

CITY OF DALY CITY

Regular Meeting - CITY COUNCIL

AGENDA

Monday, January 10, 2022 - 7:00 PM

Visit Daly City's virtual meeting website to register to attend the virtual meeting via Zoom, watch the livestream of the meeting and view the agenda:

COVID-19 ANNOUNCEMENT - PUBLIC MEETINGS

Pursuant to Government Code section 54953(e) *et seq.*, members of the Daly City Council and staff will participate in this meeting via a teleconference. Members of the public are encouraged to watch the meeting via Livestream (City Council Meeting Livestream) at <https://bit.ly/dalycityjan10livestream> or on local Channel 27 (Comcast).

Public Participation:

There are two ways to submit public comment: (1) send written comments by 4:00 pm on meeting day and (2) join to speak at the meeting via Zoom.

To submit a comment in writing, please email cityclerk@dalycity.org and write "Public Comment" in the subject line. In the body of the email, include the item number and/or title of the item as well as your comments. All comments received by 4:00 pm will be emailed to the City Council members prior to the meeting. Those comments received after 4:00 pm will be added to the record and shared with the City Council members following the public meeting. Comments are not read aloud into the record.

To speak at the meeting via Zoom, join at <https://bit.ly/dalycityjan10zoom>. Zoom will require an email address and name. The name entered will be visible online and will be used to notify you that it is your turn to speak. You may also join by visiting <https://zoom.us/join>. Enter meeting ID: 844 6412 3068, then enter email address and name. The January 10, 2022 Regular City Council meeting may also be accessed via telephone by dialing +1 669 900 6833 (Local). International numbers available: <https://us02web.zoom.us/j/84464123068>. Enter the meeting ID: 815 7576 4995, then press #.

When you would like to speak on an item during the public comment portion of the meeting, you will need to use the "raise hand" feature in Zoom. Public comment is limited to two (2) minutes maximum, and speakers may only comment once per item. You must familiarize yourself with Zoom prior to joining the meeting. The City will not be providing technical support.

If you do not wish to speak, the City requests that you watch the livestream of the meeting on the City's virtual meeting website at <https://bit.ly/dalycityjan10livestream>.

Persons with disabilities who require auxiliary aids or services in attending or participating in this meeting should call the office of the City Clerk at 991-8078 as soon as possible.

CALL TO ORDER:

PLEDGE TO THE FLAG:

AVAILABILITY OF PUBLIC RECORDS:

All public record to an open session item on this agenda, which are not exempt from disclosure pursuant to the California Public Records Act, that are distributed to a majority of the legislative body will be available for public inspection at the City Clerk's Office, City Hall located at 333 90th Street, Daly City, CA during normal business hours, at the same time that the public records are distributed or made available to the legislative body.

ROLL CALL:

APPROVAL OF MINUTES:

1. Special Meeting and Regular Meeting of December 13, 2021

APPROVAL OF AGENDA:

CONSENT AGENDA

All items listed on the Consent Agenda are considered to be routine and may be approved by one roll call vote of the City Council. There shall be no separate discussion of the matters on the Consent Agenda unless requested by a member of the City Council. If discussion is required, that item will be removed from the Consent Agenda and will be considered separately at the end of the Agenda.

Communications:

Resolutions:

2. Authorizing the City to Continue to Implement Teleconferenced Public Meetings Pursuant to Assembly Bill 361

Check Registers:

3. Check Registers for the Month of November

END OF CONSENT AGENDA

PUBLIC HEARINGS:

4. General Plan Amendment GPA-04-21-014998, Planned Development PD-04-21-014997, Design Review DR-04-21-015000, Major Subdivision SUB-04-21-014999
– Preliminary Plan review of a proposed Precise Plan for the redevelopment of the Serramonte Del Rey Campus at 699 Serramonte Boulevard

STAFF: Carmelisa Morales Lopez

RECOMMENDATION: Open/Close Hearing
Adopt Resolution by Roll Call Vote

COMMUNICATIONS:

5. Use Permit UPR-06-21-015101 — Tesla Supercharger at 1590 Bryant Street
 - A. Findings
 - B. EA (Categorical Exemption)

C. UPR-06-21-01510

STAFF: Michael Van Lonkhuysen

RECOMMENDATION: Adopt Resolution by Roll Call Vote

PUBLIC APPEARANCES/ORAL COMMUNICATIONS:

NOTE: Speakers are limited to two minutes, unless modified by the Mayor. The Council cannot take action on any matter raised under this item.

APPOINTMENTS: Board/Commission Membership Committee Appointments

REPORTS:

6. Council Committee

a. Council Committee Meetings December 13, 2021 - January 10, 2022

7. City Council

8. Staff

ADJOURNMENT:

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Visit <https://www.youtube.com/c/DalyCityVideoMeetings> to view videos of the City Council meetings

The meeting was called to order by Mayor Daus-Magbual at 9:10 P.M. by video conference call pursuant to Governor Gavin Newsom’s Executive Order N-29-20.

ROLL CALL: Councilmembers Present:
 Roderick Daus-Magbual, Mayor
 Raymond A. Buenaventura, Vice Mayor
 Pamela DiGiovanni
 Juslyn C. Manalo
 Glenn R. Sylvester

Staff Present:
 Shawna Maltbie, City Manager
 Rose L. Zimmerman, City Attorney
 K. Annette Hipona, City Clerk

APPROVAL OF MINUTES:

Regular Meeting of November 22, 2021

It was moved by Councilmember Manalo, seconded by Councilmember DiGiovanni and carried to approve the minutes of the Regular Meeting of November 22, 2021, as amended.

APPROVAL OF AGENDA:

It was moved by Councilmember Sylvester, seconded by Councilmember DiGiovanni and carried to approve the agenda.

CONSENT AGENDA:

It was moved by Councilmember DiGiovanni, seconded by Councilmember Sylvester and carried to approve the consent agenda.

Communications:

Update on the Drought and Daly City's Water Shortage Contingency Plan

Resolutions:

Amending Traffic Regulations to: (1) Install No Parking (red) zone on the south side of John Daly Boulevard between Willits Street and Woodrow Street except in front of 439 and 443 John Daly Boulevard (TSR 21/18); (2) Install 77 ft. No Parking (red) zone west of last parking stall near 220

***Note on Public Comments:** For this meeting, members of the public were encouraged to watch the meeting via livestream and speak at the meeting via Zoom, and/or submit public comments via email to the City Clerk’s Office prior to the public meeting. Persons with disabilities who require auxiliary aids or services in attending or participating in this meeting were instructed to call the office of the City Clerk at 991-8078 prior to the meeting.*

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School Street (TSR 21/45); (3) Modify street sweeping schedule for Wellington Avenue (Mission Street to Irvington Street) on the north side from Monday, Wednesday and Friday to Monday, 5-6am and on the south side from Tuesday and Thursday to Tuesday, 5- 6am (TSR 22/16); and (4) Modify street sweeping schedule for Hillcrest Drive (Mission Street to Mission Circle) on the north side from Thursday to Tuesday and Thursday, 5-6am and on the south side from Friday to Monday, Wednesday and Friday, 5-6am (TSR 22/17)

Resolution 21-159, Establishing Traffic Regulations

Authorizing Notice of Completion for the Tennis & Basketball Court Surface Rehabilitation Project

Resolution 21-160, Accepting Completion Of Certain Project In The Department Of Public Works (Tennis & Basketball Court Surface Rehabilitation Project)

Authorizing City Manager to Execute a Professional Services Agreement for Design of the ADA, Sidewalk, and Parking Lot Improvements Project

Resolution 21-161, Authorizing Execution Of Professional Services Agreement With BKF Engineers For Design Of The ADA, Sidewalk And Parking Lot Improvements Project

Authorizing City Manager to Execute an Agreement Between Toshiba America Business Solutions and Daly City to implement an Electronic Document Management System (EDMS)

Resolution 21-162, Authorizing Execution Of License And Service Agreements With Toshiba America Business Solutions To Develop And Implement An Electronic Document Management System

Authorizing the City to Implement Teleconferenced Public Meetings Pursuant to Assembly Bill 361

Resolution 21-163, Authorizing Remote Teleconference Meetings By The City Council And All Boards, Commissions, And Standing Committees Of The City In Accordance With Assembly Bill 361 For A Period Of Thirty Days

Appropriating Funds and Authorizing City Manager to Execute an Amendment to the Professional Services Agreement for 2019-20 Maintenance & Repair of Mussel Rock Landfill Site Project

Resolution 21-164, Authorizing Amendment #2 To Professional Services Agreement With Tetra Tech, Inc. For 2019-20 Maintenance And Repair Of Mussel Rock Landfill Site And Appropriation Of Funds

Approving Time Extension for Use Permit UPR-6-19-14076 and Design Review DR-6-19- 14077 — Mixed-Use Apartment Building at 493 Eastmoor Avenue

Resolution 21-165, Approving Extension Of Use Permit UPR-6-19-14076 And Design Review DR-6-19-14077 For Mixed -Use Apartment Building At 493 Eastmoor Avenue

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Adopting a Resolution Approving Premium Pay for Employees Performing Essential Work

Resolution 21-166, Approving Premium Pay For Full Time Employees Performing Essential Work During The COVID-19 Pandemic

END OF CONSENT AGENDA

PUBLIC HEARINGS

Public Hearing on Community Development and Housing Needs

Housing Coordinator Lenelle Suliguin provided background on the Community Development Block Grant (CDBG) federal grant and HOME funds from the Department of Housing and Urban Development (HUD), and how they are used to meet community development and affordable housing needs. Although CDBG and HOME allocations for fiscal year 2022-23 have not been determined, staff is preparing the one-year action plan that will specify funding levels to be allocated.

Mayor Daus-Magbual opened the public hearing. Seeing no raised hands, Mayor Daus-Magbual closed the public hearing.

It was moved by Councilmember DiGiovanni, seconded by Councilmember Sylvester and carried by unanimous roll call vote to adopt the following resolution:

Resolution 21-167, Confirming That A Public Hearing On Community Development And Housing Priorities For The City's 2022-2023 HUD Action Plan

PUBLIC APPEARANCES/ORAL COMMUNICATIONS:

Call-In User ("the Public"), voiced concern and made claims of staff giving special privilege to certain speakers, the City Clerk not doing the minutes correctly, racism from the Mayor, the Council meeting not being punctual, and not addressing the murder of Mr. Allen. "The Public" asked the Council and staff to vacate their positions.

REPORTS:

Council Committee Meetings: November 22 – December 13, 2021

C/CAG, OneShoreline (DiGiovanni)

City Council

Councilmember Manalo thanked City Manager Maltbie and the City Manager's Office staff, all staff members and her colleagues for working together to keep Daly City progressing.

Staff

City Manager Shawwna Maltbie thanked everyone for their work during a challenging but productive year and congratulated Mayor Daus-Magbual on his new role. Ms. Maltbie thanked former mayor, Councilmember Manalo, for all her hard work and dedication, and looked forward to working with the new mayor. Ms. Maltbie reported there will be no second City Council meeting in December.

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ADJOURNMENT:

Mayor Daus-Magbual adjourned the meeting at 9:37 PM in memory of Cresencia Quedado Apelin, Bob Dole, Shirley Gibson, Kevin Nishita and Solomon Paul Ferrer Anselmo.

Approved as submitted, this 10th

day of January, 2022.

City Clerk

Mayor

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Visit <https://www.youtube.com/c/DalyCityVideoMeetings> to view City Council meetings

Mayor Manalo called to order the last meeting of the 57th City Council at 5:30 PM by video conference call pursuant to Executive Order N-29-20. Assemblymember Phil Ting and Senator Scott Wiener congratulated and thanked the Mayor and the City Council for their work during the past year amidst the pandemic. Mayor Manalo thanked Assemblymember Ting and Senator Wiener for their support and partnership with the City. On behalf of the San Mateo County Board of Supervisors, Supervisor David Canepa presented Mayor Manalo with a proclamation declaring Mayor Juslyn Manalo Day in San Mateo County as a testament to her resiliency during the past year and for serving as a role model. Mayor Manalo thanked Supervisor Canepa for the honor and for his continued support and partnership. Mayor Manalo led the pledge of allegiance.

ROLL CALL: Councilmembers Present:
Juslyn C. Manalo, Mayor
Roderick Daus-Magbual, Vice Mayor
Raymond A. Buenaventura
Pamela DiGiovanni
Glenn R. Sylvester

Staff Present:
Shawwna Maltbie, City Manager
Rose L. Zimmerman, City Attorney
K. Annette Hipona, City Clerk

PRESENTATIONS:

Mayor's Artist of the Year 2021

Mayor Manalo presented Artist of the Year to Keith Okada, better known as DJ Keith O, for lending his talents at many functions, using his music to bring community together, and giving back to the community by hosting "Keith O Kids Days."

Mayor's Small Business of the Year 2021

Mayor Manalo presented the award to Keith's Chicken and Waffles, owned by brothers Keith and Devin Richardson, for serving Southern-inspired cuisine and thriving as a small business.

Mayor's Medium Business of the Year 2021

Mayor Manalo presented the award to The Bread Basket, a Filipino bakery owned by Liza Cavin, for its hospitality and its generosity in providing donations at community feeds.

Mayor's Large Business of the Year 2021

Mayor Manalo presented the award to North East Medical Services Medical Center (NEMS), a nonprofit community health center serving the medically underserved populations of the San Francisco Bay Area, and was commended for its leadership, accessibility, and for providing responsive healthcare.

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Mayor's Citizen of the Year 2021

Mayor Manalo presented the award to Cecil Owens for serving as Board of Trustee of the Bayshore School District for over 42 years and advocacy for the Bayshore neighborhood.

Mayor's Commissioner of the Year 2021

Mayor Manalo presented the award to Perla Ibarrientos, a founder of the Pilipino Bayanihan Resource Center (PBRC) and Personnel Board Commissioner, for her civic volunteerism, mentorship and dedicated service to the community.

Mayor's Employees of the Year 2021

Mayor Manalo presented the award to Angie Padilla for her work with City Councilmembers and City Managers over the course of the 35 years she has been working for the City, and who currently works in the City Manager's Office as the Administrative Secretary/Admin. to Council. Mayor Manalo also presented the award to Tom Piccolotti for his work as Director of Water and Wastewater Services (DWWR), serving on the North Coast County Water District North San Mateo County Sanitation District and work on the Vista Grande Drainage Basin improvement project.

Mayor's Organization of the Year 2021

Mayor Manalo presented the award to Vibes and Smiles and founder Amanda New; the organization was founded as an outlet for individuals and businesses to promote positivity and creativity, and to support local artists to showcase their music and art.

Mayor's Philanthropic Organization of the Year 2021

Mayor Manalo presented the award to Daly City Public Library Associates (DCPLA), an organization which supports the four branches of Daly City's public libraries and has provided over \$300k in grants to the Daly City libraries since its inception in 2011.

Mayor's Veteran of the Year 2021

Mayor Manalo presented the award to Skip Weiss, Commander of the Veterans Foreign Wars Post 8750, for dedicating 21 years of service to the Jefferson Union High School District and for his years of service in the military and to his community.

Mayor's Volunteer of the Year 2021

Mayor Manalo presented the award to Ray Satorre, Pilipino Bayanihan Resource Center (PBRC) Board Member (former President) and Planning Commissioner, for his volunteerism, mentorship and philanthropy.

Mayor's Woman of the Year 2021

Mayor Manalo presented the award to Marie Villarosa, who is the Marketing and Events Manager for the Serramonte Shopping Center, the President of the PBRC, Secretary of the Daly

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City/Colma Chamber of Commerce, the Board of Director for the North Peninsula Food Pantry, the Marketing and Communications Chair for the Daly City Hosts Lion Club and was the former Director of the DCPLA. Ms. Villarosa was commended for her community involvement, volunteerism, creativity and energy.

Mayor's Youths of the Year 2021

Mayor Manalo presented the award to Jefferson High School student Victor Duarte. Mr. Duarte is the captain of the school's soccer team and showed his leadership by also becoming their acting coach. Mayor Manalo also presented the award to Oceana High School student Madeleine Hur, who serves as a student trustee for the Jefferson Union High School District, is a member of the Associated Student Body Congress and is the first Daly City Youth Poet Laureate.

Mayor Manalo thanked her husband, parents Josie and Lito, sister Carly and nieces, friends, and children Little E and Baby J for all their support. Mayor Manalo also thanked Assemblymember Phil Ting, Senator Scott Weiner, Supervisor David Canepa and the Board of Supervisors, her colleagues in the City Council, City Manager Shawna Maltbie, City Attorney Rose Zimmerman, City Manager staff Stephen, Angie, Leilani and all City departments including City Attorney's Office, City Clerk's Office, the Economic & Community Development, Finance & Administrative Services, the Firefighters from the North County Fire Authority, Human Resources, Library and Recreation Services, Police Department, Public Works and Water & Wastewater Resources. Mayor Manalo provided a summary of the accomplishments and the City's response to the challenges of the pandemic over the past year.

FINAL ADJOURNMENT OF THE 57th CITY COUNCIL

It was moved by Mayor Manalo, seconded by Vice Mayor Daus-Magbual and carried by voice vote to adjourn the 57th City Council for the City of Daly City.

CALL TO ORDER OF THE 58th CITY COUNCIL

Mayor Manalo called to order the 58th City Council for the City of Daly City and asked for roll call. All Councilmembers were recorded as present.

REORGANIZATION OF THE CITY COUNCIL

Office of Mayor

Mayor Manalo called for nominations for the Office of Mayor. It was moved by Mayor Manalo and seconded by Councilmember Buenaventura to nominate Vice Mayor Daus-Magbual to the Office of Mayor.

Mayor Manalo called for any other nominations for the Office of Mayor. Hearing none, it was moved by Councilmember Buenaventura, seconded by Councilmember Sylvester and carried to close the nominations. The motion carried with the following roll call vote:

Ayes:	Buenaventura, Daus-Magbual, Sylvester, Manalo
Abstention:	DiGiovanni

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Dr. Arlene Daus-Magbual gave the Oath of Office for Office of Mayor to Dr. Rod Daus-Magbual. Mayor Daus-Magbual read a letter he wrote to the City of Daly City summarizing his history with the City, goals as Mayor, message to the community, and critical issues to tackle such as affordable housing and community responsive wellness. Mayor Daus-Magbual looked forward to working with his colleagues and staff to recover from the pandemic and thanked City Manager staff and fellow City Councilmembers. Mayor Daus-Magbual thanked wife Arlene, children Amianan and Razon, family from the Philippines, Canada, and the U.S., his Skyline College family, the Daus family, the Magbual family and his ancestors.

The Council thanked and commended Councilmember Manalo as the outgoing mayor for all her hard work during the past year, acknowledging her leadership, passion and ability to execute her vision and goals during challenging times.

Office of Vice Mayor

Mayor Daus-Magbual called for nominations for the Office of Vice Mayor. It was moved by Mayor Daus-Magbual and seconded by Councilmember Manalo to nominate Councilmember Ray Buenaventura for the Office of Vice Mayor.

Mayor Daus-Magbual called for any other nominations for the Office of Vice Mayor. Councilmember Sylvester voiced concern regarding issues of social justice, equity, diversity and inclusion coming to the forefront and what was occurring to be implicit bias. Councilmember Sylvester stated Daly City has no protocol on the rotation of mayors, brought up the idea of giving an opportunity to Councilmember DiGiovanni for the role of Vice Mayor, and cautioned on promoting explicit bias through this nomination. As there were no other nominations, Mayor Daus-Magbual closed the nominations. The motion carried by the following roll call vote:

Ayes:	Buenaventura, Manalo, Daus-Magbual
Noes:	DiGiovanni
Abstention:	Sylvester

It was moved by Vice Mayor Buenaventura, seconded by Councilmember Sylvester and carried to adjourn the reorganization meeting at 9:00 PM.

Approved as submitted, this 13th
day of January, 2022.

City Clerk

Mayor



City Council Agenda Report

Item # _____

Meeting Date: January 10, 2022

Subject: Adopt Resolution Authorizing the City to Implement Teleconferenced Public Meetings Pursuant to Assembly Bill 361

Recommended Action

Adopt a resolution authorizing continued remote teleconference public meetings by the City Council and all subordinate boards, commissions, and standing Committees of the City in accordance with Assembly Bill 361 for an additional Period of 30 Days.

Background

Since March of 2020 and because of the COVID-19 pandemic, the City Council of the City of Daly City, and all of its subordinate bodies, boards, commissions and subcommittees, have been meeting remotely pursuant to the Governor's Executive Order N-29-20, which suspended certain teleconference requirements of the Brown Act. On June 11, 2021, the Governor issued Executive Order N-08-21, which rescinds these suspensions effective September 30, 2021.

