during the weekday PM peak hour and Saturday mid-day peak hour under Background Plus Project conditions. However, as mentioned above, according to the Town of Colma's General Plan, LOS E or LOS F is acceptable during peak commute periods. Given that the proposed Project would increase the average delay at the intersection by only 0.5 seconds during the PM peak hour and by 1.9 seconds during the Saturday mid-day peak hour, the project would not create a significant impact at this intersection.

Cumulative Project Conditions

Cumulative traffic volumes were based on the Cumulative Plus Project conditions from the Serramonte Shopping Center Expansion EIR. Cumulative Plus Project conditions were evaluated relative to Cumulative Conditions in order to determine potential project impacts. The intersection Level of Service under Cumulative and Cumulative Plus Project conditions are summarized in Table 11.

Under Cumulative conditions the following three intersections are expected to operate below LOS D during at least one peak hour:

- Junipero Serra Boulevard/Serramonte Boulevard (PM and Saturday): Cumulative conditions analysis for this intersection shows that it would operate at LOS F during the Saturday midday peak hour. The Project would add 42 trips to this intersection during the Saturday midday peak hour which is less than 1 percent of the cumulative no project traffic volumes entering this intersection. The Project would increase the average intersection delay by 3.0 seconds during the Saturday midday peak hour and the intersection would continue to operate at LOS F. However, as described above, and according to the Town of Colma General Plan, LOS E and LOS F should be tolerated during the peak hour periods. Given the relatively low increase in delay and because LOS F is acceptable during peak hours, the proposed Project would not cause a significant impact at this intersection. No mitigation measures would be required.

TABLE 10 BACKGROUND CONDITIONS INTERSECTION OPERATIONS

Intersection	Peak Hour	Background		Background + Project		Delay Increase
		Delay	LOS	Delay	LOS	
I-280 SB Off-Ramp & Serramonte Boulevard	AM	6.9	A	7.0	A	0.1
	PM	15.0	B	15.0	B	0.0
	SAT	35	D	35.1	D	0.1
I-280 NB Off-Ramp & Serramonte Boulevard	AM	1.6	A	1.6	A	0.0
	PM	3.6	A	3.6	A	0.0
	SAT	4.3	A	4.3	A	0.0
Junipero Serra Blvd. & Serramonte Boulevard	AM	28.4	C	28.4	C	0.0
	PM	37.0	D	37.1	D	0.1
	SAT	45.7	D	46.1	D	0.4
Serra Center Driveway & Serramonte Boulevard	AM	14.3	B	14.4	B	0.1
	PM	**35.2**	**E**	**35.7**	**E**	**0.5**
	SAT	**53.3**	**F**	**55.2**	**F**	**1.9**
El Camino Real & Serramonte Boulevard	AM	22.7	C	22.8	C	0.1
	PM	27.0	C	27.3	C	0.3
	SAT	32.6	C	33.4	C	0.8
Hillside Boulevard & Serramonte Boulevard	AM	20.4	C	20.4	C	0.0
	PM	22.7	C	22.8	C	0.1
	SAT	38.5	D	38.6	D	0.1
I-280 SB Off-Ramp & Hickey Boulevard	AM	10.3	B	10.3	B	0.0
	PM	15.1	B	15.2	B	0.1
	SAT	13.9	B	14.0	B	0.1
I-280 NB Off-Ramp & Hickey Boulevard	AM	26.5	C	26.5	C	0.0
	PM	39.9	D	40.1	D	0.2
	SAT	38.4	D	38.6	D	0.2
Junipero Serra Boulevard & Hickey Boulevard	AM	36.0	D	36.0	D	0.0
	PM	38.8	D	38.9	D	0.1
	SAT	15.4	B	15.5	B	0.1
Hillside Boulevard & Lawndale Boulevard	AM	12.9	B	12.9	B	0.0
	PM	10.8	B	10.8	B	0.0
	SAT	10.3	B	10.3	B	0.0

Notes: The intersection of Serra Center Driveway & Serramonte Boulevard is unsignalized.
Source: Hexagon 2015.