In recognition of the fact that the pandemic is ongoing, on September 16, 2021 the Governor signed AB 361, an urgency measure, which amends the Brown Act and authorizes teleconferenced public meetings under certain circumstances where the participation is from a remote location. AB 361 went into effect October 1, 2021 and expires on January 1, 2024. If the City Council desires to continue to meet remotely, it must comply with AB 361.

AB 361 applies to meetings during a state of emergency as declared by the Governor. There must also be either imposed or recommended measures to promote social distancing by state or local officials, or a finding by the legislative body that meeting in person would present imminent risks to the health or safety of attendees as a result of the emergency.

AB 361 includes additional requirements in the form of an initial authorizing resolution (effective for up to 30 days) and subsequent resolutions to extend the use of remote meetings for additional periods of 30 days thereafter. The bill included an urgency provision making the law immediately effective upon signature by the Governor.

Discussion

The City must comply with the provisions of the Brown Act implemented by AB 361 for remote meetings, or it must comply with the pre-COVID-19 requirements for remote meetings set forth in Government Code section 54953(b)(3).

AB 361 requires several procedural safeguards to protect public participation during a remote meeting, key ones of which are summarized as follows: The public must have the ability to address the legislative body directly and must be given information on how to address the body. The public must be provided either a call-in or internet-based service option. The body must stop the meeting if the call-in or internet-based option fails. The legislative body cannot require that public comments be submitted in advance (although this option can be provided). Speakers cannot be required to pre-register (except as required by an independent call-in or internet platform).

Adopt Resolution Authorizing Remote City Council Meetings Under New State Brown Act Requirements (AB 361)

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Members of the public must be given a reasonable time to register to provide public comment. Agencies that provide a timed public comment period shall not close the public comment period until that time period has expired.

On October 11, 2021, the City Council adopted Resolution No. 21-138, authorizing the continued remote teleconference public meetings by the City Council and all subordinate boards, commissions, and standing Committees in the City in accordance with AB 361. On November 8, 2021, the City Council adopted Resolution No. 21-50, authorizing the continued remote teleconference public meetings by the City Council and all subordinate boards, commission, and standing Committees in the City for an additional thirty (30) days. On December 13, 2021, the City Council adopted Resolution No. 21-63 authorizing the continued remote teleconference public meetings by the City Council and all subordinate boards, commission, and standing Committees in the City for an additional thirty (30) days. In order to continue remote teleconference public meetings, the City Council must adopt a resolution extending an additional thirty days (30) days.

Accordingly, if the Council wishes for itself, all of its subordinate bodies, and all of its boards and their subcommittees to be able to meet remotely during the current declared state of emergency, it should adopt a resolution finding that measures to promote social distancing by state or local officials, and/or meeting in person would present imminent risks to the health or safety of attendees as a result of the emergency. This resolution would permit meetings pursuant to AB 361 for a maximum period of 30 days. If the Council desires to continue using the teleconference exception beyond that initial 30-day period, it must confirm the circumstances of the state of emergency and make required findings at least 30 days after adoption of that resolution and every 30 days thereafter.

The California Environmental Quality Act (CEOA), State CEOA Guidelines Section 15061(b)(3) provides a "common sense" exemption to environmental review that CEQA only applies to projects that have the potential for causing a significant effect on the environment.

Summary/Conclusion

Staff recommends that the City Council adopt the attached Resolution authorizing the continued remote teleconference public meetings by the City Council and all subordinate boards, commissions, and standing Committees for an additional 30 days pursuant to AB 361. Staff is available to provide any additional information desired by the Mayor or Councilmembers.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Rose Zimmerman', followed by a horizontal line extending to the right.

Rose Zimmerman
City Attorney

Attachments: 1. Draft Resolution Regarding Remote Teleconference Meetings

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DALY CITY AUTHORIZING
REMOTE TELECONFERENCE MEETINGS BY THE CITY COUNCIL AND ALL BOARDS,
COMMISSIONS, AND STANDING COMMITTEES OF THE CITY IN ACCORDANCE
WITH ASSEMBLY BILL 361 FOR A PERIOD OF THIRTY DAYS

WHEREAS, COVID-19 (also known as the “Coronavirus Disease”) is a respiratory disease that has spread across the globe, with thousands of confirmed cases in California, including the City of Daly City; and

WHEREAS, on January 31, 2020, the United States Secretary of Health and Human Services declared a public health emergency based on the threat caused by COVID-19, and the President of the United States issued a Proclamation Declaring a National Emergency Concerning COVID-19 beginning March 1, 2020; and

WHEREAS, in response to COVID-19, the Governor of the State of California issued a Proclamation of a State of Emergency in response to COVID-19 on March 4, 2020; and

WHEREAS, the City Council of the City of Daly City adopted a proclamation of a local emergency related to the COVID-19 virus on March 16, 2020; and

WHEREAS, the City of Daly City (“City”) is committed to preserving and fostering public access, transparency, observation, and participation in meetings of the City Council and Boards, Commissions, and Standing Committees (hereafter collectively referred to as “legislative bodies;” and

WHEREAS, all meetings of the City Council and legislative bodies are open and public as required by the Ralph M. Brown Act, Government Code sections 54950 – 54963, so that any member of the public may attend, observe, and participate in a meaningful way; and

WHEREAS, Government Section 54953 (b) (3) of the Brown Act allows a local legislative body to hold public meetings by teleconference and to make public meetings accessible telephonically or otherwise electronically to all members of the public seeking to attend and to address the local legislative body, as long as the following requirements are met:

1. Each teleconference location from which a member is participating is noticed on the agenda;
2. Each teleconference location is accessible to the public;
3. Members of the public must be able to address the body at each teleconference location;
4. At least one member of the legislative body must be physically present at the locations specified in the meeting agenda; and
5. During teleconference meetings, at least a quorum of the members of the local body must participate from locations within the local body’s territorial jurisdiction; and

WHEREAS, the Brown Act, as amended by AB 361 (2021), at Government Code section 54953(e) *et seq.*, allows for remote observation and participation in meetings by members of a legislative body and members of the public without compliance with the requirements of Government Code section 54953(b)(3), subject to certain conditions; and

WHEREAS, the initial required condition is a declaration of a state of emergency by the Governor pursuant to the California Emergency Services Act at Government Code section 8625, proclaiming the existence of conditions of disaster or of extreme peril to the safety of persons and property within the state and within the boundaries of the City, caused by conditions as described in Government Code section 8558; and

WHEREAS, the Governor's Proclamation of a State of Emergency includes area within the jurisdictional boundaries of the City; and

WHEREAS, Government Code Section 54953(e)(3)(A-B) added by AB 361 provides an alternative to having public meetings in accordance with Government Code Section 54953(b)(3) when City Council has reconsidered the circumstances of the COVID-19 state of emergency and that the following circumstances exist:

1. The state of emergency as a result of COVID-19 continues to directly impact the ability of the members of City Council and the members of the City's Boards, Commissions, and Standing Committees to meet safely in person; and
2. The State of California and the County of San Mateo continue to recommend measures to promote social distancing.

WHEREAS, Government Code Section 54953(e) *et seq.* further requires that state or local officials have imposed or recommended measures to promote social distancing or the legislative body finds that meeting in person would present an imminent risk to the health or safety of attendees; and

WHEREAS, such conditions now exist in the City in that (i) State and Local officials recommend social distancing measures and (ii) emergency conditions evidenced by COVID-19 and its variants create ongoing COVID-19 cases, hospitalizations, and deaths and meeting in person would present imminent risk to health or safety of attendees; and

WHEREAS, the City Council affirms that it will allow for observation and participation by Council Members as well as Board, Commission, and Standing Committee Members and the public via Zoom in an effort to protect the constitutional and statutory rights of all attendees; and

WHEREAS, Government Code Section 54953 (e)(3) requires that the City Council review the need and make findings for continuing the teleconferencing as authorized by AB 361 at least once every thirty (30) days until the Governor terminates the state of emergency.

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF DALY CITY
HEREBY RESOLVES AS FOLLOWS:**

Section 1. The above recitals are true and correct and are incorporated herein by this reference.

Section 2. The City Council finds that the state of emergency conditions related to COVID-19 as set forth in the Governor's and City's Proclamations of Emergency and are on-going.

Section 3. The City Council further finds that state and county official recommend social distancing conditions causing imminent risk to attendees as described above exist.

Section 4. The City Council hereby recognizes and affirms the existence and conditions of a state of emergency as proclaimed by the Governor and the City in the City and affirms, authorizes, and proclaims the existence of a local emergency throughout the City.

Section 5. The City Council finds that the state of emergency as a result of COVID-19 and the new variant Omicron continues to directly impact the ability of members of the City Council and the members of the City's Boards, Commissions, and standing committees to meet safely in person and such fact creates an imminent health risk to such members.

Section 6. The City Council hereby authorizes the City Council and all of the Boards, Commissions, and Standing Committees of City to conduct their meetings without compliance with Government Code section 54953(b)(3), and to instead comply with the remote meeting requirements as authorized by Government Code section 54953(e) *et seq.*

Section 7. The City Manager and the City Clerk are authorized and directed to take all actions reasonably necessary to carry out the intent and purpose of this Resolution, including, conducting open and public meetings remotely in accordance with Government Code section 54953(e) *et seq.*, and other applicable provisions of the Brown Act, for all City Council meetings, and all Boards, Commissions, and standing committee meetings of the City.

Section 8. This Resolution shall take effect immediately upon its adoption and remain in effect for 30 days or until such time as the City Council adopts a Subsequent Resolution in accordance with Government Code section 54953(e)(3) to extend the time during which the City Council and all City legislative bodies may continue to meet remotely, without compliance with Government Code section 54953(b)(3), but otherwise as permitted by Government Code section 54953(e) *et seq.*

Section 9. If any provision of this Resolution or the application of any such provision to any person or circumstance is held invalid, such invalidity shall not affect other provisions or applications of this Resolution that can be given effect without the invalid provision or application, and to this end of the provisions of this Resolution are severable.

Section 10. The City Clerk of the City of Daly City shall certify to the adoption of this Resolution.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DALY CITY AUTHORIZING
REMOTE TELECONFERENCE MEETINGS BY THE CITY COUNCIL AND ALL BOARDS,
COMMISSIONS, AND STANDING COMMITTEES OF THE CITY IN ACCORDANCE
WITH ASSEMBLY BILL 361 FOR A PERIOD OF THIRTY DAYS

I hereby certify the foregoing to be a true copy of a Resolution adopted by the City Council of Daly City, California, at a regular meeting thereof held on the _____ day of _____, 2022, by the following vote of the members thereof:

AYES, and in favor thereof, Councilmembers: _____,

NOES, Councilmembers: _____

ABSENT, Councilmembers: _____

CITY CLERK OF THE CITY OF DALY CITY

APPROVED:

MAYOR OF THE CITY OF DALY CITY

CITY OF DALY CITY
CHECK REGISTERS
FOR THE MONTH OF NOVEMBER 2021

11/10/2021

CHASE CREDIT CARD - N/A – Electronic Payment

11/15/2021

CHECKS ISSUED - #393895 TO 394168

CANCELED CHECK - #394147

VOID CHECK - NONE

11/16/2021

CHECKS ISSUED - #394169 TO 394172

CANCELED CHECK - NONE

VOID CHECK - NONE

11/30/2021

CHECKS ISSUED - #394173 TO 394440

CANCELED CHECK - NONE

VOID CHECK - NONE

AUDITED  FINANCE DIRECTOR

APPROVED _____ CITY MANAGER

APPROVED _____ MAYOR

APPROVED _____ VICE MAYOR

ACCOUNTS PAYABLE CHECK RUN SUMMARY
FISCAL YEAR 2021-2022

	MONTH	TOTAL
2021	July	\$ 8,215,036.28
	August	7,147,595.02
	September	6,462,709.20
	October	5,663,311.73
	November	7,388,057.15
	December	
2022	January	
	February	
	March	
	April	
	May	
	June	
	TOTAL	\$ 34,876,709.38

NOVEMBER 2021 BREAK DOWN OF EXPENSES BY FUND

Fund	Total for Month	Total for Year	% of Total
General Fund	\$ 2,327,678.45	\$ 12,726,520.86	36.5%
Gas Tax Fund	362,925.71	2,079,766.41	6.0%
Utility/Enterprise Funds	4,697,452.99	20,070,422.11	57.5%
Total:	\$ 7,388,057.15	\$ 34,876,709.38	100.0%

Document	Payee ID	Payee Name	Date	Amount	Type	Stat	Rel To Note
CB CHK 00111021	49024	JP MORGAN CHASE BANK N	11/10/21	51,124.36	HW	IS	Hand Written

G R A N D T O T A L S:

Total Void Machine Written	0.00	Number of Checks Processed:	0
Total Void Hand Written	0.00	Number of Checks Processed:	0
Total Machine Written	0.00	Number of Checks Processed:	0
Total Hand Written	51,124.36	Number of Checks Processed:	1
Total Reversals	0.00	Number of Checks Processed:	0
Total Cancelled	0.00	Number of Checks Processed:	0
Total EFTs	0.00	Number of EFTs Processed:	0
Total EPAYs	0.00	Number of EPAYs Processed:	0

G R A N D T O T A L 51,124.36

Document	Payee ID	Payee Name	Date	Amount	Type	Stat	Rel To Note
=====	=====	=====	=====	=====	=====	=====	=====
AP CHK 00393895	56443R	2201 JUNIPERO SERRA INC	11/15/21	684,090.00	MW	IS	
AP CHK 00393896	46218R	24/7 ROOTER & PLUMBING SERV	11/15/21	4,500.00	MW	IS	
AP CHK 00393897	25627	A S F ELECTRIC INC	11/15/21	450.00	MW	IS	
AP CHK 00393898	53561	ACTION TOWING	11/15/21	1,787.00	MW	IS	
AP CHK 00393899	1514	ADAM HILL COMPANY, THE	11/15/21	7,443.23	MW	IS	
AP CHK 00393900	13854	AECO SYSTEMS INC	11/15/21	1,200.00	MW	IS	
AP CHK 00393901	11233	AGRIMONTI, MADOLYN	11/15/21	445.50	MW	IS	
AP CHK 00393902	32391R	AGUIRRE III, BALTAZAR	11/15/21	827.31	MW	IS	
AP CHK 00393903	1465	ALBERTSONS SAFEWAY	11/15/21	1,149.62	MW	IS	
AP CHK 00393904	1025	ALHAMBRA	11/15/21	241.16	MW	IS	
AP CHK 00393905	38145	ALL AMERICAN FITNESS	11/15/21	426.88	MW	IS	
AP CHK 00393906	49642	ALL CITY MANAGEMENT SERVICE	11/15/21	5,714.79	MW	IS	
AP CHK 00393907	53462R	ALL CONSTRUCTION JOB INC	11/15/21	500.00	MW	IS	
AP CHK 00393908	37095	ALL INDUSTRIAL ELECTRIC SUP	11/15/21	3,449.42	MW	IS	
AP CHK 00393909	18401	ALLIED ELECTRONICS & AUTOMA	11/15/21	795.23	MW	IS	
AP CHK 00393910	56444R	AMARIN, NARA	11/15/21	80.00	MW	IS	
AP CHK 00393911	56231	AMAZON CAPITAL SERVICES INC	11/15/21	1,588.64	MW	IS	
AP CHK 00393912	45439JPA	AMERICAN MEDICAL RESPONSE	11/15/21	500.00	MW	IS	
AP CHK 00393913	38846	AMERICAN MESSAGING	11/15/21	29.28	MW	IS	
AP CHK 00393914	23649	AMERICAN TRUCK & TRAILER BO	11/15/21	4,630.54	MW	IS	
AP CHK 00393915	56445R	ANABAHAB, ANNA	11/15/21	400.00	MW	IS	
AP CHK 00393916	24868	ANIXTER INC	11/15/21	1,478.25	MW	IS	
AP CHK 00393917	44945R	APOLONIO, AUGUSTO	11/15/21	5,741.47	MW	IS	
AP CHK 00393918	1259	ARAMARK	11/15/21	310.04	MW	IS	
AP CHK 00393919	55833	ARAMARK	11/15/21	1,624.54	MW	IS	
AP CHK 00393920	1101	AT&T	11/15/21	258.56	MW	IS	
AP CHK 00393921	45195	AT&T	11/15/21	1,235.00	MW	IS	
AP CHK 00393922	6413	AT&T MOBILITY	11/15/21	18.92	MW	IS	

Document	Payee ID	Payee Name	Date	Amount	Type	Stat	Rel To Note
=====	=====	=====	=====	=====	=====	=====	=====
AP CHK 00393923	6413	AT&T MOBILITY	11/15/21	497.33	MW	IS	
AP CHK 00393924	6413	AT&T MOBILITY	11/15/21	550.53	MW	IS	
AP CHK 00393925	6413	AT&T MOBILITY	11/15/21	2,857.96	MW	IS	
AP CHK 00393926	6413	AT&T MOBILITY	11/15/21	1,049.81	MW	IS	
AP CHK 00393927	6413	AT&T MOBILITY	11/15/21	1,171.22	MW	IS	
AP CHK 00393928	44649	ATLAS COPCO COMPRESSORS LLC	11/15/21	1,787.58	MW	IS	
AP CHK 00393929	54858	AU ENERGY	11/15/21	54.00	MW	IS	
AP CHK 00393930	56446R	AUAU, GEORGE	11/15/21	400.00	MW	IS	
AP CHK 00393931	29643	AUTO COLLISION CENTER	11/15/21	4,015.11	MW	IS	
AP CHK 00393932	53625	AVENU INSIGHTS & ANALYTICS	11/15/21	172.18	MW	IS	
AP CHK 00393933	47245	BADGER METER INC	11/15/21	6,651.01	MW	IS	
AP CHK 00393934	2495	BARKER BLUE DIGITAL IMAGING	11/15/21	3,524.88	MW	IS	
AP CHK 00393935	20919	BAUER COMPRESSORS INC	11/15/21	2,137.76	MW	IS	
AP CHK 00393936	3952	BAY AREA BARRICADE SERVICE	11/15/21	643.27	MW	IS	
AP CHK 00393937	1562	BAY AREA WATER SUPPLY & CON	11/15/21	3,532.00	MW	IS	
AP CHK 00393938	19200	BIRITE FOODSERVICE DISTRIBU	11/15/21	4,225.43	MW	IS	
AP CHK 00393939	23723R	BOYES, JAVIER	11/15/21	720.00	MW	IS	
AP CHK 00393940	56068	BRADSHAW CONSTRUCTION	11/15/21	5,500.00	MW	IS	
AP CHK 00393941	56233	BRANNON CORPORATION	11/15/21	143,132.60	MW	IS	
AP CHK 00393942	3064	BROWN & CALDWELL INC	11/15/21	38,641.18	MW	IS	
AP CHK 00393943	48259	BWNVT MOTORS INC	11/15/21	2,624.88	MW	IS	
AP CHK 00393944	17997	C.L.E.A.	11/15/21	2,303.00	MW	IS	
AP CHK 00393945	42973	CAL SIGNAL CORP	11/15/21	1,127.32	MW	IS	
AP CHK 00393946	5642	CAL STEAM	11/15/21	149.66	MW	IS	
AP CHK 00393947	51688	CALIFORNIA MILITARY DEPARTM	11/15/21	921.27	MW	IS	
AP CHK 00393948	1196	CALIFORNIA WATER SERVICE CO	11/15/21	374.77	MW	IS	
AP CHK 00393949	17888	CARL WARREN & COMPANY INC	11/15/21	3,355.70	MW	IS	
AP CHK 00393950	56447R	CARY WING PLUMBING	11/15/21	775.00	MW	IS	