TABLE 11 CUMULATIVE CONDITIONS INTERSECTION OPERATIONS

Intersection	Peak Hour	Cumulative		Cumulative + Project		Delay Increase
		Delay	LOS	Delay	LOS	
I-280 SB Off-Ramp & Serramonte Boulevard	AM	8.0	A	8.0	A	0.0
	PM	15.6	D	15.6	B	0.0
	SAT	38.4	D	38.5	D	0.1
I-280 NB Off-Ramp & Serramonte Boulevard	AM	1.8	A	1.8	A	0.0
	PM	4.4	A	4.4	A	0.0
	SAT	5.5	A	5.5	A	0.0
Junipero Serra Blvd. & Serramonte Boulevard	AM	37.9	D	38.0	D	0.1
	PM	75.6	**E**	**76.8**	**E**	1.2
	SAT	94.2	**F**	**97.2**	**F**	3.0
Serra Center Driveway & Serramonte Blvd.	AM	**36.1**	**E**	**36.2**	**E**	0.1
	PM	**67.6**	**F**	**67.7**	**F**	0.1
	SAT	**66.6**	**F**	**66.6**	**F**	0.0
El Camino Real & Serramonte Boulevard	AM	28.6	C	28.7	C	0.1
	PM	49.8	D	51.1	D	1.3
	SAT	**105.6**	**F**	**109.2**	**F**	3.6
Hillside Boulevard & Serramonte Boulevard	AM	20.4	C	20.4	C	0.0
	PM	25.9	C	29.0	C	3.1
	SAT	49.5	D	50.0	D	0.5
I-280 SB Off-Ramp & Hickey Boulevard	AM	10.6	B	10.6	B	0.0
	PM	17.1	B	17.2	B	0.1
	SAT	14.5	B	14.6	B	0.1
I-280 NB Off-Ramp & Hickey Boulevard	AM	28.6	C	28.6	C	0.0
	PM	46.7	D	46.9	D	0.2
	SAT	45.7	D	45.8	D	0.1
Junipero Serra Boulevard & Hickey Boulevard	AM	42.0	D	42.0	D	0.0
	PM	48.3	D	48.4	D	0.1
	SAT	23.0	C	22.9	C	-0.1
Hillside Boulevard & Lawndale Boulevard	AM	12.8	B	12.8	B	0.0
	PM	10.5	B	10.5	B	0.0
	SAT	9.9	A	9.8	A	-0.1

Notes: The intersection of Serra Center Driveway & Serramonte Boulevard is unsignalized.
Source: Hexagon 2015.

- Serra Center Driveway/Serramonte Boulevard (AM, PM, and Saturday): Cumulative conditions analysis for this intersection show that it would operate at an LOS E during the AM peak hour and LOS F during the PM and Saturday midday peak hours. It would continue to operate at LOS E during the AM peak hour and LOS F during the PM and Saturday peak hours. According to the Town of Colma's General Plan, LOS E or LOS F is acceptable during peak commute periods and the proposed project would increase the average delay at the intersection by not more than 0.1 seconds during all three analysis periods. Given the relatively low increase in delay and because LOS F is acceptable during peak hours, the Project would not create a significant impact at this intersection.
- El Camino Real/Serramonte Boulevard (Saturday): Cumulative conditions analysis for this intersection shows that it would operate at an LOS F during the Saturday midday Peak Hour. The CarMax project would add 50 trips to this intersection during the Saturday midday peak hour which is around 1 percent of the cumulative no project traffic volumes entering this intersection. The project would increase the average intersection delay by 3.6 seconds during the Saturday midday peak hour and the intersection would continue to operate at LOS F. According to the Town of Colma General Plan, LOS E and LOS F should be tolerated during the peak hour periods. Given the relatively low increase in delay and because LOS F is tolerated during peak hours, the proposed Project would not cause a significant impact at this intersection.

In summary, this analysis concluded that a few study intersections would operate at LOS E and F, which are below the LOS D which the Town of Colma strives for, but are tolerated during the peak traffic hours. Consequently, the Project would not cause a substantial increase in delay at any of the study intersections and a *less-than-significant* impact would occur as it relates to a conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system.

b) Would the project 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?

The City/County Association of Governments of San Mateo County's (C/CAG) is the Congestion Management Agency for San Mateo County. C/CAG is required to prepare and adopt a Congestion Management Program (CMP) on a biennial basis. The 2013 CMP is the current version that has been adopted.

The CMP includes elements to evaluate the performance of the roadway system and adopts LOS standards for CMP facilities. For CMP facilities the LOS standard is E, unless the facility was operating at LOS F at the time the standard was established. No study area intersections and roadways are CMP intersections. The nearest CMP intersection is located approximately 2 miles from the site at El Camino Real and San Bruno Avenue. The Project would generate only 56 peak hour trips on Saturday. As the 56 trips get distributed thru the circulation network, the number of trips at the CMP facility would be nominal and would not cause a substantial delay at any CMP intersection. In addition, the number of trips to Interstate 280 and State Route 82 would be nominal compared to the existing traffic on these facilities. Consequently, a *less-than-significant* impact would occur as it relates to impacts at CMP facilities.

c) Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

The Project is not located within two miles of a public or a private use airport, nor is it within the land use compatibility plan for any airport. Given that the Project would not generate air traffic and would not be located in close proximity to any facilities used by aircraft and since it would not be of sufficient height to

interfere with typical aircraft operations, the Project would not result in changes to aircraft patterns in terms of location. Consequently, *no impact* would occur.

d) Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

The Project proposes a single full access driveway that would be located in the northwest corner of the Project site. This driveway would provide access to the customer/employee parking lot. The Project is not expected to cause any significant queuing delays attributed to project traffic turning into the site from Serramonte Boulevard. Therefore, no queueing that would block thru traffic or cause cars spilling to the Serramonte Boulevard would occur.

As discussed in page 39 of the TIA, adequate sight distance would be provided at the project exit driveway. Adjacent to the project site, there are no roadway curves, on-street parking, or landscaping features that obstruct the vision of exiting drivers. The site plan does not show any landscaping features that would interfere with the sight distance at the Project driveway.

In summary, the Project would not create hazardous conditions on the roadways and entryways along the perimeter of the Project site; therefore, *no impact* would occur as it relates to hazards due to a design feature.

e) Would the project result in inadequate emergency access?

The Project would provide adequate connectivity through the parking area for vehicles. The internal drive aisles would include four east-west aisles and 3 north-south aisles that are all wide enough to accommodate one vehicle in each direction. The width of the drive aisles within the parking areas would allow sufficient room for vehicles to maneuver in and out of the parking spaces.

The site access was evaluated to determine the adequacy of the site plan for emergency vehicles and truck access. Emergency vehicles and trucks would have access to the site from Serramonte Boulevard. These vehicles would have access to the sales and service areas via the customer/employee parking lot. In addition, the Project would include a gated entrance to the car sales staging area that would be accessible from the main driveway entrance for emergency vehicles and trucks. The Project design would be reviewed by the Town of Colma Planning Department and the Colma Fire Protection District to ensure that adequate widths would be provided between all aisles of the car sales staging area to allow emergency vehicles and trucks to maneuver in and out. Overall, it's expected that adequate internal circulation and site access would be provided, and the Project would not result in inadequate emergency access. Therefore, *no impact* would occur with regards to the Project resulting in inadequate emergency access.

f) Would the project conflict with adopted policies, plans, or programs supporting alternative transportation?

The Project site is served by pedestrian facilities including sidewalks and pedestrian crosswalks with signal heads that would provide adequate pedestrian travel and connection to the bus stops on El Camino Real and Junipero Serra Boulevard. Bicycle lanes are also present in the vicinity of the Project. The sidewalks and bikeways in the Project vicinity are expected to be adequate to serve the employees and visitors that walk or bike to the site. Further, transit service is provided to the Project site and its vicinity that could serve employees and visitors. However, the traffic volumes expected to occur as a result of the Project would not likely affect existing bus services. Finally, the Project would not generate a significant amount of pedestrian, bicycle, or transit traffic, and would not displace any transit stop or interfere with an existing pedestrian and bicycle

facility. Therefore the Project would not conflict with adopted policies, plans, or programs supporting alternative transportation, *no impacts* would occur.

17. UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
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 stormwater 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 inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	❒	❒	■	❒
f) Not 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

a) Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

The South San Francisco/San Bruno Water Quality Control Plan (WQCP) provides wastewater treatment for the cities of South San Francisco, San Bruno, and the Town of Colma. The average dry weather flow through the facility is 9 million gallons per day (MGD) and the average peak wet weather flows can exceed 60 MGD.[93]

Through an agreement with South San Francisco and San Bruno, Colma can contribute maximum flows of up to 450,000 gallons per day (gpd) to the WQCP for treatment and disposal. However, on average, Colma contributes around 225,000 gpd, which is half of its permissible capacity.[94] The Project would be connected to an existing eight-inch sanitary sewer main located along Serramonte Boulevard. Further, the Project land use type is service commercial and would operate as a vehicle sales/service lot. Wastewater effluent associated with this land use would not substantially increase pollutant loads, as there is neither heavy industrial use nor agricultural processing where pollutant loads and wastewater volumes are heavy. In addition, because Colma is

[93] City of South San Francisco website, Water Quality Control Plant, http://www.ssf.net/506/Water-Quality-Control-Plant, accessed on December 9, 2015.