Document	Payee ID	Payee Name	Date	Amount	Type	Stat	Rel To Note
=====	=====	=====	=====	=====	=====	=====	=====
AP CHK 00393951	28636	CDW GOVERNMENT INC	11/15/21	1,383.83	MW	IS	
AP CHK 00393952	48009	CENGAGE LEARNING INC / GALE	11/15/21	184.19	MW	IS	
AP CHK 00393953	24769	CENTER POINT LARGE PRINT	11/15/21	45.00	MW	IS	
AP CHK 00393954	10299JPA	CENTRAL COUNTY FIRE DEPARTM	11/15/21	35,918.06	MW	IS	
AP CHK 00393955	31956	CENTRAL VALLEY BUSINESS FOR	11/15/21	195.36	MW	IS	
AP CHK 00393956	30689	CENTRISYS CORPORATION	11/15/21	34,745.67	MW	IS	
AP CHK 00393957	56448R	CHENG, ANDY	11/15/21	500.00	MW	IS	
AP CHK 00393958	48727	CINTAS CORPORATION	11/15/21	677.95	MW	IS	
AP CHK 00393959	3678	CINTAS CORPORATION #464	11/15/21	6,932.37	MW	IS	
AP CHK 00393960	35395	CITY AUTO SUPPLY	11/15/21	6,413.13	MW	IS	
AP CHK 00393961	55905	CITY CONSULTANTS & RESEARCH	11/15/21	700.00	MW	IS	
AP CHK 00393962	46465JPA	CITY OF BELMONT	11/15/21	3,505.00	MW	IS	
AP CHK 00393963	13126	CITY OF BRISBANE	11/15/21	16,692.32	MW	IS	
AP CHK 00393964	6649JPA	CITY OF BRISBANE	11/15/21	2,492.00	MW	IS	
AP CHK 00393965	25602	CITY OF DALY CITY	11/15/21	111,020.13	MW	IS	
AP CHK 00393966	43155JPA	CITY OF DALY CITY	11/15/21	9,058.00	MW	IS	
AP CHK 00393967	5342JPA	CITY OF FOSTER CITY	11/15/21	4,061.00	MW	IS	
AP CHK 00393968	28211	CITY OF PACIFICA	11/15/21	32,256.78	MW	IS	
AP CHK 00393969	6034JPA	CITY OF PACIFICA	11/15/21	4,667.00	MW	IS	
AP CHK 00393970	55405JPA	CITY OF REDWOOD CITY	11/15/21	23,575.76	MW	IS	
AP CHK 00393971	20562JPA	CITY OF SAN BRUNO	11/15/21	1,645.00	MW	IS	
AP CHK 00393972	46083JPA	CITY OF SAN CARLOS	11/15/21	4,182.00	MW	IS	
AP CHK 00393973	25816JPA	CITY OF SAN MATEO	11/15/21	9,393.00	MW	IS	
AP CHK 00393974	54186	CIVICPLUS INC	11/15/21	600.00	MW	IS	
AP CHK 00393975	56237	CLAREMONT BEHAVIORAL SERVIC	11/15/21	1,322.75	MW	IS	
AP CHK 00393976	25819JPA	COLMA FIRE PROTECTION DISTR	11/15/21	4,836.71	MW	IS	
AP CHK 00393977	34153	COMCAST	11/15/21	4.87	MW	IS	
AP CHK 00393978	47244	COMCAST	11/15/21	89.96	MW	IS	

Document	Payee ID	Payee Name	Date	Amount	Type	Stat	Rel To Note
=====	=====	=====	=====	=====	=====	=====	=====
AP CHK 00393979	49446	COMCAST	11/15/21	96.33	MW	IS	
AP CHK 00393980	51804	COMCAST	11/15/21	381.11	MW	IS	
AP CHK 00393981	52453	COMCAST	11/15/21	115.08	MW	IS	
AP CHK 00393982	12578	COMPLETE LINEN SERVICES INC	11/15/21	455.48	MW	IS	
AP CHK 00393983	30109	CORELOGIC SOLUTIONS LLC	11/15/21	300.00	MW	IS	
AP CHK 00393984	55355R	COUNTY OF SAN MATEO	11/15/21	4,243.19	MW	IS	
AP CHK 00393985	48323	CRYSTAL CREAMERY	11/15/21	1,611.04	MW	IS	
AP CHK 00393986	17010	CSFA	11/15/21	85.00	MW	IS	
AP CHK 00393987	28906	CSG CONSULTANTS INC	11/15/21	12,452.50	MW	IS	
AP CHK 00393988	7274	CUMMINS SALES AND SERVICE	11/15/21	658.19	MW	IS	
AP CHK 00393989	19907	CWEA-TCP	11/15/21	101.00	MW	IS	
AP CHK 00393990	1836	DAILY JOURNAL CORPORATION	11/15/21	435.00	MW	IS	
AP CHK 00393991	30935	DALY CITY POLICE OFFICERS B	11/15/21	1,711.90	MW	IS	
AP CHK 00393992	1793	DALY CITY TOOL MART	11/15/21	314.99	MW	IS	
AP CHK 00393993	7817	DANS DRILLING & FENCING INC	11/15/21	1,630.00	MW	IS	
AP CHK 00393994	51806	DAVID J POWERS & ASSOCIATES	11/15/21	17,134.43	MW	IS	
AP CHK 00393995	54589R	DEFIESTA, MANASES	11/15/21	108.10	MW	IS	
AP CHK 00393996	1299	DEPARTMENT OF JUSTICE	11/15/21	300.00	MW	IS	
AP CHK 00393997	42371	DIAL GLASS AND WINDOW COMPA	11/15/21	8,880.00	MW	IS	
AP CHK 00393998	26138R	DISCOUNT PLUMBING & HEATING	11/15/21	4,000.00	MW	IS	
AP CHK 00393999	14374	DOOLEY ENTERPRISES INC	11/15/21	12,424.41	MW	IS	
AP CHK 00394000	30629LAW	DOWNEY BRAND ATTORNEYS LLP	11/15/21	73,899.00	MW	IS	
AP CHK 00394001	48177	EAST BAY TIRE CO	11/15/21	3,738.83	MW	IS	
AP CHK 00394002	49830R	ECONOMY PLUMBING	11/15/21	2,000.00	MW	IS	
AP CHK 00394003	55579	EDWARDS & SONS EQUIPMENT SE	11/15/21	6,716.39	MW	IS	
AP CHK 00394004	4339	EMPLOYMENT DEVELOPMENT DEPA	11/15/21	12,013.15	MW	IS	
AP CHK 00394005	44735	ENVIRONMENTAL EXPRESS INC	11/15/21	1,579.49	MW	IS	
AP CHK 00394006	56287	EPLUS TECHNOLOGY INC	11/15/21	4,706.02	MW	IS	

Document	Payee ID	Payee Name	Date	Amount	Type	Stat	Rel To Note
=====	=====	=====	=====	=====	=====	=====	=====
AP CHK 00394007	1049	EQUIFAX INFORMATION SVCS LL	11/15/21	51.09	MW	IS	
AP CHK 00394008	56435	ESO SOLUTIONS INC	11/15/21	667.58	MW	IS	
AP CHK 00394009	40843	FASTRAK VIOLATION PROCESSIN	11/15/21	31.00	MW	IS	
AP CHK 00394010	52678	FERGUSON GROUP LLC, THE	11/15/21	6,500.00	MW	IS	
AP CHK 00394011	1765	FIDELITY NATIONAL TITLE INS	11/15/21	464.00	MW	IS	
AP CHK 00394012	49393	FIRE SAFETY SUPPLY INCORPOR	11/15/21	177.50	MW	IS	
AP CHK 00394013	54716	FIRESTATS LLC	11/15/21	3,075.00	MW	IS	
AP CHK 00394014	19787	FIRST CHOICE COFFEE SERVICE	11/15/21	202.54	MW	IS	
AP CHK 00394015	56191	FRANCHISE TAX BOARD	11/15/21	187.50	MW	IS	
AP CHK 00394016	G-HOLMES	FRANCHISE TAX BOARD	11/15/21	200.00	MW	IS	
AP CHK 00394017	48247	GCS ENVIRONMENTAL EQUIPMENT	11/15/21	371.20	MW	IS	
AP CHK 00394018	56449R	GOMEZ, TELMA	11/15/21	400.00	MW	IS	
AP CHK 00394019	30509	GOODYEAR COMMERCIAL TIRE &	11/15/21	2,533.04	MW	IS	
AP CHK 00394020	3942	GOVERNMENT FINANCE OFFICERS	11/15/21	135.00	MW	IS	
AP CHK 00394021	1754	GRAINGER INC	11/15/21	4,022.52	MW	IS	
AP CHK 00394022	1571	GRANITEROCK	11/15/21	957.83	MW	IS	
AP CHK 00394023	1123	GRAYBAR ELECTRIC CO INC	11/15/21	73.64	MW	IS	
AP CHK 00394024	22404	GREG'S TRUCKING SERVICE INC	11/15/21	2,415.14	MW	IS	
AP CHK 00394025	30894	GRM	11/15/21	344.41	MW	IS	
AP CHK 00394026	2223	HACH COMPANY	11/15/21	10,404.86	MW	IS	
AP CHK 00394027	3702	HARRINGTON INDUSTRIAL PLAST	11/15/21	253.38	MW	IS	
AP CHK 00394028	1980	HARRISON & BONINI INC	11/15/21	144.04	MW	IS	
AP CHK 00394029	55667	HAZEN AND SAWYER	11/15/21	37,008.39	MW	IS	
AP CHK 00394030	23318	HERC RENTALS INC	11/15/21	3,225.55	MW	IS	
AP CHK 00394031	53416	HERO INDUSTRIES INC	11/15/21	610.00	MW	IS	
AP CHK 00394032	49700	HILL BROTHERS CHEMICAL CO	11/15/21	2,967.09	MW	IS	
AP CHK 00394033	29488	HINES EDM INC	11/15/21	4,007.20	MW	IS	
AP CHK 00394034	15857	HOME DEPOT CREDIT SERVICES	11/15/21	8,210.37	MW	IS	

Document	Payee ID	Payee Name	Date	Amount	Type	Stat	Rel To Note
=====	=====	=====	=====	=====	=====	=====	=====
AP CHK 00394035	54590	HOME DEPOT PRO, THE	11/15/21	1,110.57	MW	IS	
AP CHK 00394036	56109	HONEY BUCKET	11/15/21	209.00	MW	IS	
AP CHK 00394037	36876	HUBER TECHNOLOGY	11/15/21	23,214.00	MW	IS	
AP CHK 00394038	41818	HUNTINGTON COURT REPORTERS	11/15/21	603.62	MW	IS	
AP CHK 00394039	3076	IAFC MEMBERSHIP	11/15/21	310.00	MW	IS	
AP CHK 00394040	53460	INDEPENDENT CODE CONSULTANT	11/15/21	1,080.00	MW	IS	
AP CHK 00394041	31781	INNOVATIVE CLAIM SOLUTIONS	11/15/21	14,751.75	MW	IS	
AP CHK 00394042	26328	JAM SERVICES INC	11/15/21	186.79	MW	IS	
AP CHK 00394043	56388	JORDAN CONSULTING AND INVES	11/15/21	4,500.00	MW	IS	
AP CHK 00394044	10144	KAMAN INDUSTRIAL TECHNOLOGI	11/15/21	443.98	MW	IS	
AP CHK 00394045	22450	KAPCO	11/15/21	502.95	MW	IS	
AP CHK 00394046	36089	KARIKTAN DANCE COMPANY	11/15/21	300.00	MW	IS	
AP CHK 00394047	49414	KITTELSON & ASSOCIATES INC	11/15/21	12,892.50	MW	IS	
AP CHK 00394048	1108	L N CURTIS AND SONS	11/15/21	911.70	MW	IS	
AP CHK 00394049	48008LAW	LAW OFFICES OF BURKE WILLIA	11/15/21	832.57	MW	IS	
AP CHK 00394050	1148	LAWSON PRODUCTS INC	11/15/21	188.29	MW	IS	
AP CHK 00394051	33497	LEGACY MECHANICAL & ENERGY	11/15/21	2,065.50	MW	IS	
AP CHK 00394052	29200	LEGAL SHIELD	11/15/21	320.02	MW	IS	
AP CHK 00394053	45083	LEHR	11/15/21	27,775.59	MW	IS	
AP CHK 00394054	37094	LEXISNEXIS RISK DATA MANAGE	11/15/21	510.00	MW	IS	
AP CHK 00394055	12906LAW	LIEBERT CASSIDY WHITMORE	11/15/21	3,220.50	MW	IS	
AP CHK 00394056	14431	LINDE INC	11/15/21	9,280.66	MW	IS	
AP CHK 00394057	29332	LORAL LANDSCAPING	11/15/21	21,786.07	MW	IS	
AP CHK 00394058	49874	LOU'S GLOVES INC	11/15/21	1,314.00	MW	IS	
AP CHK 00394059	56450R	MADAYAG, JESUSA	11/15/21	400.00	MW	IS	
AP CHK 00394060	21044	MAKE ME A PRO SPORTS	11/15/21	3,631.25	MW	IS	
AP CHK 00394061	28105	MANAGEMENT PARTNERS INC	11/15/21	7,500.00	MW	IS	
AP CHK 00394062	54358	MAVERICK NETWORKS INC	11/15/21	4,499.70	MW	IS	

Document	Payee ID	Payee Name	Date	Amount	Type	Stat	Rel To Note
=====	=====	=====	=====	=====	=====	=====	=====
AP CHK 00394063	25805JPA	MENLO PARK FIRE PROTECTION	11/15/21	33,955.60	MW	IS	
AP CHK 00394064	23949	METRO MOBILE COMMUNICATIONS	11/15/21	2,062.17	MW	IS	
AP CHK 00394065	22863	MIDWEST TAPE INC	11/15/21	391.58	MW	IS	
AP CHK 00394066	15210	MUNICIPAL MAINTENANCE EQUIP	11/15/21	1,243.40	MW	IS	
AP CHK 00394067	47388	NEW A AND A TOP AND TRIM	11/15/21	2,659.25	MW	IS	
AP CHK 00394068	46852	NEWEGG BUSINESS INC	11/15/21	584.78	MW	IS	
AP CHK 00394069	15763	NORTH COAST COUNTY WATER DI	11/15/21	58.19	MW	IS	
AP CHK 00394070	56451JPA	NORTH COUNTY FIRE AUTHORITY	11/15/21	48,750.18	MW	IS	
AP CHK 00394071	25761	NORTHERN SAFETY CO INC	11/15/21	780.42	MW	IS	
AP CHK 00394072	47093	O'REILLY AUTOMOTIVE INC	11/15/21	58.64	MW	IS	
AP CHK 00394073	1055	OFFICE DEPOT	11/15/21	554.51	MW	IS	
AP CHK 00394074	15337	OFFICE DEPOT	11/15/21	1,343.86	MW	IS	
AP CHK 00394075	42500	OFFICE DEPOT	11/15/21	2,155.81	MW	IS	
AP CHK 00394076	56335	OPERATIONAL TECHNICAL SERVI	11/15/21	26,079.45	MW	IS	
AP CHK 00394077	3685	OTIS ELEVATOR COMPANY	11/15/21	937.72	MW	IS	
AP CHK 00394078	55555	OVERDRIVE INC	11/15/21	635.97	MW	IS	
AP CHK 00394079	15483	PACIFIC COAST SEED INC	11/15/21	1,623.38	MW	IS	
AP CHK 00394080	39107	PACIFIC ECORISK	11/15/21	10,936.46	MW	IS	
AP CHK 00394081	10360R	PACIFIC GAS & ELECTRIC	11/15/21	43,250.00	MW	IS	
AP CHK 00394082	1216	PACIFIC GAS & ELECTRIC	11/15/21	238,125.72	MW	IS	
AP CHK 00394083	1080	PACIFIC NURSERIES	11/15/21	73.83	MW	IS	
AP CHK 00394084	29252	PACIFIC PRODUCE INC	11/15/21	587.60	MW	IS	
AP CHK 00394085	36907R	PATOLO, MIKE	11/15/21	38.00	MW	IS	
AP CHK 00394086	53495	PAVEMENT ENGINEERING INC	11/15/21	14,445.00	MW	IS	
AP CHK 00394087	3297	PENINSULA LIBRARY SYSTEM	11/15/21	3,777.51	MW	IS	
AP CHK 00394088	29738	PENINSULA UNIFORMS & EQUIPM	11/15/21	97.30	MW	IS	
AP CHK 00394089	19678	PERS LONG TERM CARE PROGRAM	11/15/21	390.96	MW	IS	
AP CHK 00394090	1314	PERSONAL AWARDS INC	11/15/21	74.72	MW	IS	

Document	Payee ID	Payee Name	Date	Amount	Type	Stat	Rel To Note
=====	=====	=====	=====	=====	=====	=====	=====
AP CHK 00394091	47044	PETERSON TRUCKS INC	11/15/21	2,013.51	MW	IS	
AP CHK 00394092	54331	PIIAN SYSTEMS LLC	11/15/21	5,507.73	MW	IS	
AP CHK 00394093	23208	PK SAFETY SUPPLY	11/15/21	114.44	MW	IS	
AP CHK 00394094	25817JPA	POINT MONTARA HALF MOON BAY	11/15/21	7,152.00	MW	IS	
AP CHK 00394095	36106	POLYDYNE INC	11/15/21	27,943.10	MW	IS	
AP CHK 00394096	16440	PRAXAIR DISTRIBUTION INC	11/15/21	113.83	MW	IS	
AP CHK 00394097	39043	PRO FORCE LAW ENFORCEMENT	11/15/21	1,501.10	MW	IS	
AP CHK 00394098	56440R	RAMIREZ, ISABEL	11/15/21	400.00	MW	IS	
AP CHK 00394099	56442R	RAMOS JR, JAIME	11/15/21	989.00	MW	IS	
AP CHK 00394100	48668JPA	RAVNTECH CORPORATION	11/15/21	18,037.08	MW	IS	
AP CHK 00394101	50803	READYREFRESH BY NESTLE	11/15/21	102.61	MW	IS	
AP CHK 00394102	1687	RED WING SHOES	11/15/21	491.85	MW	IS	
AP CHK 00394103	1200	REPUBLIC SERVICES OF NORTH	11/15/21	1,461,223.73	MW	IS	
AP CHK 00394104	56183	RISE HOUSING SOLUTIONS INC	11/15/21	780.00	MW	IS	
AP CHK 00394105	51931	ROADPOST USA INC	11/15/21	630.36	MW	IS	
AP CHK 00394106	42703	ROSS LADDER SERVICE	11/15/21	1,020.75	MW	IS	
AP CHK 00394107	13761	ROSS RECREATION EQUIPMENT I	11/15/21	5,321.21	MW	IS	
AP CHK 00394108	1087	SAFETY KLEEN SYSTEMS INC	11/15/21	1,188.00	MW	IS	
AP CHK 00394109	56438	SAFEWARE INC	11/15/21	1,944.46	MW	IS	
AP CHK 00394110	56452JPA	SAN BRUNO FIRE DEPARTMENT	11/15/21	9,130.73	MW	IS	
AP CHK 00394111	1109	SAN FRANCISCO PUBLIC	11/15/21	701,710.89	MW	IS	
AP CHK 00394112	51614	SAN MATEO CART SERVICE	11/15/21	562.50	MW	IS	
AP CHK 00394113	56453JPA	SAN MATEO CONSOLIDATED FIRE	11/15/21	32,158.67	MW	IS	
AP CHK 00394114	1643	SAN MATEO COUNTY ENVIRONMEN	11/15/21	14,947.00	MW	IS	
AP CHK 00394115	43158JPA	SAN MATEO COUNTY FIRE COUNT	11/15/21	14,749.00	MW	IS	
AP CHK 00394116	35246	SAN MATEO COUNTY SHERIFFS O	11/15/21	10,523.00	MW	IS	
AP CHK 00394117	G1MARTINEZ	SAN MATEO COUNTY SHERIFF	11/15/21	112.50	MW	IS	
AP CHK 00394118	1790	SAN MATEO COUNTY TRANSIT DI	11/15/21	22,644.22	MW	IS	

Document	Payee ID	Payee Name	Date	Amount	Type	Stat	Rel To Note
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AP CHK 00394119	9666	SAN MATEO LAWN MOWER SHOP	11/15/21	2,803.00	MW	IS	
AP CHK 00394120	55607	SANTANA, BRUNO	11/15/21	1,750.00	MW	IS	
AP CHK 00394121	54717	SANTANA, VALERIA CRISTINA	11/15/21	5,900.00	MW	IS	
AP CHK 00394122	8446	SBMHCP TRUST FUND	11/15/21	57.39	MW	IS	
AP CHK 00394123	49441	SC FUELS	11/15/21	34,482.97	MW	IS	
AP CHK 00394124	1111	SF - WATER	11/15/21	570,081.62	MW	IS	
AP CHK 00394125	23742	SHOE DEPOT INC	11/15/21	684.02	MW	IS	
AP CHK 00394126	52666	SHRED WORKS INC	11/15/21	155.00	MW	IS	
AP CHK 00394127	32237	SMART & FINAL STORES LLC	11/15/21	566.58	MW	IS	
AP CHK 00394128	55581	SMARTFORCE TECHNOLOGIES INC	11/15/21	2,500.00	MW	IS	
AP CHK 00394129	30843R	SMAZENKO, BRIAN	11/15/21	250.00	MW	IS	
AP CHK 00394130	55808	SOUTHERN COUNTIES LUBRICANT	11/15/21	5,032.92	MW	IS	
AP CHK 00394131	9339	STATE WATER RESOURCES CONTR	11/15/21	2,800.00	MW	IS	
AP CHK 00394132	30507	STERICYCLE INC	11/15/21	744.60	MW	IS	
AP CHK 00394133	51439	SWEET DELIGHT BAKERY	11/15/21	1,666.00	MW	IS	
AP CHK 00394134	1126	TAPCO	11/15/21	63.27	MW	IS	
AP CHK 00394135	56316	TECH ELECTRIC	11/15/21	40,146.00	MW	IS	
AP CHK 00394136	46855	TELE WORKS INC	11/15/21	2,372.91	MW	IS	
AP CHK 00394137	45972	THIRD DEGREE COMMUNICATIONS	11/15/21	375.00	MW	IS	
AP CHK 00394138	1201	THOMSON REUTERS WEST	11/15/21	2,676.02	MW	IS	
AP CHK 00394139	31452	TOWNE FORD	11/15/21	59,220.07	MW	IS	
AP CHK 00394140	53970	TRIDENT K9 CONSULTING	11/15/21	12,375.00	MW	IS	
AP CHK 00394141	29829	TSAI FONG BOOKS INC	11/15/21	400.36	MW	IS	
AP CHK 00394142	51119R	TUALAULELEI, JEREL	11/15/21	227.08	MW	IS	
AP CHK 00394143	26803	TURBO DATA SYSTEMS INC	11/15/21	16,514.51	MW	IS	
AP CHK 00394144	32209	UNIVAR SOLUTIONS USA INC	11/15/21	7,844.39	MW	IS	
AP CHK 00394145	39811	UPS	11/15/21	46.49	MW	IS	
AP CHK 00394146	46998	UTILITY TELECOM GROUP LLC	11/15/21	3,223.12	MW	IS	