[94] Environmental Science Associates (ESA), Serramonte Ford Expansion Initial Study/Mitigate Negative Declaration prepared for the Town of Colma, September 2014, page 86.

currently contributing half of its permissible daily flow, it is not expected that the Project would conflict with wastewater treatment requirements. Therefore, construction of the Project is not expected to exceed the discharge limits established by the San Francisco Bay Regional Water Quality Control Board (RWQCB) impacts to sanitary wastewater quality would be *less than significant*.

b) Would the project require or result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

The proposed Project would both preserve existing water and wastewater infrastructure in place and install new extensions. These new water and wastewater lines would connect to areas already affected by installation of the original utility infrastructure. Although the Project expects a staff of up to 100 employees, consisting of up to 80 full-time employees and 20 part-time employees, which could increase waste generation over existing conditions, the increase is not expected to result in adverse effects to the WQCP such that expansion of existing facilities, or construction of new facilities would be warranted. Further, as stated above in section 17.a, Colma currently contributes only half of its permissible capacity to the WQCP; therefore, the WQCP has the capacity to accommodate Project. Consequently, because Colma is only contributing half of its permitted capacity to the WQCP and because the Project would largely preserve in place existing water and wastewater infrastructure, a *less-than-significant* impact would occur.

c) Would the project require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

As discussed in section 9.d, the Project site is currently developed with approximately 87 percent impervious surfaces. The proposed Project would reduce the amount of impervious surfaces by 42,157 square feet with additional site landscaping and the construction of a 0.29-acre bioretention pond. In addition, the C.3 requirements of the NPDES permit require stormwater treatment measures that are designed to temporarily retain and treat stormwater prior to discharge to the Town's storm drain system as well as allow for some infiltration. These measures are specified in the C.3 and C.6 Development Review Checklist, which must be approved prior to the start of construction.

Because compliance with these regulatory measures would offset potential runoff from the Project site, and given that the Project would reduce the amount of impervious surface over existing conditions, it is unlikely that runoff site would exceed the capacity of the existing storm drain system. Consequently, this impact would be considered *less than significant*.

d) Would the project have insufficient water supplies available to serve the project from existing and identified entitlements and resources?

The Project site receives water from the California Water Company (Cal Water) South San Francisco District (SSFD). Cal Water is an investor-owned public utility supplying water service to 1.7 million Californians through over 435,000 connections through 24 separate water systems serving over 63 communities throughout the state.[95] Cal Water SSFD is located in northern San Mateo County approximately six miles south of the City of San Francisco. The SSFD serves the South San Francisco, Colma, a portion of Daly City, and some unincorporated areas of San Mateo County known as Broadmoor.

The SSFD receives its water supply from a combination of purchased water and groundwater from Cal Water owned wells. Cal Water has annual purchased water supply from the San Francisco Public Utilities Commission

[95] California Water Service Company, 2010 Urban Water Management Plan South San Francisco District, page 11.

(SFPUC) of 35.68 million gallons per day (MGD) in normal hydrologic years, which is shared among the Bear Gulch, Mid-Peninsula, and South San Francisco Districts. The amount available to the SSFD varies in any given year and depends on the availability of local supplies in the Bear Gulch and SSFD. The Mid-Peninsula District does not currently produce any local supply. SFPUC sources are expected to provide the majority of supply in the SSFD.[96]