Document	Payee ID	Payee Name	Date	Amount	Type	Stat	Rel To Note
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AP CHK 00394147	38922	VANTAGEPOINT TRANSFER AGENT	11/15/21	25,363.04	MW	IS	
AP CHK 00394148	56409R	VELASQUEZ, DANIEL	11/15/21	303.70	MW	IS	
AP CHK 00394149	29329	VERIZON WIRELESS SERVICES L	11/15/21	4,672.62	MW	IS	
AP CHK 00394150	41809	VESTRA RESOURCES INC	11/15/21	270.25	MW	IS	
AP CHK 00394151	56441R	VETERAN PIPELINE CONSTRUCTI	11/15/21	883.09	MW	IS	
AP CHK 00394152	41056R	VIOLA, ANNA MARIE	11/15/21	769.50	MW	IS	
AP CHK 00394153	1579	VWR INTERNATIONAL LLC	11/15/21	3,597.85	MW	IS	
AP CHK 00394154	50485	WAVE BROADBAND	11/15/21	124.95	MW	IS	
AP CHK 00394155	3691	WECO INDUSTRIES LLC	11/15/21	1,639.09	MW	IS	
AP CHK 00394156	44314R	WELCH, BRUCE	11/15/21	720.00	MW	IS	
AP CHK 00394157	56437R	WEN, JOANNE	11/15/21	645.06	MW	IS	
AP CHK 00394158	49085	WEST COAST ARBORISTS INC	11/15/21	7,401.10	MW	IS	
AP CHK 00394159	39237	WEST COAST CODE CONSULTANTS	11/15/21	18,405.06	MW	IS	
AP CHK 00394160	29517	WEST-LITE SUPPLY COMPANY IN	11/15/21	275.62	MW	IS	
AP CHK 00394161	36033R	WESTERN ENTERPRISES	11/15/21	2,000.00	MW	IS	
AP CHK 00394162	30684	WHITE CAP LP	11/15/21	1,151.44	MW	IS	
AP CHK 00394163	54330	WILLIAMS SCOTSMAN INC	11/15/21	665.39	MW	IS	
AP CHK 00394164	36417R	WILLIAMS, ANNE	11/15/21	721.54	MW	IS	
AP CHK 00394165	56361R	WONG TR, WILLY AND JULIANNA	11/15/21	500.00	MW	IS	
AP CHK 00394166	18388JPA	WOODSIDE FIRE PROTECTION DI	11/15/21	10,275.00	MW	IS	
AP CHK 00394167	56436R	ZACCARO, FRANK	11/15/21	198.48	MW	IS	
AP CHK 00394168	12694R	ZALINSKIS, KLAUS	11/15/21	721.54	MW	IS	

Document	Payee ID	Payee Name	Date	Amount	Type	Stat	Rel	To	Note
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G R A N D T O T A L S:									
		Total Void Machine Written		0.00		Number of Checks Processed:		0	
		Total Void Hand Written		0.00		Number of Checks Processed:		0	
		Total Machine Written		5,321,928.10		Number of Checks Processed:		274	
		Total Hand Written		0.00		Number of Checks Processed:		0	
		Total Reversals		0.00		Number of Checks Processed:		0	
		Total Cancelled		0.00		Number of Checks Processed:		0	
		Total EFTs		0.00		Number of EFTs Processed:		0	
		Total EPAYs		0.00		Number of EPAYs Processed:		0	
		G R A N D T O T A L		5,321,928.10					

CANCELED CHECKS:

00394147	38922	VANTAGEPOINT TRANSFER AGENT	25,363.04
		TOTAL	5,296,565.06

Document	Payee ID	Payee Name	Date	Amount	Type	Stat	Rel To Note
AP CHK 00394169	37512	AMBROSE FLOORING LLC	11/16/21	2,070.00	MW	IS	
AP CHK 00394170	38922	VANTAGEPOINT TRANSFER AGENT	11/16/21	6,000.00	MW	IS	
AP CHK 00394171	38922	VANTAGEPOINT TRANSFER AGENT	11/16/21	2,300.00	MW	IS	
AP CHK 00394172	38922	VANTAGEPOINT TRANSFER AGENT	11/16/21	17,063.04	MW	IS	

G R A N D T O T A L S:

Total Void Machine Written	0.00	Number of Checks Processed:	0
Total Void Hand Written	0.00	Number of Checks Processed:	0
Total Machine Written	27,433.04	Number of Checks Processed:	4
Total Hand Written	0.00	Number of Checks Processed:	0
Total Reversals	0.00	Number of Checks Processed:	0
Total Cancelled	0.00	Number of Checks Processed:	0
Total EFTs	0.00	Number of EFTs Processed:	0
Total EPAYs	0.00	Number of EPAYs Processed:	0

G R A N D T O T A L 27,433.04

Document	Payee ID	Payee Name	Date	Amount	Type	Stat	Rel To Note
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AP CHK 00394173	46218R	24/7 ROOTER & PLUMBING SERV	11/30/21	2,000.00	MW	IS	
AP CHK 00394174	56467R	A-1 DYNAMIC BUILDERS INC	11/30/21	725.00	MW	IS	
AP CHK 00394175	50236	ABM BUILDING SOLUTIONS SAN	11/30/21	99,473.75	MW	IS	
AP CHK 00394176	15222	ACTION SPORTS	11/30/21	6,325.50	MW	IS	
AP CHK 00394177	53561	ACTION TOWING	11/30/21	675.00	MW	IS	
AP CHK 00394178	1514	ADAM HILL COMPANY, THE	11/30/21	1,506.45	MW	IS	
AP CHK 00394179	29880	AIRGAS USA LLC	11/30/21	41.69	MW	IS	
AP CHK 00394180	48347	ALAMEDA COUNTY SHERIFF'S OF	11/30/21	1,309.00	MW	IS	
AP CHK 00394181	49642	ALL CITY MANAGEMENT SERVICE	11/30/21	6,801.41	MW	IS	
AP CHK 00394182	37095	ALL INDUSTRIAL ELECTRIC SUP	11/30/21	422.79	MW	IS	
AP CHK 00394183	39657	ALL STAR GLASS	11/30/21	871.82	MW	IS	
AP CHK 00394184	18401	ALLIED ELECTRONICS & AUTOMA	11/30/21	105.09	MW	IS	
AP CHK 00394185	37116	ALPHA ANALYTICAL LABORATORI	11/30/21	8,836.60	MW	IS	
AP CHK 00394186	56457	ALPHAGRAPHICS #493	11/30/21	1,699.43	MW	IS	
AP CHK 00394187	40755	AMAZON	11/30/21	580.24	MW	IS	
AP CHK 00394188	2083	AMERICA COPY & PRINTING CO	11/30/21	2,285.40	MW	IS	
AP CHK 00394189	14988	AMERICAN TOWER CORPORATION	11/30/21	8,377.72	MW	IS	
AP CHK 00394190	46546	ANTHEM BLUE CROSS	11/30/21	1,036.71	MW	IS	
AP CHK 00394191	46546	ANTHEM BLUE CROSS	11/30/21	855.06	MW	IS	
AP CHK 00394192	46585	ANTHEM BLUE CROSS	11/30/21	106.70	MW	IS	
AP CHK 00394193	46585	ANTHEM BLUE CROSS	11/30/21	94.40	MW	IS	
AP CHK 00394194	55841	AQUA-METRIC SALES CO	11/30/21	2,287.00	MW	IS	
AP CHK 00394195	50495R	AQUILA, LEE	11/30/21	187.23	MW	IS	
AP CHK 00394196	55833	ARAMARK	11/30/21	1,682.10	MW	IS	
AP CHK 00394197	6314	ARNOTT, SANDIE	11/30/21	94,443.33	MW	IS	
AP CHK 00394198	32577	AT&T	11/30/21	1,554.49	MW	IS	
AP CHK 00394199	32577	AT&T	11/30/21	10,446.02	MW	IS	
AP CHK 00394200	32577	AT&T	11/30/21	388.59	MW	IS	

Document	Payee ID	Payee Name	Date	Amount	Type	Stat	Rel To Note
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AP CHK 00394201	6413	AT&T MOBILITY	11/30/21	1,964.36	MW	IS	
AP CHK 00394202	6413	AT&T MOBILITY	11/30/21	4,566.18	MW	IS	
AP CHK 00394203	6413	AT&T MOBILITY	11/30/21	764.56	MW	IS	
AP CHK 00394204	6413	AT&T MOBILITY	11/30/21	40.24	MW	IS	
AP CHK 00394205	44506R	ATLAS PLUMBING AND ROOTER I	11/30/21	115.80	MW	IS	
AP CHK 00394206	29643	AUTO COLLISION CENTER	11/30/21	6,793.57	MW	IS	
AP CHK 00394207	53260	AXON ENTERPRISE INC	11/30/21	4,724.44	MW	IS	
AP CHK 00394208	49645	BADGE FRAME INC	11/30/21	257.40	MW	IS	
AP CHK 00394209	1232	BAKER & TAYLOR COMPANY INC	11/30/21	11,073.11	MW	IS	
AP CHK 00394210	48725R	BANDUCCI, BRANDON	11/30/21	250.00	MW	IS	
AP CHK 00394211	51530R	BARROSO, ERNESTO	11/30/21	5,414.54	MW	IS	
AP CHK 00394212	56466R	BAUS, JEAN	11/30/21	2,144.78	MW	IS	
AP CHK 00394213	7950	BAY AREA AIR QUALITY MANAGE	11/30/21	422.00	MW	IS	
AP CHK 00394214	7950	BAY AREA AIR QUALITY MANAGE	11/30/21	427.00	MW	IS	
AP CHK 00394215	7950	BAY AREA AIR QUALITY MANAGE	11/30/21	418.00	MW	IS	
AP CHK 00394216	7950	BAY AREA AIR QUALITY MANAGE	11/30/21	426.00	MW	IS	
AP CHK 00394217	7950	BAY AREA AIR QUALITY MANAGE	11/30/21	417.00	MW	IS	
AP CHK 00394218	7950	BAY AREA AIR QUALITY MANAGE	11/30/21	378.00	MW	IS	
AP CHK 00394219	7950	BAY AREA AIR QUALITY MANAGE	11/30/21	434.00	MW	IS	
AP CHK 00394220	7950	BAY AREA AIR QUALITY MANAGE	11/30/21	453.00	MW	IS	
AP CHK 00394221	1562	BAY AREA WATER SUPPLY & CON	11/30/21	588.69	MW	IS	
AP CHK 00394222	8796	BAY CITY BOILER	11/30/21	14,516.18	MW	IS	
AP CHK 00394223	46794	BETTERSOURCE	11/30/21	5,368.72	MW	IS	
AP CHK 00394224	19200	BIRITE FOODSERVICE DISTRIBU	11/30/21	5,192.31	MW	IS	
AP CHK 00394225	48840	BK TECHNOLOGIES INC	11/30/21	744.22	MW	IS	
AP CHK 00394226	17202	BOUND TREE MEDICAL LLC	11/30/21	869.69	MW	IS	
AP CHK 00394227	3349	BROADMOOR LANDSCAPE SUPPLY	11/30/21	299.83	MW	IS	
AP CHK 00394228	3064	BROWN & CALDWELL INC	11/30/21	24,348.39	MW	IS	

Document	Payee ID	Payee Name	Date	Amount	Type	Stat	Rel To Note
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AP CHK 00394229	17997	C.L.E.A.	11/30/21	2,131.50	MW	IS	
AP CHK 00394230	33981	CAGWIN & DORWARD	11/30/21	355.00	MW	IS	
AP CHK 00394231	55991	CAL ENGINEERING & GEOLOGY I	11/30/21	2,660.00	MW	IS	
AP CHK 00394232	42973	CAL SIGNAL CORP	11/30/21	4,227.99	MW	IS	
AP CHK 00394233	36927	CALCON SYSTEMS INC	11/30/21	1,440.00	MW	IS	
AP CHK 00394234	19853	CALIFORNIA GROUNDWATER ASSO	11/30/21	100.00	MW	IS	
AP CHK 00394235	28636	CDW GOVERNMENT INC	11/30/21	18,095.03	MW	IS	
AP CHK 00394236	42277	CEL ANALYTICAL INC	11/30/21	2,645.00	MW	IS	
AP CHK 00394237	54918R	CFY CONSTRUCTION INC	11/30/21	275.00	MW	IS	
AP CHK 00394238	55197R	CHENG, JOYCE	11/30/21	2,993.64	MW	IS	
AP CHK 00394239	56479R	CHIU, CAREY	11/30/21	2,225.00	MW	IS	
AP CHK 00394240	56480R	CHIU, STEVEN S	11/30/21	875.00	MW	IS	
AP CHK 00394241	3678	CINTAS CORPORATION #464	11/30/21	4,455.77	MW	IS	
AP CHK 00394242	25602	CITY OF DALY CITY	11/30/21	3,605.07	MW	IS	
AP CHK 00394243	56484JPA	CITY OF SOUTH SAN FRANCISCO	11/30/21	1,143.36	MW	IS	
AP CHK 00394244	40147	CITY TOYOTA	11/30/21	34,343.62	MW	IS	
AP CHK 00394245	56237	CLAREMONT BEHAVIORAL SERVIC	11/30/21	1,322.75	MW	IS	
AP CHK 00394246	18465	CLEARLITE TROPHIES	11/30/21	102.18	MW	IS	
AP CHK 00394247	56468	COMAST	11/30/21	375.55	MW	IS	
AP CHK 00394248	48517	COMCAST	11/30/21	281.44	MW	IS	
AP CHK 00394249	48645	COMCAST	11/30/21	80.00	MW	IS	
AP CHK 00394250	50608R	COMET BUILDING MAINTENANCE	11/30/21	500.00	MW	IS	
AP CHK 00394251	12578	COMPLETE LINEN SERVICES INC	11/30/21	67.45	MW	IS	
AP CHK 00394252	55030	CONEXWEST	11/30/21	4,665.38	MW	IS	
AP CHK 00394253	56253	CORE & MAIN LP	11/30/21	19,642.35	MW	IS	
AP CHK 00394254	30109	CORELOGIC SOLUTIONS LLC	11/30/21	767.56	MW	IS	
AP CHK 00394255	51167R	COSGROVE, JOSHUA	11/30/21	106.00	MW	IS	
AP CHK 00394256	14930	COUNTY OF SAN MATEO	11/30/21	82.25	MW	IS	

Document	Payee ID	Payee Name	Date	Amount	Type	Stat	Rel To Note
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AP CHK 00394257	43157JPA	COUNTY OF SAN MATEO	11/30/21	1,373.15	MW	IS	
AP CHK 00394258	40976R	COUNTY ROOFING COMPANY	11/30/21	275.00	MW	IS	
AP CHK 00394259	55853	CRUSADER FENCE COMPANY LLC	11/30/21	24,986.00	MW	IS	
AP CHK 00394260	48323	CRYSTAL CREAMERY	11/30/21	531.81	MW	IS	
AP CHK 00394261	28906	CSG CONSULTANTS INC	11/30/21	258.40	MW	IS	
AP CHK 00394262	7274	CUMMINS SALES AND SERVICE	11/30/21	6,538.09	MW	IS	
AP CHK 00394263	56483R	CYIENT INC	11/30/21	1,000.00	MW	IS	
AP CHK 00394264	56485R	D LINE CONSTRUCTORS	11/30/21	873.75	MW	IS	
AP CHK 00394265	1836	DAILY JOURNAL CORPORATION	11/30/21	178.50	MW	IS	
AP CHK 00394266	1414	DALY CITY CENTRAL CASHIER	11/30/21	1,215.53	MW	IS	
AP CHK 00394267	36807	DALY CITY TEST ONLY	11/30/21	40.00	MW	IS	
AP CHK 00394268	1793	DALY CITY TOOL MART	11/30/21	246.02	MW	IS	
AP CHK 00394269	42706	DASH MEDICAL GLOVES INC	11/30/21	908.98	MW	IS	
AP CHK 00394270	25597	DEPARTMENT OF CONSUMER AFFA	11/30/21	180.00	MW	IS	
AP CHK 00394271	1299	DEPARTMENT OF JUSTICE	11/30/21	507.00	MW	IS	
AP CHK 00394272	36795	DEPARTMENT OF MOTOR VEHICLE	11/30/21	23.00	MW	IS	
AP CHK 00394273	53642	DEVINE AND GONG INC	11/30/21	1,170.00	MW	IS	
AP CHK 00394274	52511R	DHALIWAL, JASPRADEEP	11/30/21	1,723.28	MW	IS	
AP CHK 00394275	56434	DIAZ, EDGARDO P	11/30/21	13,905.00	MW	IS	
AP CHK 00394276	51175	DPREP INC	11/30/21	714.00	MW	IS	
AP CHK 00394277	1061	DUNN EDWARDS CORPORATION	11/30/21	401.57	MW	IS	
AP CHK 00394278	48177	EAST BAY TIRE CO	11/30/21	7,866.95	MW	IS	
AP CHK 00394279	40611	ECMS INC	11/30/21	4,493.64	MW	IS	
AP CHK 00394280	53583	ECOHERO SHOW LLC, THE	11/30/21	2,550.00	MW	IS	
AP CHK 00394281	56297	EME ENTERPRISE INC	11/30/21	445.48	MW	IS	
AP CHK 00394282	51076	ENVIRONMENTAL LEAD DETECT I	11/30/21	350.00	MW	IS	
AP CHK 00394283	3786	ENVIRONMENTAL RESOURCE ASSO	11/30/21	1,090.61	MW	IS	
AP CHK 00394284	56291	EUROFINS EPK BUILT ENVIRONM	11/30/21	49.39	MW	IS	

Document	Payee ID	Payee Name	Date	Amount	Type	Stat	Rel To Note
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AP CHK 00394285	17884	FEDEX	11/30/21	7.19	MW	IS	
AP CHK 00394286	19787	FIRST CHOICE COFFEE SERVICE	11/30/21	599.23	MW	IS	
AP CHK 00394287	11813	FOLGER GRAPHICS	11/30/21	190.67	MW	IS	
AP CHK 00394288	G-HOLMES	FRANCHISE TAX BOARD	11/30/21	200.00	MW	IS	
AP CHK 00394289	56473R	FUNG, WING CHEONG	11/30/21	4,058.57	MW	IS	
AP CHK 00394290	56469R	GARCIA RAMIREZ, ROSA	11/30/21	250.00	MW	IS	
AP CHK 00394291	56470R	GARDNER, SHANTEL	11/30/21	400.00	MW	IS	
AP CHK 00394292	56170	GAVIN'S PAINTING	11/30/21	12,550.00	MW	IS	
AP CHK 00394293	48247	GCS ENVIRONMENTAL EQUIPMENT	11/30/21	133.04	MW	IS	
AP CHK 00394294	56474R	GENESIS HOME REMODELING INC	11/30/21	1,319.38	MW	IS	
AP CHK 00394295	46901	GOLDEN AUTO MUFFLER & BRAKE	11/30/21	500.00	MW	IS	
AP CHK 00394296	4581	GOLDEN BAY CONSTRUCTION INC	11/30/21	209,802.51	MW	IS	
AP CHK 00394297	55311	GOLDEN STATE EMERGENCY	11/30/21	170.03	MW	IS	
AP CHK 00394298	30509	GOODYEAR COMMERCIAL TIRE &	11/30/21	2,458.15	MW	IS	
AP CHK 00394299	31925	GOVCONNECTION INC	11/30/21	229.96	MW	IS	
AP CHK 00394300	56475R	GOVINDBHAI, KANTI	11/30/21	1,666.84	MW	IS	
AP CHK 00394301	55945	GOVINVEST INC	11/30/21	16,000.00	MW	IS	
AP CHK 00394302	1754	GRAINGER INC	11/30/21	8,709.36	MW	IS	
AP CHK 00394303	36985	GRAND INDUSTRIES INC	11/30/21	20,500.00	MW	IS	
AP CHK 00394304	1571	GRANITEROCK	11/30/21	487.45	MW	IS	
AP CHK 00394305	29425	GRAPHTECH GRAPHICS	11/30/21	208.76	MW	IS	
AP CHK 00394306	37554R	GREGORIO, JOYCE	11/30/21	291.30	MW	IS	
AP CHK 00394307	56363	GRIDLESS POWER CORPORATION	11/30/21	263.20	MW	IS	
AP CHK 00394308	2223	HACH COMPANY	11/30/21	4,369.92	MW	IS	
AP CHK 00394309	1980	HARRISON & BONINI INC	11/30/21	295.94	MW	IS	
AP CHK 00394310	55667	HAZEN AND SAWYER	11/30/21	23,047.22	MW	IS	
AP CHK 00394311	17021	HF&H CONSULTANTS LLC	11/30/21	265.00	MW	IS	
AP CHK 00394312	9049	HI TECH EVS INC	11/30/21	974.38	MW	IS	

Document	Payee ID	Payee Name	Date	Amount	Type	Stat	Rel To Note
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AP CHK 00394313	49700	HILL BROTHERS CHEMICAL CO	11/30/21	2,826.93	MW	IS	
AP CHK 00394314	15857	HOME DEPOT CREDIT SERVICES	11/30/21	1,473.52	MW	IS	
AP CHK 00394315	54590	HOME DEPOT PRO, THE	11/30/21	2,035.61	MW	IS	
AP CHK 00394316	56109	HONEY BUCKET	11/30/21	209.00	MW	IS	
AP CHK 00394317	2665	HSQ TECHNOLOGY CORP	11/30/21	5,090.40	MW	IS	
AP CHK 00394318	41818	HUNTINGTON COURT REPORTERS	11/30/21	883.66	MW	IS	
AP CHK 00394319	56471R	IBARRA, MARISELA	11/30/21	400.00	MW	IS	
AP CHK 00394320	48933	INFOSEND INC	11/30/21	7,736.06	MW	IS	
AP CHK 00394321	56476R	INNOVATIVE CONSTRUCTION IMP	11/30/21	4,975.00	MW	IS	
AP CHK 00394322	1072	IRVINE & JACHENS INC	11/30/21	1,614.07	MW	IS	
AP CHK 00394323	56472R	J5 INFRASTRUCTURE PARTNERS	11/30/21	3,000.00	MW	IS	
AP CHK 00394324	25311	JOHNSON CONTROLS SECURITY S	11/30/21	469.36	MW	IS	
AP CHK 00394325	55889	JONES HALL	11/30/21	3,850.00	MW	IS	
AP CHK 00394326	56481MED	KAISER FOUNDATION HEALTH PL	11/30/21	1,042.77	MW	IS	
AP CHK 00394327	47002MED	KAISER PERMANENTE	11/30/21	2,568.10	MW	IS	
AP CHK 00394328	10144	KAMAN INDUSTRIAL TECHNOLOGI	11/30/21	435.09	MW	IS	
AP CHK 00394329	56294	KELLY SPICERS FACILITIES SO	11/30/21	5,196.80	MW	IS	
AP CHK 00394330	39604	KIMBALL MIDWEST	11/30/21	228.97	MW	IS	
AP CHK 00394331	56018	KINGDOM PIPELINES INC	11/30/21	20,699.20	MW	IS	
AP CHK 00394332	33914	KOFFLER ELECTRICAL MECHANIC	11/30/21	4,653.94	MW	IS	
AP CHK 00394333	48573	KOSMONT COMPANIES	11/30/21	1,710.80	MW	IS	
AP CHK 00394334	41061	LACAL EQUIPMENT INC	11/30/21	3,503.57	MW	IS	
AP CHK 00394335	13776	LANGUAGE LINE SERVICES	11/30/21	1,091.68	MW	IS	
AP CHK 00394336	38787R	LANUZA, JOSEFINA	11/30/21	2,721.79	MW	IS	
AP CHK 00394337	48008LAW	LAW OFFICES OF BURKE WILLIA	11/30/21	13,748.99	MW	IS	
AP CHK 00394338	33497	LEGACY MECHANICAL & ENERGY	11/30/21	5,872.77	MW	IS	
AP CHK 00394339	21353	LEGAL AID SOCIETY OF SAN MA	11/30/21	1,957.00	MW	IS	
AP CHK 00394340	29200	LEGAL SHIELD	11/30/21	320.02	MW	IS	

Document	Payee ID	Payee Name	Date	Amount	Type	Stat	Rel To Note
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AP CHK 00394341	56477R	LI, HUANYUAN	11/30/21	2,885.58	MW	IS	
AP CHK 00394342	56478R	LI, SHUPENG	11/30/21	3,609.50	MW	IS	
AP CHK 00394343	47136	LIFE MOVES	11/30/21	653.13	MW	IS	
AP CHK 00394344	14431	LINDE INC	11/30/21	8,117.29	MW	IS	
AP CHK 00394345	29332	LORAL LANDSCAPING	11/30/21	6,378.75	MW	IS	
AP CHK 00394346	49874	LOU'S GLOVES INC	11/30/21	1,095.00	MW	IS	
AP CHK 00394347	28105	MANAGEMENT PARTNERS INC	11/30/21	1,725.00	MW	IS	
AP CHK 00394348	55192	MARQUEE FIRE PROTECTION	11/30/21	6,060.00	MW	IS	
AP CHK 00394349	55840R	MARTIN, MATTHEW	11/30/21	769.39	MW	IS	
AP CHK 00394350	56366	MATRIX CONSULTING GROUP LTD	11/30/21	6,400.00	MW	IS	
AP CHK 00394351	14277	MAZE & ASSOCIATES INC	11/30/21	21,769.00	MW	IS	
AP CHK 00394352	18331	MCCARTHY, KEVIN	11/30/21	205.56	MW	IS	
AP CHK 00394353	15393	MCMASTER-CARR	11/30/21	1,505.83	MW	IS	
AP CHK 00394354	22166	MERCURY NEWS, THE	11/30/21	293.02	MW	IS	
AP CHK 00394355	37348	METROPOLITAN ELECTRICAL CON	11/30/21	6,181.00	MW	IS	
AP CHK 00394356	33993LAW	MEYERS NAVE RIBACK SILVER &	11/30/21	1,440.00	MW	IS	
AP CHK 00394357	26465	MID PENINSULA BOYS & GIRLS	11/30/21	12,500.00	MW	IS	
AP CHK 00394358	49436REN	MKD CEDAR HILL LLC	11/30/21	6,179.40	MW	IS	
AP CHK 00394359	48091R	MODUS INC	11/30/21	4,000.00	MW	IS	
AP CHK 00394360	15210	MUNICIPAL MAINTENANCE EQUIP	11/30/21	5,746.52	MW	IS	
AP CHK 00394361	7855	NATIONAL SAFETY COUNCIL	11/30/21	965.00	MW	IS	
AP CHK 00394362	56463R	NG, ARIEL	11/30/21	500.00	MW	IS	
AP CHK 00394363	49974	NGLIC	11/30/21	1,641.86	MW	IS	
AP CHK 00394364	55546	NORTH AMERICAN FENCE & RAIL	11/30/21	23,267.00	MW	IS	
AP CHK 00394365	54672	OCEAN TREASURES SERVICING I	11/30/21	321.73	MW	IS	
AP CHK 00394366	40765RJPA	ODLE, JOHN	11/30/21	130.25	MW	IS	
AP CHK 00394367	1055	OFFICE DEPOT	11/30/21	451.86	MW	IS	
AP CHK 00394368	15337	OFFICE DEPOT	11/30/21	303.33	MW	IS	

Document	Payee ID	Payee Name	Date	Amount	Type	Stat	Rel To Note
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AP CHK 00394369	42500	OFFICE DEPOT	11/30/21	2,459.91	MW	IS	
AP CHK 00394370	56335	OPERATIONAL TECHNICAL SERVI	11/30/21	29,607.00	MW	IS	
AP CHK 00394371	18994	OTC BRANDS INC	11/30/21	665.42	MW	IS	
AP CHK 00394372	10360R	PACIFIC GAS & ELECTRIC	11/30/21	1,500.00	MW	IS	
AP CHK 00394373	1216	PACIFIC GAS & ELECTRIC	11/30/21	182,071.68	MW	IS	
AP CHK 00394374	6203	PACIFIC GAS & ELECTRIC	11/30/21	289,700.03	MW	IS	
AP CHK 00394375	1080	PACIFIC NURSERIES	11/30/21	73.83	MW	IS	
AP CHK 00394376	29252	PACIFIC PRODUCE INC	11/30/21	1,378.10	MW	IS	
AP CHK 00394377	40269R	PAK'S ROOFING INC	11/30/21	1,375.00	MW	IS	
AP CHK 00394378	39891	PARACLETE PRESS INC	11/30/21	117.78	MW	IS	
AP CHK 00394379	29738	PENINSULA UNIFORMS & EQUIPM	11/30/21	4,666.86	MW	IS	
AP CHK 00394380	10255MED	PERMANENTE MEDICAL GROUP IN	11/30/21	345.00	MW	IS	
AP CHK 00394381	19678	PERS LONG TERM CARE PROGRAM	11/30/21	227.74	MW	IS	
AP CHK 00394382	47044	PETERSON TRUCKS INC	11/30/21	2,049.16	MW	IS	
AP CHK 00394383	54331	PIIAN SYSTEMS LLC	11/30/21	5,536.55	MW	IS	
AP CHK 00394384	36106	POLYDYNE INC	11/30/21	34,500.31	MW	IS	
AP CHK 00394385	53942	PREFERRED ALLIANCE INC	11/30/21	369.20	MW	IS	
AP CHK 00394386	7745	PROJECT READ	11/30/21	650.00	MW	IS	
AP CHK 00394387	53664	PROPRINT	11/30/21	3,034.12	MW	IS	
AP CHK 00394388	55353	PUBLIC RESTROOM COMPANY, TH	11/30/21	1,145.25	MW	IS	
AP CHK 00394389	1143	PUMP REPAIR SERVICE	11/30/21	34,374.99	MW	IS	
AP CHK 00394390	51526	PURETEC INDUSTRIAL WATER	11/30/21	130.19	MW	IS	
AP CHK 00394391	54044	QUADIENT LEASING USA INC	11/30/21	1,216.64	MW	IS	
AP CHK 00394392	56431	QUALITY FIRST HOME IMPROVEM	11/30/21	13,905.00	MW	IS	
AP CHK 00394393	50803	READYREFRESH BY NESTLE	11/30/21	464.97	MW	IS	
AP CHK 00394394	56404	REBUILD IT SERVICES GROUP L	11/30/21	24,243.75	MW	IS	
AP CHK 00394395	13761	ROSS RECREATION EQUIPMENT I	11/30/21	4,276.18	MW	IS	
AP CHK 00394396	1087	SAFETY KLEEN SYSTEMS INC	11/30/21	2,593.75	MW	IS	

Document	Payee ID	Payee Name	Date	Amount	Type	Stat	Rel To Note
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AP CHK 00394397	56438	SAFEWARE INC	11/30/21	164.95	MW	IS	
AP CHK 00394398	45148	SAFEWAY SIGN COMPANY	11/30/21	1,141.91	MW	IS	
AP CHK 00394399	12544	SAN MATEO COUNTY CONTROLLER	11/30/21	62,794.60	MW	IS	
AP CHK 00394400	14776	SAN MATEO COUNTY EMS AGENCY	11/30/21	261.00	MW	IS	
AP CHK 00394401	G1MARTINEZ	SAN MATEO COUNTY SHERIFF	11/30/21	112.50	MW	IS	
AP CHK 00394402	50625R	SF CROWN ROOFING INC	11/30/21	275.00	MW	IS	
AP CHK 00394403	51615R	SKYROOF INC	11/30/21	275.00	MW	IS	
AP CHK 00394404	46351	SPECIAL SERVICES GROUP LLC	11/30/21	2,400.00	MW	IS	
AP CHK 00394405	55731R	SRC ROOFING	11/30/21	550.00	MW	IS	
AP CHK 00394406	9339	STATE WATER RESOURCES CONTR	11/30/21	750.00	MW	IS	
AP CHK 00394407	51682R	SUNGA, JUSTIN	11/30/21	127.68	MW	IS	
AP CHK 00394408	51439	SWEET DELIGHT BAKERY	11/30/21	3,164.00	MW	IS	
AP CHK 00394409	24619	TALX UC EXPRESS	11/30/21	26.00	MW	IS	
AP CHK 00394410	42522R	TAN, ANDY	11/30/21	1,520.00	MW	IS	
AP CHK 00394411	2798	TEAMSTERS LOCAL 856	11/30/21	3,447.00	MW	IS	
AP CHK 00394412	56316	TECH ELECTRIC	11/30/21	25,798.00	MW	IS	
AP CHK 00394413	13852	TELECOMMUNICATIONS ENGINEER	11/30/21	3,544.80	MW	IS	
AP CHK 00394414	42970JPA	TELECOMMUNICATIONS ENGINEER	11/30/21	16,053.00	MW	IS	
AP CHK 00394415	43757	THE 100 CLUB OF SAN MATEO C	11/30/21	150.00	MW	IS	
AP CHK 00394416	56460R	TOM, DANNY	11/30/21	1,752.59	MW	IS	
AP CHK 00394417	4935	TOWILL INC	11/30/21	5,872.25	MW	IS	
AP CHK 00394418	17883	TRAFFIC PARTS INC	11/30/21	566.14	MW	IS	
AP CHK 00394419	52033	TRIEPEI SMITH & ASSOCIATES	11/30/21	3,255.00	MW	IS	
AP CHK 00394420	56459R	TSE, DANIEL	11/30/21	538.85	MW	IS	
AP CHK 00394421	50490	UNITEDHEALTHCARE INSURANCE	11/30/21	352.82	MW	IS	
AP CHK 00394422	32209	UNIVAR SOLUTIONS USA INC	11/30/21	15,678.61	MW	IS	
AP CHK 00394423	39811	UPS	11/30/21	74.58	MW	IS	
AP CHK 00394424	24531	US BANK	11/30/21	3,886.00	MW	IS	

Document	Payee ID	Payee Name	Date	Amount	Type	Stat	Rel To Note
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AP CHK 00394425	47099JPA	UTILITY TELECOM GROUP LLC	11/30/21	7,347.24	MW	IS	
AP CHK 00394426	48249	VSS INTERNATIONAL INC	11/30/21	79,661.18	MW	IS	
AP CHK 00394427	1579	VWR INTERNATIONAL LLC	11/30/21	4,288.44	MW	IS	
AP CHK 00394428	56462R	WAI TAN, MICHELLE	11/30/21	400.00	MW	IS	
AP CHK 00394429	36355	WASTEWATER SOLUTIONS INC	11/30/21	4,125.00	MW	IS	
AP CHK 00394430	50485	WAVE BROADBAND	11/30/21	2,873.20	MW	IS	
AP CHK 00394431	3691	WECO INDUSTRIES LLC	11/30/21	2,673.50	MW	IS	
AP CHK 00394432	49348R	WELLS CONSTRUCTION INC	11/30/21	28,475.00	MW	IS	
AP CHK 00394433	29517	WEST-LITE SUPPLY COMPANY IN	11/30/21	1,459.67	MW	IS	
AP CHK 00394434	1095	WESTLAKE ECO SOFT-TOUCH	11/30/21	102.65	MW	IS	
AP CHK 00394435	30684	WHITE CAP LP	11/30/21	764.63	MW	IS	
AP CHK 00394436	18388JPA	WOODSIDE FIRE PROTECTION DI	11/30/21	1,993.08	MW	IS	
AP CHK 00394437	56461R	YU, JIN ZHAO	11/30/21	3,365.00	MW	IS	
AP CHK 00394438	4510	ZAP MANUFACTURING INC	11/30/21	3,381.57	MW	IS	
AP CHK 00394439	55623R	ZHOU, EUGENE	11/30/21	6,368.47	MW	IS	
AP CHK 00394440	56464R	ZMAY CONSTRUCTION	11/30/21	1,097.60	MW	IS	

G R A N D T O T A L S:

Total Void Machine Written	0.00	Number of Checks Processed:	0
Total Void Hand Written	0.00	Number of Checks Processed:	0
Total Machine Written	2,012,934.69	Number of Checks Processed:	268
Total Hand Written	0.00	Number of Checks Processed:	0
Total Reversals	0.00	Number of Checks Processed:	0
Total Cancelled	0.00	Number of Checks Processed:	0
Total EFTs	0.00	Number of EFTs Processed:	0
Total EPAYs	0.00	Number of EPAYs Processed:	0

G R A N D T O T A L 2,012,934.69



City Council Meeting Agenda Report

Item # _____

Meeting Date: January 10, 2022

**Subject: General Plan Amendment GPA-04-21-014998, Planned Development PD-04-21-014997, Design Review DR-04-21-015000, Major Subdivision SUB-04-21-014999
– Preliminary Plan review of a proposed Precise Plan for the redevelopment of the Serramonte Del Rey Campus at 699 Serramonte Boulevard**

Recommended Action

Approve the Preliminary Plan for the proposed Planned Development PD-04-21-014997.

Updates

The following timeline summarizes the meetings that have occurred since the September 27, 2021 City Council Preliminary Plan Review meeting:

- | | |
|-------------------|---|
| October 18, 2021 | Joint Affordable Housing Committee and Jefferson Union High School District (JUHSD) Council Committee Meeting (see Attachments A and B for staff reports) – The JUHSD Council Committee discussed the project with staff and the applicant and provided feedback. The Committee requested additional information related to various topics such as affordable housing, building height, finances and fiscal benefits for the City, open space, and the garden on-site. The Committee also requested a zoning comparison of the 1985 Serramonte Del Rey Precise Plan to the proposed Precise Plan. There was not enough time to discuss the affordable housing component of the project. |
| October 25, 2021 | City Council Preliminary Plan Review Meeting – JUHSD presented their project and provided updates and responses to the City Council and public's feedback from the September 27, 2021 City Council meeting. After receiving public comment, the City Council continued review of the Preliminary Plan to the January 10, 2022 City Council meeting to allow for additional time for the City Council to review the project and public comments and the Affordable Housing Committee to meet with the applicant to discuss the Affordable Housing Plan. |
| November 15, 2021 | Affordable Housing Committee Meeting (see Attachment C for staff report) – The Affordable Housing Committee discussed the project's Affordable Housing Plan with the applicant and staff. The Committee requested additional information from the applicant and another meeting to continue discussions. |

December 15, 2021

Joint Affordable Housing Committee and JUHSD Council Committee Meeting (see Attachment D for staff report) – The staff report for this meeting included responses to questions asked and a zoning comparison requested by the Committee members at the October 18, 2021 meeting (see Attachments A and B of Attachment D). The Affordable Housing Committee continued discussions from the last Affordable Housing Committee meeting with the applicant, specifically regarding the location and characteristics of the proposed affordable housing building and the possibility of adding additional affordable housing units. JUHSD also provided the JUHSD Council Committee with updates on the garden and their plan to address current safety and liability concerns.