Under normal-years the 2010 Urban Water Management Plan (UWMP) South San Francisco District anticipates being able to sufficiently meet its demands through 2030; however, in years 2035 and 2040 expects a supply deficiency of 768 AFY and 2,113 AFY, respectively.[97] Further, single- and multiple-dry years are anticipated to result in a supply deficiency through 2040 resulting from a 10 percent reduction in purchased water supply from SFPUC for single dry years, and up to a 20 percent reduction in supply from SFPUC during multiple dry years. However, the reduction in supply during dry years would need to be met through a combination of customer demand reductions from implementation of the Water Shortage Contingency Plan, increased water conservation, and the development of alternative water supplies.[98] Cal Water implements a four stage approach to drought response that corresponds to specific levels of water supply shortage. At each higher stage Cal Water requires more aggressive water use reductions from its customers. Stage 1 covers water shortages of up to 10 percent, Stage 2 between 10 and 20 percent, Stage 3 between 20 and 35 percent, and Stage 4 between 35 and 50 percent. In the earlier stages, conservation measures include requesting voluntary conservation, increasing educational programs regarding water supply, development of drought ordinances, and increased monitoring of water use. In the later or more aggressive stages, measures such as flow restrictors for high water users, mandatory conservation, restricting potable water use for landscape, and service shutoff for repeat offenders of these measures could be implemented.

As described above in the Project Description, the Project proposes demolition of 81,981 square feet of existing structures to accommodate construction of a 20,213 square-foot structure comprised of sales, service, and presentation area, as well as a 936 square foot freestanding carwash. At buildout the Project expects a staff of up to 100 employees, consisting of up to 80 full-time employees and 20 part-time employees. Although there are three structures currently on site, only one is currently in operation as an automotive repair shop. Based on water demand factor of 2,124 gallons of water per month per 1,000 square feet of industrial use,[99,100] the existing Project site currently generates approximately 46,926 gallons of water per month.[101] Applying this same water demand factor, the proposed Project would generate approximately 42,932 gallons of water per month.[102] Although applying the water demand factor indicates that the proposed Project could generate less demand for water, the overall intensity of the site would increase over existing conditions as a result of the Project, as well as, the number of employees generated by the Project. However, the increase in intensity and the number of employees is not likely to substantially increase the water use on the site as a whole given that the Project would construct the buildings in compliance with California Green Building Codes and other water efficient regulations, as further described below.

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[96] California Water Service Company, 2010 Urban Water Management Plan South San Francisco District, page 43.

[97] California Water Service Company, 2010 Urban Water Management Plan South San Francisco District, page 69.

[98] California Water Service Company, 2010 Urban Water Management Plan South San Francisco District, page 71.

[99] Water demand rates used from the Water Demand Factor Update Report prepared by Water Resources Division of the City of Santa Barbara, October 2009, Table 1, Water Demand Factors, page 4.

[100] Based on the Water Demand Factor Report, Industrial Uses result in a water demand of 2.84 hundred cubic feet (HCF) of water per month per 1,000 square feet of industrial space. 1 HCF = 748 gallons. 2.84 HCF = 2,124 gallons.

[101] 22,093 sf of existing industrial space / 1,000 = 22.093 x 2,124 gallons per month per 1,000 sf = 46,925.5 gallons per month.

[102] 20,213 sf of proposed industrial space / 1,000 = 20.213 x 2,124 gallons per month per 1,000 sf = 42,932.4 gallons per month.

While the 2010 UWMP indicated water supply deficiencies during single- and multiple dry years, the water conservation measures under the 2010 UWMP as described above, along with Town of Colma measures related to water conservation, would ensure adequate supply of water. For example, Subchapter 5.11, Water Efficient Landscape Regulations, of the Colma Municipal Code establishes regulations for the efficient design and operation of a projects irrigation system in order to conserve water and ensure that landscape is consistent with the provisions of any local water conservation programs or drought response laws, rules, policies, and regulations. Further, the Project would include drought tolerant landscape and a bio-retention along the site's western edge which would result in an increase in the amount of pervious surface at the Project site given that there is currently no bio-retention on site. Lastly, the Project would be constructed using the most recent California Green Buildings Code (Part 11, Title 24, known as "CALGreen"), which among other things, require construction to incorporate water efficiency and conservation measures, such as the installation of low flow toilets and faucets. For those reasons, the Project is not expected to substantially increase water use to the extent that it could not be served by existing entitlements; therefore, a *less-than-significant* impact would occur with regard to water supply.

e) Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

See discussion 17.a and 17.b above.

f) Would the project not be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Solid waste collection for the Project site is provided by Allied Waster. Allied waste collects solid waste from residential, commercial and industrial customers and transfers it to the Daly City Mussel Rock Transfer Station. From there, the solid waste is transported to the Ox Mountain Sanitary Landfill, located two miles northeast of Half Moon Bay off Highway 92. Ox Mountain is a class III sanitary landfill that is expected to be in operation until 2018, and has a total capacity of 69,000,000 cubic yards, of which 26,898,089 cubic yards are remaining as of 2011.[103] The Ox Mountain Landfill has a daily permitted capacity of 3,598 tons per day.

The Town of Colma's solid waste disposal rate in 2014 was 2.3 pounds per day (ppd) per employee, which was well below the CalRecyle target rate of 12.5 ppd per employee.[104] According to CalRecycle, auto dealer and service station uses generate approximately 0.9 pounds of solid waste per 100 square feet of space. Given that the Project proposes a total of 20,213 square feet, the Project would generate approximately 182 pounds of solid waste per day, or the equivalent of 66,499 pounds per year.[105] This would represent less than 0.01 percent of the landfill's daily permitted maximum of 3,598 tons per day. Further, the Project would include demolition of three existing structures, one of which is operational and the other two are vacant. The existing structure operates as an auto collision repair shop and is 22,093 square feet. Applying the same solid waste generation of 0.9/lbs per 100/square feet of auto service use, the Project would result in a reduction in solid waste generation given that buildout would result in slightly less square footage than the existing structure that is currently in operation. Therefore, because the Project would result in a reduction in overall square footage over existing

[103] CalRecycle, Corinda Los Trancos Landfill (Ox Mountain), http://www.calrecycle.ca.gov/SWFacilities/Directory/41-AA-0002/Detail/, accessed on December 10, 2015.

[104] CalRecycle, Jurisdiction Diversion/Disposal Rate Summary (2007-current), Colma.

[105] 20,213 square feet / 100 = 202.13 x 0.9 = 181.917 lbs of trash per day or 66,399.705 lbs per year.

conditions and the solid waste generation from the Project would represent less than 0.01 percent of the daily permitted capacity at Ox Mountain Landfill, impacts would be *less-than-significant*.

g) Would the project not comply with federal, State, and local statutes and regulations related to solid waste?

In compliance with State Law Senate Bill (SB) 1016, the Project would target a California Integrated Waste Management Board (CIWMB) target of 12.5 pounds of waste per day per employee. As mentioned above, Colma had a disposal rate of 2.3 ppd per employee in 2014, which was well below the target of 12.5.

Subchapter 3.05 of the Municipal Code regulates the collection and disposal of solid waste within the Town, and establishes provisions to comply with the recycling and reporting requirements of the CIWMB. For example, Section 3.05.130 establishes mandatory recycling requirements for both commercial and residential customers. Other sections relate to the general collection, handling, and proper disposal of solid waste.

The Project would redevelop an existing site as an auto service use, which would generally be consistent with the site's current use providing auto-related services. Further, the Project site would continue to be serviced by Allied Waste and therefore would not conflict with existing solid waste operations or regulations. Also, the Project would be subject to the requirements of Municipal Code 3.05, regulating the disposal, handling, and transport of solid waste in the Town to ensure compliance with State regulations, such as meeting the Town's target disposal rate of 12.5 ppd per employee. Overall, the Project is expected to comply with federal, State, and local regulations regarding solid waste and a *less-than-significant* impact would occur.

18. MANDATORY FINDINGS OF SIGNIFICANCE

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	❐	❐	■	❐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	❐	❐	■	❐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	❐	❐	■	❐

Discussion

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant

or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

As discussed above, the proposed Project would not result in significant impacts to biological resources or cultural resources with implementation of Mitigation Measures BIO-1, and Mitigation Measures CULT-1 through CULT-4. In addition, impacts to the other fifteen resource topic areas would be considered less-than-significant with implementation of Mitigation Measures as identified in certain topic areas. Therefore, a *less-than-significant* impact would result with implementation of the Mitigation Measures identified throughout this Initial Study.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Increases in air quality may occur as a result of construction activities, but would be temporary in nature and could be mitigated to a less-than-significant level. In addition, mitigation measures have been included to mitigate for the potential for biological and cultural resource impacts to occur on site. None of these impacts would be cumulatively considerable because they are either temporary in nature or of such a nature that they only have the potential to affect the direct environment. Therefore, the proposed Project would result in a *less-than-significant* cumulative impact.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

As discussed previously, the proposed Project would not result in a significant impact that could not be mitigated to a less-than-significant level, thus the proposed Project's environmental effects would be *less than significant*.

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