Background

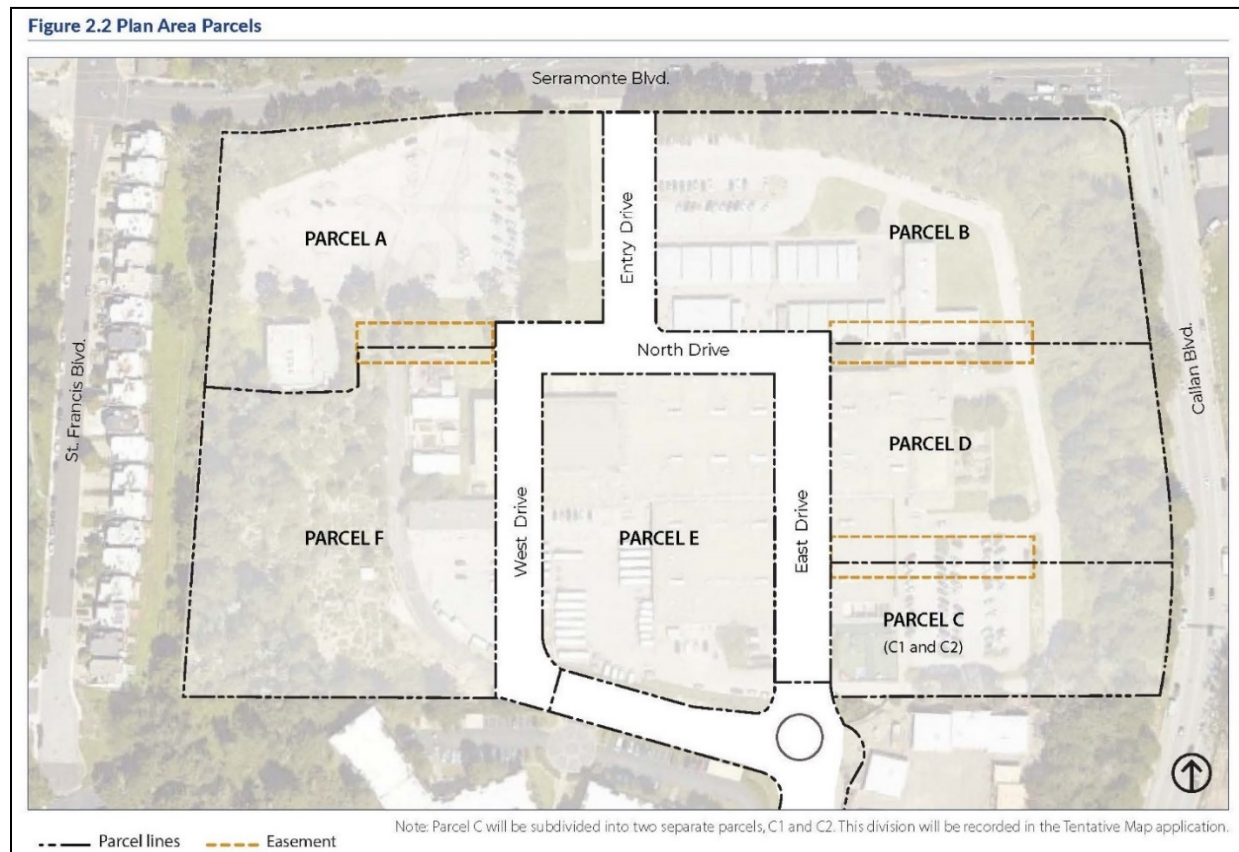
The Serramonte Del Rey Precise Plan (PD-31) was approved for the Serramonte Del Rey Campus in 1985 (see Attachment E – Location Map) and allowed up to 175 residential units and approximately 700,000 square feet (sq. ft.) of office space within the campus area. An amendment to the Precise Plan (PD-31A) was approved in January 2020 for the northwest section of the site to allow for the construction of a JUHSD faculty and staff housing project. This project is currently under construction and is expected to be completed in 2022.

The project site is bounded by Serramonte Boulevard to the north, Callan Boulevard to the east, existing residential development to the west, and multi-family residential development, a school, and medical office to the south (Phase I of the 1985 Serramonte Del Rey Precise Plan). The project site currently consists of a main building occupied by JUHSD offices and non-profit organizations, temporary buildings, surface parking, and construction activity for JUHSD faculty and staff housing. There is also a school garden located in the southwest corner of the project site. This garden was started 20 years ago and is used by JUHSD for adult education as a demonstration garden.

The applicant and property owner, JUHSD, has submitted an application that proposes a new Precise Plan for the campus (see Attachment F – Draft Precise Plan). The proposed Precise Plan would allow for the redevelopment of the campus to include up to 1,235 units of affordable and market-rate rental housing, up to 14,000 sq. ft. of neighborhood-serving retail/commercial uses, and a Head Start childcare facility. The site would be divided into seven development parcels and additional street parcels with public access easements (see parcel plan below and page 27 of Attachment F – Draft Precise Plan). Build-out of the site is anticipated to be over a ten-year period but may take up to 15 years.

The vision for the project is to transform the project site into a new walkable, bikeable and family-friendly residential neighborhood. JUHSD anticipates attracting investment by the development community through use of long-term ground leases and/or joint venture agreements to develop the neighborhood on a parcel-by-parcel basis. JUHSD anticipates developers will seek to maximize the

development potential of individual parcels. The Precise Plan was developed to provide guidance for development review and approval by the City.



The City Council should also be aware that the application includes a request for Design Review approval of a 201-unit mixed-use building with approximately 8,000 square feet of retail space that would be located on Parcel B. This proposal will be presented to the City Council during the Precise Plan review. Design review approval for Parcels C through F would occur as subsequent applications.

The project, as proposed, requires the following entitlements:

1. General Plan Amendment to change the General Plan designation from Residential – High Density (R-HD) and Commercial – Office (C-O) to Commercial – Mixed Use (C-MU);
2. Rezone project site from Planned Development 31 (PD-31) and Planned Development 31A (PD-31A) to a new Planned Development;
3. Design Review for the site and building design for the proposed development and site improvements on Parcel B;

4. Major subdivision to subdivide the project site into seven development parcels and additional street parcels with public access easements; and
5. Certification of the Environmental Impact Report for the project.

On August 3, 2021, the Planning Commission reviewed the proposed land use, circulation, and overall site design of the proposed project and recommended approval of the Preliminary Plan to the City Council. The meeting is further discussed in a later section of this report. The Planning Commission's action is now being forwarded to the City Council as a communication item.

July 6, 2021 City Council Committee Meeting

Staff met with the JUHSD City Council Committee members, Mayor Manalo and Council Member Sylvester, and JUHSD on July 6, 2021 to introduce the proposal (see Attachment G – July 6, 2021 JUHSD City Council Committee Meeting Staff Report). Various aspects of the project were discussed such as the concerns regarding the demonstration garden, importance of open space and affordable housing accessibility, and future plans for the Head Start childcare facility. Staff and JUHSD provided additional information and responses to the Committee's feedback and questions. The meeting concluded with a recommendation to convene the Affordable Housing Committee to discuss the proposed affordable housing plan and move forward with scheduling the Preliminary Plan review.

August 3, 2021 Planning Commission Meeting

On August 3, 2021, the Planning Commission voted 5-0 recommending that the City Council approve the Preliminary Plan for the proposed Planned Development PD-04-21-014997.

The Planning Commission received public comment from several members of the public. Many members of the public were in support of the proposed Precise Plan, specifically the amount of housing, open space, and walking trails proposed and were excited about the potential for the project to create an improved lifestyle for faculty and residents. Other comments noted the strong partnership between the JUHSD and Head Start and the benefits of the facility proposed next to the affordable housing parcel. In contrast, some members of the public opposed the proposed Precise Plan. Their concerns included the lack of open space in Daly City, the existing garden on the campus, and the proposed driveway on Serramonte Boulevard for Parcel B. There were also comments regarding the lack of community outreach and transparency from JUHSD regarding the project. However, other comments indicated JUHSD has been fully transparent since the early stages of the project and sufficient community outreach has been conducted even with the current COVID-19 pandemic.

The Commissioners expressed concerns regarding the amount of housing that will be available to faculty and staff compared to the amount of housing that will be available to the public, the walkability to the existing bus stops on Serramonte Boulevard, the proposed maximum buildings heights, and the proposed driveway on Serramonte Boulevard for Parcel B. Commissioner Proano

and Vice Chair Villanueva recommended lowering the maximum building heights to maintain the residential character of the area. Commission Chair Satorre and Vice Chair Villanueva also recommended removal of the proposed driveway on Serramonte Boulevard for Parcel B. All Commissioners concurred that the project is needed due to the housing shortage.

In response to the questions from the Commissioners, JUHSD Board of Trustee Member Kalimah Salahuddin stated the amount of faculty and staff housing was determined based on a survey that was sent to JUHSD faculty and staff. Approximately 100 faculty and staff expressed interest in faculty and staff housing. The housing units on the other parcels would be managed by developers who lease the parcels and therefore JUHSD would not have discretion over the housing units on Parcels B-F. Lease proceeds would be allocated towards faculty and staff salaries to improve recruitment and retention. Regarding the proposed maximum building heights, Planning Manager Van Lonkhuysen indicated the City is in support of the proposal. The proposed building heights are suitable for the topography of the site and other recent development projects have been approved with similar maximum heights. He also noted the City is required to fulfill a housing need that is mandated by the state and this project would help meet the requirements.

Project Overview

As discussed above, the Preliminary Plan provides the City Council with the opportunity to review the proposed land use, circulation, and overall site design as well as the fiscal impact of the proposed project.

The Precise Plan would allow up to 1,235 apartment units of affordable and market-rate housing, up to 14,000 square feet of retail/commercial space, a new Head Start facility, and parks, recreational trails and other open space improvements. The proposal would include demolition of the existing school facilities and a phased development plan for each of the proposed parcels. The existing demonstration garden would also be removed, but JUHSD intends to install raised planter beds at their new adult education building located at 123 Edgemont Drive in Daly City.

The project is anticipated to be built out in three phases:

1. The first phase would maintain the existing JUHSD building and demolish the surface parking lot located between the existing school building and Serramonte Boulevard. The proposed mixed-use development on Parcel B would be constructed as well as Entry Drive, North Drive, and Overlook Park. North Access Way as needed for access to Overlook Park.
2. The second phase would include demolition of the existing JUHSD building and the remaining surface parking lots and access roads within the project site. All outbuildings will be either relocated or demolished and housing on Parcels C and D would be constructed. A new Head Start facility would also be constructed on Parcel C. The improvements would include construction of East Drive and any necessary utilities.

3. The third phase would include the build out of Parcels E and F, Central Green, and the open green space at the entry to the site from the south of the Precise Plan area.

As mentioned in the previous section, Phase I of the 1985 Precise Plan located south of the project site is already built out with multi-family rental housing and school and medical uses. This area is excluded from the project and the General Plan designation and zoning shall remain Commercial – Office and PD-31 respectively.

Office Market and Fiscal Impact Study

JUHSD submitted an office market and fiscal impact study prepared by BAE Urban Economics, Inc. (BAE) to supplement their request for a zone change and commercial-mixed use neighborhood proposal (see Attachment H – Office Market Assessment and Fiscal Impact Review). The analysis evaluated the project site’s potential to attract commercial office use and presented the results of the fiscal impact analysis of three recently approved residential projects in Daly City to demonstrate the potential for residential development to generate positive fiscal benefits for the City.

After review of the site’s characteristics and Daly City’s relative position in the regional economy and San Mateo County office market, the analysis concluded the project site is not a competitive location to attract office development. Office uses have been permitted with the PD-31 Plan area since 1985, but only one medical office building has been constructed. Located outside the Highway 101/Caltrain Corridor, the office sector in Daly City has failed to gain traction over the past few decades despite the presence of two Bay Area Rapid Transit (BART) stations and City efforts and investment to stimulate Class A office development. Further, the economic impacts of the COVID-19 pandemic have led to a short-term reduction of office demand driven by shelter-in-place orders and uncertainty on the long-term impact of the pandemic on regional office market demand.

As for residential development, the review of three fiscal impact analyses for recently approved Daly City residential projects concluded that in-fill development projects have yielded net positive impacts such as injecting additional retail spending power into the city that can support the City’s existing and expanded retail centers and corridors.

The analysis also concluded that there is an important indirect fiscal benefit associated with new residential development specifically at this project site. Since JUHSD intends to ground lease the site for development which will generate an ongoing stream of cash rental payments, the new source of revenue will enhance JUHSD’s operating budget and thus improve the quality of education in Daly City. The analysis noted that improved school quality has been documented to increase housing values in the communities where the schools are located and thus will increase tax revenue for both JUHSD and Daly City. The project would stimulate a virtuous cycle that could improve the quality of City services and school district operations.

The City Council should also be aware that staff discussed an updated Fiscal Impact Analysis and Market Study (Attachment I - Updated Fiscal Impact Analysis and Market Study) prepared by BAE

during the August 3, 2021 Planning Commission meeting. The updated analysis includes an alternate development program that would rely on bond financing as a funding mechanism for Parcel B. The current development program includes 990 market-rate units and 123 affordable units whereas the alternate development program includes 780 market-rate units and 123 affordable units as well as 210 moderate income units for Parcel B. BAE concluded that both program scenarios would have a positive net fiscal impact on the City's annual General Fund operating budget. Currently, the site generates approximately \$365,300 ad valorem property tax revenue towards the General Fund. The current and alternative development programs would result in a net positive fiscal impact of nearly \$1.3 million and \$822,200 per year, respectively.

Proposed Precise Plan

The Precise Plan would discuss the vision and goals for the project site as well as provide development standards and guidelines such as permitted land uses, development capacity, building height and massing, and parking (see Attachment F – Draft Precise Plan).

Development Program. The table below (from page 27 of Attachment F – Draft Precise Plan) summarizes the anticipated development program at build-out for the parcels within the Plan area. The numbers shown may be less than the capacity for each parcel but will not exceed 1,235 residential units or 14,000 square feet of retail/commercial space for the entire Plan area. With 8,000 square feet of retail/commercial space proposed for Parcel B, the remaining 6,000 square feet could be proposed on the other parcels. Parcel C is the planned location for the Head Start childcare facility.

Table 3.2 - Development Program					
Parcels	Area (Acres)	Housing Units	Density	Retail / Commercial	Other
Parcel B	4.3	201	49 DU/Acre	8,000 sq.ft.	
Parcel C	1.94	100	63 DU/Acre	**	1,400 sq.ft. (relocated Head Start facility)
Parcel D	2.84	240*	85 DU/Acre	**	
Parcel E	3.02	290*	96 DU/Acre	**	
Parcel F	3.77	282*	66 DU/Acre	**	
Total New Development	15.87	1,113	70 DU/Acre	14,000 sq. ft.	
Parcel A (existing, not counted as new development)	3.6	122	34 DU/Acre		1000 sq.ft. (existing Comcast facility)
Street Parcels within Plan Area	2.9				
Total Development	22.38	1,235		14,000 sq.ft.	2,400 sq.ft.

*) Denotes parcels with high-rise building potential (up to 14 stories). Only two of these three parcels may be developed with high-rise buildings. This table includes an assumption that Parcel D and Parcel F will be developed with high-rise residential buildings, but during implementation the high-rise location may be transferred to Parcel E from either Parcel D or F. In any case the overall buildout of the Plan Area is limited to 1,235 residential units.

**) Denotes parcels that may provide retail/commercial square footage on the ground floor in addition to 8,000 sq.ft. assumed for Parcel B. Each of these parcels may or may not build commercial square footage on the ground floor; in any case the total retail/commercial square footage for the overall buildout of the Plan Area is limited to 14,000 sq.ft.

Access, Circulation, and Parking. The two points of access to the Plan area would be from the northern side via Entry Drive from Serramonte Boulevard and southern side via East Drive and West Drive from Campus Drive. The Precise Plan would provide the required vehicle and bicycle access points for each parcel in addition to design guidelines to ensure access is facilitated.

Regarding parking, Parcel A will include 127 residential parking spaces provided within a car barn, surface parking lot, and on-street parallel parking. The proposal for Parcel B would include 345 parking spaces, 302 for residents and 43 for the public, within the lower and ground levels of the proposed mixed-use building. All other future development within the Plan Area would be responsible for providing its own required parking subject to the requirements in the Precise Plan. As proposed, the required parking ratio is between 1.5 and 1.7 spaces per residential unit and five spaces per 1,000 square feet of retail space. On-street parking may also be provided in the form of parallel parking or angled parking based on the width of the street. Since parking demand may change over the implementation of the Precise Plan, parking rate adjustments may be requested for each development. The City will require a parking demand study prepared by a third-party parking provision professional to determine if the proposed adjustments are appropriate for the development at the time of application.

The City Council should also be aware that the proposed access, circulation, and parking plans are currently under review by the City. The transportation impact analysis report for the project is currently under review by the City. The report will evaluate the potential adverse effects of the project on surrounding and supporting transportation infrastructure and services and provide a parking analysis. Review and approval of the report and any necessary revisions to the Precise Plan and project plans for Parcel B are required to prepare the Environmental Impact Report and move the project forward to the Precise Plan review.

General Plan, Zoning, and Project Density

The General Plan land use designation for the JUHSD faculty and staff housing site (Parcel A) is Residential – High Density (R-HD) and the remainder of the project site is Commercial – Office (C-O). The Precise Plan would allow residential and commercial uses (some uses would require a Conditional Use Permit) on any parcel. The development program in the Precise Plan also provides guidelines for the proposed build out of the site with residential densities ranging from 34 to 96 dwellings units per acre. Since the Precise Plan would allow both residential and commercial uses on each parcel within the Plan Area, an amendment to the General Plan to change the land use designation to Commercial – Mixed Use (C-MU) is required.

The proposed Precise Plan would also implement the General Plan Housing Element which encourages the development of infill housing on sites that are underutilized, where residential development represents the highest and best use, and where public infrastructure exists to support the intensity of the proposed development. The Housing Element identifies this site specifically as being capable of providing housing opportunities that contribute to the City's fulfillment of its Regional Housing Need Allocation.

Regarding zoning, Parcel A is currently zoned PD-31A while the remainder of the project site is zoned PD-31. Since the Precise Plan identifies a new vision and goals, development standards, and guidelines for the project area, a new Planned Development is required.

Project Affordability

The City's Affordable Housing Ordinance requires that developers submit an Affordable Housing Plan (AHP). Therefore, JUHSD will be required to submit an affordable housing plan which will be presented to the City Council during the Precise Plan review.

Environmental Assessment

Staff has reviewed the proposal under the requirements of the California Environmental Quality Act (CEQA) and determined an Environmental Impact Report (EIR) is required. David J. Powers & Associates (DJP&A) has been retained to prepare the EIR. The EIR is currently being prepared and will be presented to the City Council during the Precise Plan review.

Development Agreement

JUHSD has submitted proposed terms for a Development Agreement that will need to be further analyzed by staff and presented to the City Council for approval. The current proposal provides considerations for development phasing, parks and open space requirements, fees, off-site improvements, and most notably affordable housing. The City Council should be aware that the proposal may change based on the finalized terms of the Development Agreement.

Recommendations

The Planning Commission recommends that the City Council take the following action:

1. Approve the Preliminary Plan for the proposed Planned Development PD-04-21-014997.

Staff is available to provide any additional information desired by the Council members.

Respectfully submitted,



Carmelisa Morales Lopez
Associate Planner



Tatum Mothershead
Director of Economic and Community
Development

Attachments

Attachment A – October 18, 2021 JUHSD Council Committee Meeting Staff Report

Attachment B – October 18, 2021 Affordable Housing Committee Staff Report

Attachment C – November 15, 2021 Affordable Housing Committee Staff Report

Attachment D – December 15, 2021 JUHSD Council Committee Meeting Staff Report

Attachment E – Location Map

Attachment F – Draft Precise Plan

Attachment G – July 6, 2021 JUHSD City Council Committee Meeting Staff Report

Attachment H – Office Market Assessment and Fiscal Impact Review

Attachment I – Updated Fiscal Impact Analysis and Market Study

DALY CITY INTER-OFFICE MEMORANDUM

JUHSD COUNCIL COMMITTEE

DATE: October 18, 2021

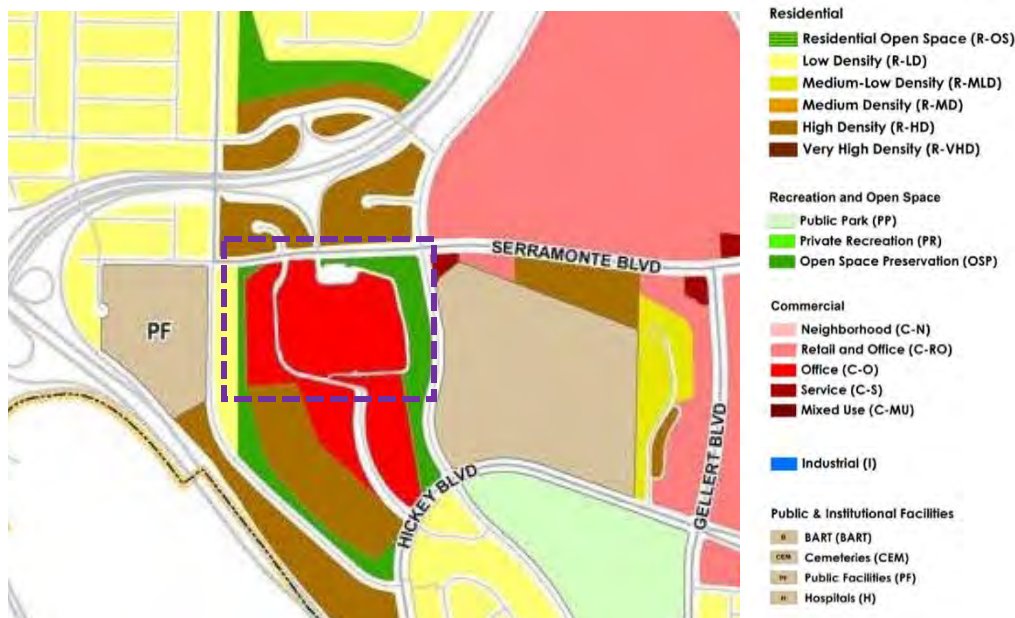
TO: JUHSD Council Committee
Juslyn Manalo, Mayor
Glenn Sylvester, Councilmember

FROM: Carmelisa Morales, Associate Planner

SUBJECT: General Plan Amendment GPA-04-21-014998
Planned Development PD-04-21-014997
Design Review DR-04-21-015000
Major Subdivision SUB-04-21-014999
699 Serramonte Boulevard – Serramonte Del Rey Campus Redevelopment

BACKGROUND

The Serramonte Del Rey Precise Plan (Planned Development 31 (PD-31)), the zoning for the Serramonte Del Rey campus, was approved in 1985 and allowed up to 175 residential units and approximately 700,000 square feet (sq. ft.) of office space within the campus area. The General Plan land use designation for the campus is Commercial – Office (C-O) which is compatible with the uses permitted in the 1985 Precise Plan. The hillside areas surrounding the campus are designated for Open Space Preservation (OSP) as shown below. The project area is located within the purple dashed box.



In January 2020, the City Council approved an amendment to the Precise Plan (PD-31A) for the northwest section of the Serramonte Del Rey campus to allow for the construction of a 122-unit (110 market rate and 12 affordable apartment units) housing project for Jefferson Union High

School District (JUHSD) faculty, staff, and their families (Parcel A). The approval also included an amendment to the General Plan to change the land use designation of the site to Residential – High Density (R-HD). This project is currently under construction and is expected to be completed in early 2022.

PROJECT DESCRIPTION

In April 2021, staff received an application from JUHSD that proposes a new Precise Plan for the 22-acre campus (see Attachment A – Draft Precise Plan).

Precise Plan

Figure 2.1 below from the Precise Plan shows the campus at full build-out as proposed. JUHSD anticipates build out to take 10-15 years.

Figure 2.1 Illustrative Plan



The Precise Plan would allow the campus to be redeveloped to include the following:

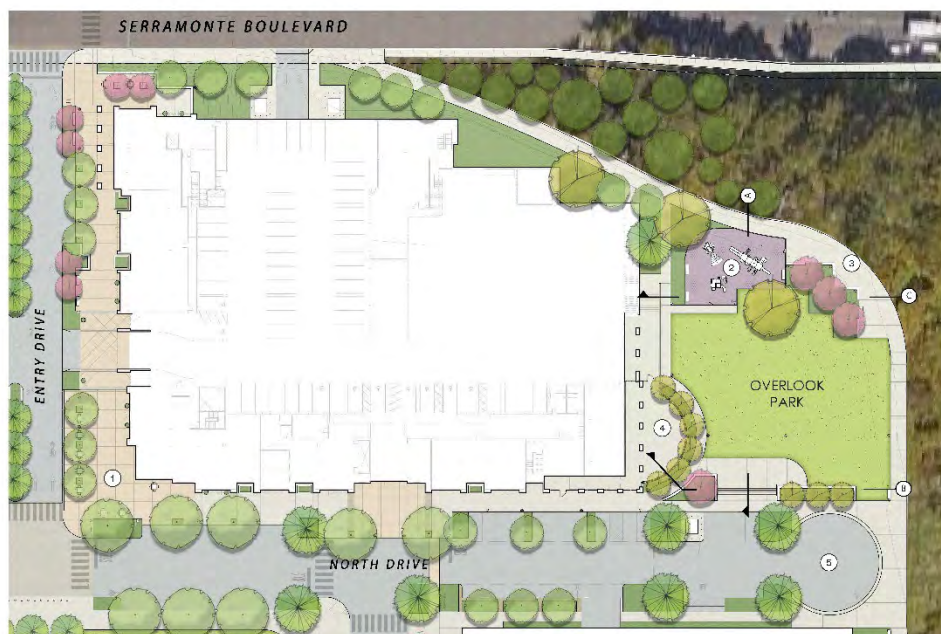
- 1,235 units of affordable and market-rate rental housing (inclusive of 122-unit apartment building under construction on Parcel A). Minimum of 10 percent would be affordable housing as required by the City’s Inclusionary Housing Ordinance.
- Up to 14,000 square feet (sq. ft.) of neighborhood-serving retail/commercial uses
- Building heights ranging from 77 to 150 feet. Some buildings would be required to be stepped back at a maximum of 55 feet.
- New Head Start childcare facility on Parcel C

- Public recreational trails and parks (Central Green and Overlook Park)
- Demonstration garden proposed for removal. JUHSD plans to install raised planter beds at their new adult education building located at 123 Edgemont Drive, formerly Westmoor Park. The Office of the State Architect is processing the adult education building project.
- Seven development parcels and additional street parcels with public access easements

Parcel B Development

JUHSD is also seeking design review approval for the proposed development on Parcel B (see Attachment B – Parcel B Project Plans; Landscape Plan from Attachment B also provided below), which would include:

- Six-story mixed-use building with approximately 201 market rate apartment units, 345 parking spaces, 8,000 sq. ft. of retail space, and various residential amenities
- A park that would include a play structure. JUHSD has also informed staff that they plan to add a community garden within the park, but it is not in the current development plans for Parcel B submitted to the City.



REQUIRED ENTITLEMENTS

The proposed project requires the following entitlements:

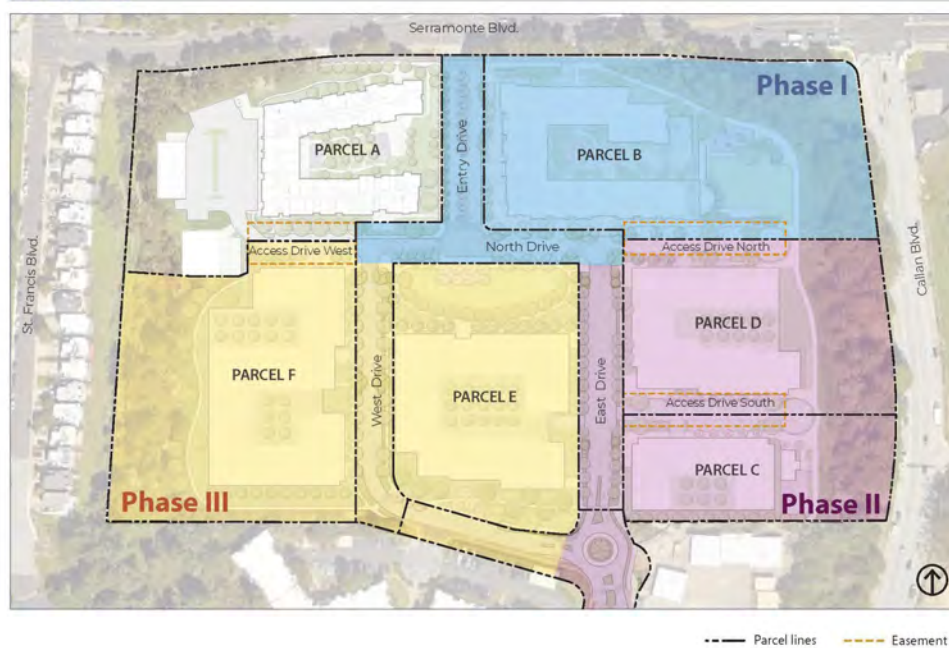
- Amendment to General Plan to change the land use designation to Commercial – Mixed Use
- New Planned Development
- Design Review for proposed Parcel B development
- Major Subdivision
- Certification of the Environmental Impact Report

Design review approval for proposed Parcels C through F would occur as subsequent applications.

PHASING PLAN

Figure 7.1 below shows the phasing plan for the development proposed in the Precise Plan. As mentioned in the sections above, the JUHSD faculty and staff housing project (Parcel A) is under construction. The proposed development on Parcel B is the next project slated for construction.

Figure 7.1 Phasing



TIMELINE

The following timeline outlines events and activities related to the proposed project:

- | | |
|------|---|
| 1985 | Original Precise Plan (PD-31) approved by City Council |
| 2001 | Garden for JUHSD Adult Education course started (Source: JUHSD); locally known as the Serramonte Therapeutic Day School Garden. |

2019	Garden listed as a “Community Garden” by San Mateo County without the knowledge/permission of JUHSD. Designation was later removed. (Source: JUHSD)
Jan. 2020	PD-31A, General Plan Amendment, and JUHSD Faculty & Housing Project (Parcel A) approved by City Council
July – Oct. 2020	JUHSD submitted Pre-Application for proposed Precise Plan. Staff provided preliminary feedback to JUHSD on proposal.
Oct. – Nov. 2020	JUHSD conducted neighborhood and community outreach for proposed Precise Plan (Source: serramontedelrey.org)
Dec. 2020	JUHSD conducted Community Outreach Meetings for proposed Precise Plan
April 2021	Entitlement Application for proposed Precise Plan and Parcel B development submitted
May – June 2021	Notice of Preparation Comment Period for Environmental Impact Report. Public Scoping Meeting conducted on May 19, 2021
July 2021	JUHSD City Council Committee Meeting (see Attachment C – July 6, 2021 JUHSD City Council Committee Meeting Staff Report)
Aug. 3, 2021	Planning Commission Review of Preliminary Plan (Recommended Approval)
Sept. 27, 2021	City Council Review of Preliminary Plan (Continued to Date Certain)
Oct. 18, 2021	City Council JUHSD & Affordable Housing Committee Meeting
Oct. 25, 2021	City Council Review of Preliminary Plan (Scheduled)

ZONING & GENERAL PLAN

As discussed in the previous sections above, JUHSD is proposing to redevelop the campus into a new commercial-mixed use neighborhood. The proposed Precise Plan would create a new Planned Development for the campus.

Regarding the General Plan, the proposed Precise Plan would allow commercial uses on the ground level and residential uses on the upper levels of buildings proposed on each parcel with the exception of the future Head Start facility on Parcel C. JUHSD is therefore requesting to change the land use designation on the entire campus to Commercial – Mixed Use (C-MU).

ENVIRONMENTAL REVIEW

David J. Powers & Associates (DJP&A) has been retained to prepare the Environmental Impact Report (EIR). The EIR is currently being prepared and must be circulated and finalized prior to Precise Plan review of this project. Tribal cultural resources consultation was also completed pursuant to the requirements of Senate Bill 18 and Assembly Bill 52. Staff did not receive any consultation requests from the list of tribes provided by the Native American Heritage Commission.

PRELIMINARY PLAN & PRECISE PLAN REVIEW

During the Preliminary Plan of the proposed project, the Planning Commission and City Council review the proposed land use, circulation, and overall site design of the proposed project.

If approved by the City Council on October 25, 2021, the project will then move forward to the Precise Plan stage where the applicant will finalize their proposal and make any revisions necessary to address comments from the Planning Commission and City Council. The EIR will also be finalized and circulated pursuant to CEQA.

The final steps of this stage will be a Planning Commission meeting and City Council meeting. The Planning Commission will make a recommendation on the project and the City Council will make the final determination of approval, conditional approval, or denial of the project.

DEVELOPMENT AGREEMENT

JUHSD also submitted proposed terms for a Development Agreement that will need to be further analyzed by staff and presented to the City Council for approval. The current proposal provides considerations for development phasing, parks and open space requirements, fees, off-site improvements, and most notably affordable housing.

STAFF RECOMMENDATION

Staff recommends that the JUHSD City Council Committee review the information and attachments presented and provide any preliminary comments or concerns.

Respectfully submitted,



Carmelisa Morales
Associate Planner

Attachments

Attachment A – Draft Precise Plan

Attachment B – Parcel B Project Plans

Attachment C – July 6, 2021 JUHSD City Council Committee Meeting Staff Report



Serramonte Del Rey Precise Plan

4-21-2021

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1. Introduction

A. OVERVIEW

This update to the Serramonte Del Rey Precise Plan (Precise Plan) will enable the Jefferson Union High School District (JUHSD) to transform their existing outdated high school facilities into a new walkable, bikeable and family-friendly residential neighborhood with retail, park, Head Start, and surrounding recreational trail improvements. The Precise Plan envisions development of up to 1,113 units of affordable and market rate rental housing on leased District lands to be built-out over a ten-year period. The Serramonte Del Rey neighborhood will be an inviting and family friendly place to walk, shop, connect with friends, meet for coffee, or stroll through the park and hillside open spaces.



An example of an open space similar to the proposed Central Green in the Serramonte Del Rey neighborhood.



The entry to the neighborhood will be a lively and welcoming place.

The Precise Plan update focuses on the 22-acre Phase II area of the 1985 Serramonte Del Rey Precise Plan (PD 31). The Phase II area is the location of the existing JUHSD school facilities currently used for District office space, as well as 122 units of multi-family faculty and staff rental housing approved as PD 31A to be completed by 2022. Phase 1 of the 1985 Precise Plan is already built-out with multi-family rental housing, office, and educational uses. See Figure 1.1.

The Precise Plan identifies the vision, goals, context, standards, and guidelines for individual development proposals on a parcel basis, as well as park, open space, street, and utility infrastructure improvements associated with development by phase. The development of the neighborhood is guided by an urban design framework, or regulating plan, comprised of streets, blocks, and open spaces that set the walkable scale of the neighborhood. The administration and implementation section provides guidance to developers and Daly City staff on the Precise Plan project approval process consistent with the City's General Plan, ordinances, and procedures.

Figure 1.1 Existing and Updated Plan Area Boundaries



B. DISTRICT GOALS

The JUHSD School Board seeks to build upon their past success and advance an innovative plan to stabilize District finances and fund the future of student education. To accomplish this the District plans to attract investment and leverage the development of rental housing through long-term ground leases and/or joint venture agreements on District lands in the Precise Plan Area. The District’s key goals are to stabilize education funding and improve the quality of life for students, neighbors, and the City. Improving the quality of education at District schools will boost neighborhood property values, as will the development of new neighborhood character that will serve retail, community, park, and recreation facilities. New housing will increase City tax revenues.

- Existing Precise Plan Area (PD31)
- Precise Plan Update
- Faculty and Staff Housing (PD31A)



View of Faculty and Staff Housing from Serramonte Boulevard.

The Faculty and Staff Housing project along Serramonte Boulevard, planned for completion in 2022, is the first step to build-out the Serramonte Del Rey neighborhood. This project will provide affordable housing for teachers and staff members, which will help attract and retain highly qualified teachers and staff, as well as build collaborative relationships among teachers, students, and the broader community they serve.

C. PHYSICAL SETTING

The Serramonte Del Rey site (referred to as the Plan Area in this document) is owned by the Jefferson Union High School District (JUHSD). The 22-acre Plan Area is in the southern portion of Daly City with significant frontage along Serramonte Boulevard and Callan Boulevard with an important access point at Highway 1 along the northern edge of the site. The project entry point interfaces with the freeway on and off ramp. This unique location allows the project to act as an attractive gateway into Daly City. Figure 1.2 shows the regional location and Figure 1.3 shows the surrounding context of the Plan Area.

Adjacent Land Uses

A variety of residential and retail uses are located within a quarter mile (five-minute walking distance) from the Plan Area. Direct access to Serramonte Boulevard and Hickey Boulevard connects the community to many existing community destinations that surround the project site. Destinations include the Serramonte Shopping Center, Serramonte Plaza, Gellert Park, and Serramonte Library, as well as adjacent neighborhoods and schools. The existing site is surrounded by high density rental apartments on the north and south sides, low density residential on the west side, and open spaces including the Chinese Cem-

etry and Gellert Park on the east side. The project site is centrally located within the Jefferson Union High School District with JUHSD schools located north and south of the site.

Site Access

As seen in Figure 1.3, the Plan Area is extremely well connected to major arterials, including Highway 1, Interstate 280, and State Route 35 (Skyline Boulevard). The site is also accessible by public transit: the Colma and South San Francisco BART stations are both approximately two miles away from the project site, and there is an existing SamTrans bus stop serving Route 120 and Route 24 right outside of the project entry along Serramonte Boulevard. In addition, many surrounding streets have bicycle facilities, including Class II bicycle lanes on Serramonte Boulevard and Callan Boulevard as well as Class III bicycle facilities on Hickey Boulevard.

Plan Area Character

The existing Plan Area site sits on a level plateau on an east-facing slope. It is at a higher elevation than the land to the east of Callan Boulevard, and at a lower elevation than the residential neighborhood to the west along St. Francis Boulevard. Because of the site's orientation and situation at a higher elevation, there are expansive views of the San Bruno Mountains and city skyline to the east

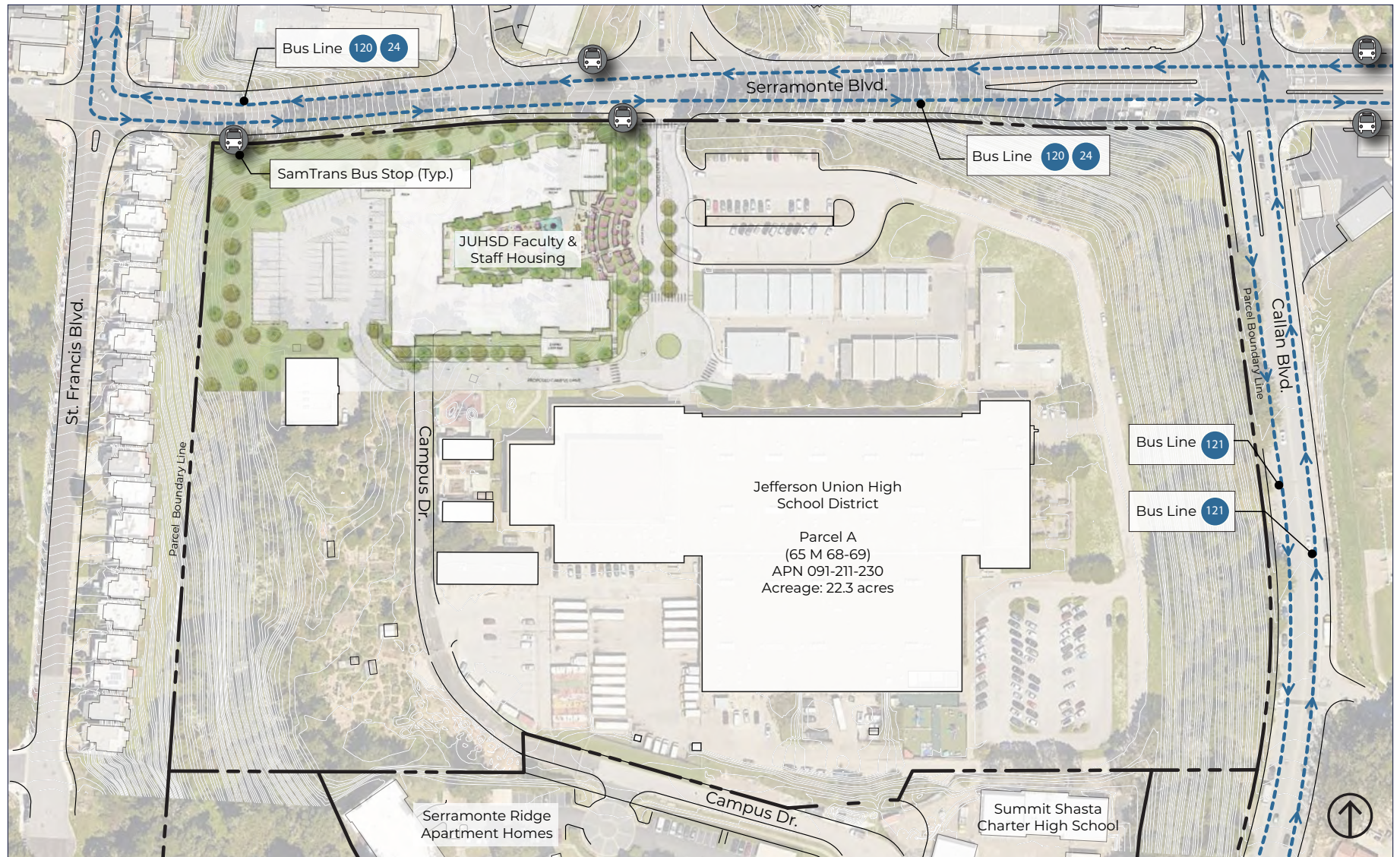
Figure 1.2 Regional Location (looking north)



Figure 1.3 Context Map (looking south)



Figure 1.4 Existing Conditions and Topography



and north. Farther to the west is a ridge separating the Plan Area from the Pacific Ocean, providing a temperate marine climate to the Plan Area and surroundings. The site is framed on its eastern and western sides by sloping hillsides with dense evergreen trees. These forested areas, along with the change in grade, create a buffer from developed areas on either side of the site.

The Plan Area is occupied by a decommissioned high school building, now partially used as administrative offices. The facility is a low-slung single-story building that presents mostly blank walls to its surroundings. It needs significant seismic upgrades to the structure. The site itself is clean, flat and of a sufficient size to accommodate a new neighborhood.

D. PLANNING CONTEXT

Daly City General Plan 2030

The Precise Plan update is consistent with the goals and policies of the 2030 Daly City General Plan as amended with the 2015 Housing Element.

Inclusionary Housing Ordinance

One of the City's housing goals is to encourage the development of housing that is affordable to both renters and owners, and for households of all income levels. The Inclusionary Housing Ordinance identifies requirements for the provision of affordable housing as part of new housing development in the City. The residential development within the Plan Area will provide affordable housing as required by ordinance and per the Serramonte Del Rey Precise Plan Development Agreement and Affordable Housing Plan.

Municipal Ordinance

The Daly City Municipal Code designates the Plan Area as a "Planned Development District (PD31)". A Planned Development district allows various types of development such as neighborhood shopping centers, professional and administrative areas, commercial service centers, industrial parks, single-family, multi-family residential, or a combination of any of the above-mentioned uses.

Uses in a planned development district shall be permitted based on the general category of uses identified in the Precise Plan. Any uses not identified in the Precise plan may be permitted within the planned development upon securing a use permit. General provisions for a planned development that are applicable to the Precise Plan are established in Section 17.28.020 of the Municipal Code.

1985 Precise Plan (PD31)

The 1985 Precise Plan extends from Hickey Boulevard at the south to Serramonte Boulevard at the north. The 1985 Precise Plan envisioned two phases of development with the closure of the Jefferson Union High School. The first phase of housing, office and Summit Shasta Charter High School is developed south of the existing high school. The Faculty and Staff housing now under construction was entitled under the PD31 Precise Plan. The rest of the 22-acre second phase has not been realized and is the subject of this Precise Plan Update. Provisions for Phase I 1985 Precise Plan are as follows:

Land Use

- Open Space (10.2 acres)
- Residential (1.2 acres)
- Office (1.6 acres)
- Streets, Parking Structure, and General Parking (9.3 acres)

Land Density and Intensity

- **Residential:** 23.6 DU/AC; up to 175 Apartments
- **Commercial:** .77 FAR (Floor Area Ratio)
- **Office space:** Up to 700,000 sq. ft. office

Height limits

- Apartment buildings are limited to 3 stories over a partially depressed garage.
- Office buildings are limited to 6 stories along Callan Boulevard, increasing to a maximum of 12 stories at the center of the project.
- Office buildings are to be built along the eastern edge of the site to take advantage of the views and to be visible from the I-280 and Highway 1 freeways. Apartments to be tucked back against the western slope bank.

- Text concerning Visual Quality/Community Character states: “Buildings over six stories will be placed on an east/west axis to minimize impacts on the St. Francis views.”
- Structured Parking: Residential: 175 spaces; Office: 1,252 spaces.
- Surface Parking: Residential: 125 spaces; Office: 498 spaces.
- Residential parcels will conform with Daly City parking standards. For multiple-family residential, this amounts to 1 space per studio, 1.5 spaces per one bedroom, and 2 spaces per two-bedroom unit or larger.

These provisions continue to govern the southern part of the PD31 Precise Plan. For the northern part (the Plan Area) they are included for reference only; upon adoption of the Serramonte Precise Plan Update, they will be fully replaced by the provisions included in the following pages.

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2. Vision and Goals

A. VISION

Experience

The Serramonte Del Rey Precise Plan enables the transformation of a former high school with outdated facilities and surface parking over 22-acres to become the home of future residents who will experience:

- A new walkable, bikeable and family-friendly residential neighborhood with tree-lined streets;
- The convenience and activity of local retail stores, cafes and restaurants;
- A collection of open spaces, parks, and recreational trails suitable for use by a variety of ages and household types;



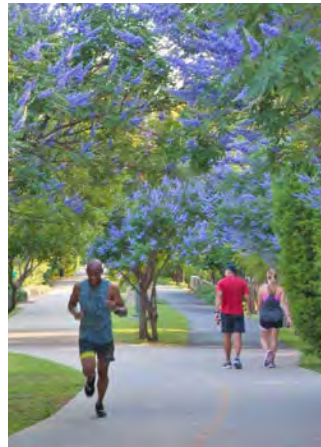
Walkable tree-lined streets will enhance the neighborhood.



Aerial view of the Plan Area showing proximity to Pacific Ocean.



Open space and recreation areas will serve all age groups.

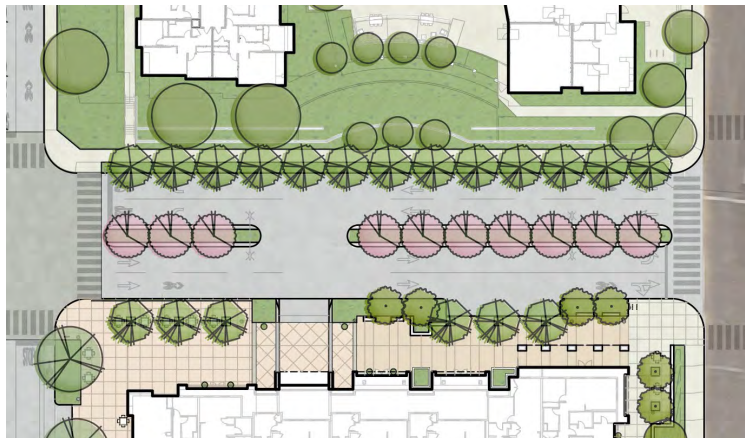


- Architecture for modern living, with amenities and contemporary, sustainable design;
- A diverse residential neighborhood that includes units affordable to a variety of income levels;
- Access “a moment away” to Daly City’s coastal bluffs overlooking the Pacific Ocean from Highway 1 and Skyline Boulevard;
- Scenic views to San Bruno Mountain and the San Francisco Bay from the site’s hillside setting;
- A highly accessible location with direct transportation and transit access to major job centers in San Francisco and along the San Mateo Peninsula within walking distance to regional shopping and Gellert Park;
- One of the world’s best climates, with the beautiful, diverse ecology of a coastal zone, Mediterranean climate with mild, wet, frostless winters and cool summers.

Illustrative Plan

Figure 2.1 is an illustrative plan of the build-out of the plan area, featuring neighborhood-serving retail, public gathering spaces and residential development linked together by a network of pedestrian-scale tree-lined streets. Main features of the plan are:

Mixed-Use Main Street. Entry Drive is the plan area's Main Street and entrance to the neighborhood, extending from the intersection of Serramonte Boulevard and Highway 1 ramps to the Central Green on North Drive. On the east side of the street is a mixed-use commercial and residential development with ground floor retail uses extending the entire city block from Serramonte Boulevard and wrapping around the corner along North Drive. This lively area features uses such as a café and retail shops opening onto tree-lined gathering spaces with outdoor seating at both intersections. The activity generated during the days and evenings will provide an attractive and welcoming environment for residents, visitors, and surrounding neighbors, visible along Serramonte Boulevard and from travelers entering and exiting from Highway 1.



Entry Drive will provide a landscaped entry into the neighborhood.

Housing Shapes Public Spaces. Plan area streets are lined with residential buildings organized to shape an urban park and create a sense of place at the center of the neighborhood. Buildings vary from four to seven stories around the Central Green. Up to two 14-story towers are permitted south of the Central Green. The buildings are to be of high architectural quality, with attention to the pedestrian-experience at the ground level and the massing of podium and skyline levels of buildings. Ground floor uses are located to create a gradient of activity from quiet residential areas to active shopping. Buildings are designed as courtyard housing, each with an internal landscaped courtyard at grade or above a parking podium. Where a building is adjacent to public Hillside Area open space, the courtyard space opens to connect to the surrounding open space visually and physically.

Pedestrian-Scale Neighborhood. The Plan Area is organized into walkable, pedestrian-scale streets and city blocks, each with a different character. Entry Drive provides a transition from the higher vehicle volumes on Serramonte Boulevard to quieter neighborhood streets. North Drive extends east and west along the Central Green with East Drive and West Drive wrapping around the Central Green so every street in the plan is accessible to this neighborhood park. North Drive and East Drive are local connector streets that prioritize pedestrians

and cyclists with buffered bike lanes and large street trees. West Drive is a narrower neighborhood street with individual ground floor unit entries or residential stoops. Three access ways provide access to residential parking, Overlook Park, wooded hillside areas, the eastside recreational pedestrian/bike trail and westside walking path. At the south entrance to the Plan Area is a landscaped roundabout providing a traffic-calmed entrance to the neighborhood.



A landscaped roundabout at the south entry will provide a gateway to the neighborhood.

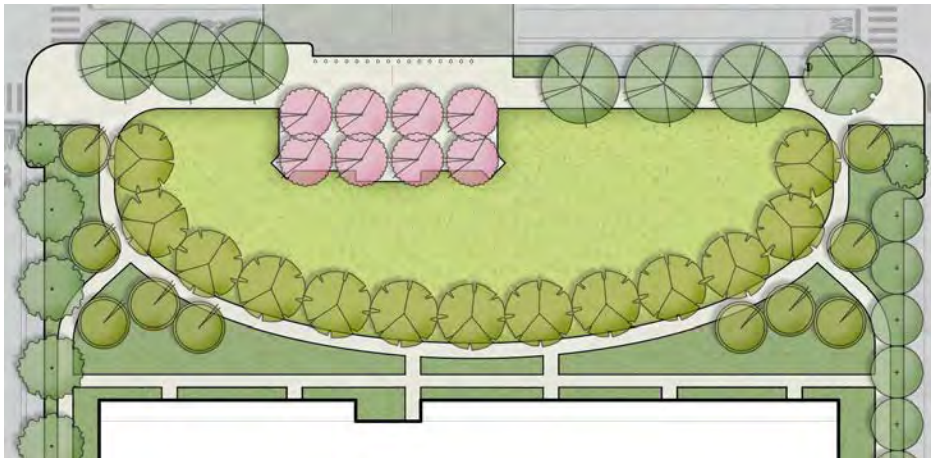
Bike and Transit Access. The neighborhood is safe and convenient for bicycling with connections to existing and planned Daly City bicycle routes to local destinations such as Serramonte Main Branch library, Gellert Park and Serramonte Shopping Center. Transit users have direct access to frequent SamTrans bus service to BART, Skyline College and other city and regional destinations with SamTrans bus stops at the intersection of Serramonte Boulevard and Entry Drive. The eastbound SamTrans bus stop is improved with a new shelter and seating.

Diversity of Housing. Affordable and market rate rental housing is mixed-throughout the site. 122 units of affordable housing for JUHSD Faculty and Staff, which includes very-low, low, and moderate-income rental dwelling units, are at the corner of Serramonte Boulevard and Entry Drive. A second affordable housing development is planned along East Drive, at the southeast corner of the Plan Area. The balance of affordable housing is spread throughout the three other residential development sites.

Figure 2.1 Illustrative Plan



Neighborhood Parks, Trails and Open Space. The plan features two publicly accessible parks and a loop trail, with walking and biking along the east downslope hillside and walking along the west upslope hillside. The Central Green is the heart of the neighborhood with a tree-shaded plaza at Entry Drive and crescent shaped meadow enclosed with oak and evergreen trees. The park is visible and accessible to residents and visitors, with active and contemplative spaces. Overlook Park, in the northeast corner of the Plan Area, is a children-friendly park with terraced seating, play, and turf areas for family use. Overlook park will have filtered views through hillside trees of Daly City, San Bruno Mountain, and the San Francisco Bay.



The Central Green will have a variety of spaces from active to contemplative.

Urban Parking. Parking for residential and retail uses is “right-sized” based on actual demand and is provided in secure garages and screened from view from neighborhood streets by building frontages or landscape. Parking serving neighborhood public spaces, overflow parking and Head Start is located on-street.

Together, these features shape a walkable, bikeable, safe, family-friendly neighborhood with a shopping street, parks, and nature trails, with several venues for outdoor gatherings and recreational activities. Development will be built out over time and may not match the illustrative plan precisely.

B. PLAN GOALS

The following goals shaped the master plan and are to guide development in the Plan Area:

2.B.1 Create an Active Neighborhood

Redevelop the existing underutilized site into a family-friendly, cohesive neighborhood with activities that all ages can enjoy, from cafes and restaurants to recreational trails and parks that can accommodate a range of play and other activities.

2.B.2 Promote Housing Equity

Address the housing shortage in Daly City through the percentage of affordable housing provided. Meet and exceed the City's 10% below market rate (BMR) rental housing requirement. Combined with the Faculty and Staff Housing under construction, plan for 20% of housing to be low and moderate-income rental housing for an anticipated total of approximately 245 units. The balance of up to 990 units will be market rate rental housing.

2.B.3 Preserve Head Start

Provide a place to relocate the existing Head Start facility currently on the site, to ensure a long-term home on-site for the preschool. Accommodate Head Start's program needs for a facility with two classrooms, outdoor play areas, and parking. The District is committed to support-



Residential buildings with nearby parks create a family-friendly neighborhood.



Walkable tree-lined streets will enhance the neighborhood.

ing Head Start's effort to fundraise for the buildout of their new facilities.

2.B.4 Provide Innovative Housing Design

Drawing upon successful projects elsewhere in San Mateo County, accommodate different "types" of buildings, varying in efficiency, parking configuration, ground floor activity and construction technology. Wrap housing around courtyards for efficiency and livability to create attractive urban living. From lowest to highest density, building types for the housing may include:

- Four stories of light gauge metal frame with surface parking
- Four stories of wood or light gauge metal frame over a concrete "podium" of structured parking
- Up to seven stories comprised of 5 stories (plus mezzanine) of wood or light gauge metal frame and two to three stories of concrete podium
- Up to 14 stories comprised of 10 stories of metal frame or steel and concrete construction and three to four stories of concrete parking podium



The Head Start facility will provide dedicated outdoor activity space.

2.B.5 Promote Sustainability

Ensure a green and healthy environment for families and our community by planning for green buildings with sustainable, energy efficient and resource conserving operations and performance. Design and construct buildings to reduce our carbon footprint and ensure healthy indoor air quality. Buildings can have roof top solar panels, electric vehicle charging stations, water conservation, waste management, alternative transportation options and green materials. Landscapes will feature storm water treatment gardens, drought tolerant landscapes, street trees to reduce heat island effects, and pedestrian-oriented design.

2.B.6 Fit Hillside Context

Set buildings into the hillside to obscure them from view. Utilize the topography of the site as a hillside setting that is screened by existing mature trees and supplemental trees to the west, east and north to limit views from Serramonte Boulevard and south from Campus Drive. Limit the location of towers to sites set back from Serramonte Boulevard and orient towers in an east-west direction to minimize obstructions of views from uphill neighbors.

2.B.7 Provide Active Transportation

Design for active transportation and healthy living. The Precise Plan's streets can be designed for daily exercise as walkable and bikeable streets. These "complete streets" advance Daly City's Vision Zero program to reduce pedestrian traffic fatalities to zero. Additionally, alternative transportation options are supported such as ride hailing services, electric vehicles, shuttles, and frequent bus service to BART at Serramonte Boulevard.

2.B.8 Right-size Parking

"Right-size" the supply of parking in relation to parking demand, based on best engineering practices used in places similar to Daly City. Parking



Before view from intersection of Callan Boulevard and Serramonte Boulevard.



After view with trees shown transparent to show new development.



Protected bike lanes.



The open space network will include a recreational trail.

can be provided on-site for residents, guests, and retail customers to avoid “overflow” parking in nearby neighborhoods. Use Transportation Demand Management (TDM) strategies to ensure adequate parking for all users.

2.B.9 Connect to Nature

Provide diverse neighborhood park spaces for resident and visitor enjoyment that support the ecology of the hillside setting with mature trees. Create recreational trails open to the public, as well as a series of private and common open spaces available to residents.

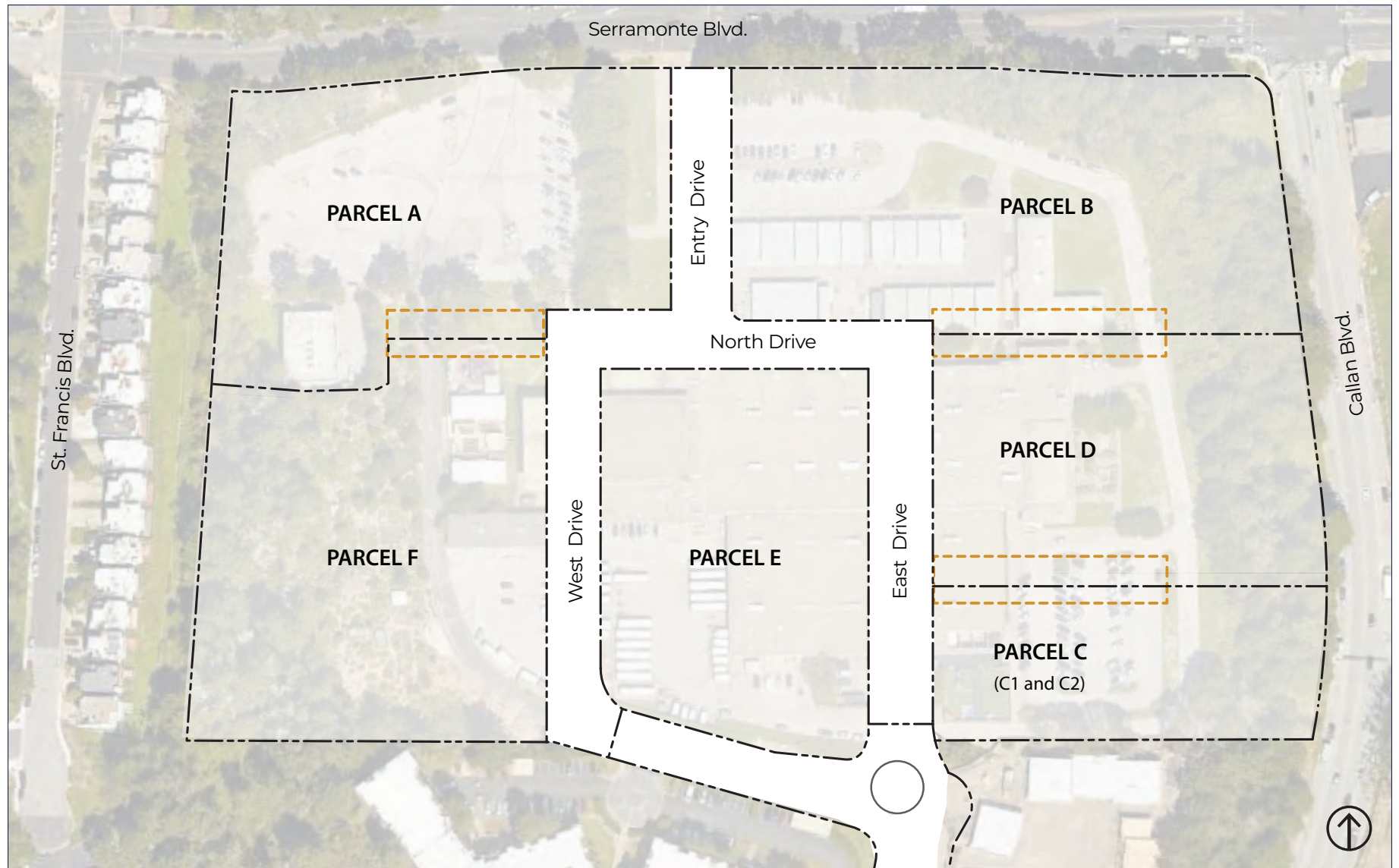
2.B.10 Ensure Long-term Financial Stability for the School District

Plan, design, construct and maintain residential development, park spaces and infrastructure to ensure the long-term financial stability of the District.

C. PARCELIZATION

To achieve the vision, the Plan Area has been subdivided into seven distinct development parcels and a series of additional parcels containing streets. See Figure 2.2. The street parcels have public access easements that require the streets to be publicly accessible. There are also easements between Parcels A and F, Parcels B and D, and Parcels D and C which will allow shared access for pedestrian and vehicle access.

Figure 2.2 Plan Area Parcels



--- Parcel lines - - - Easement

Note: Parcel C will be subdivided into two separate parcels, C1 and C2. This division will be recorded in the Tentative Map application.

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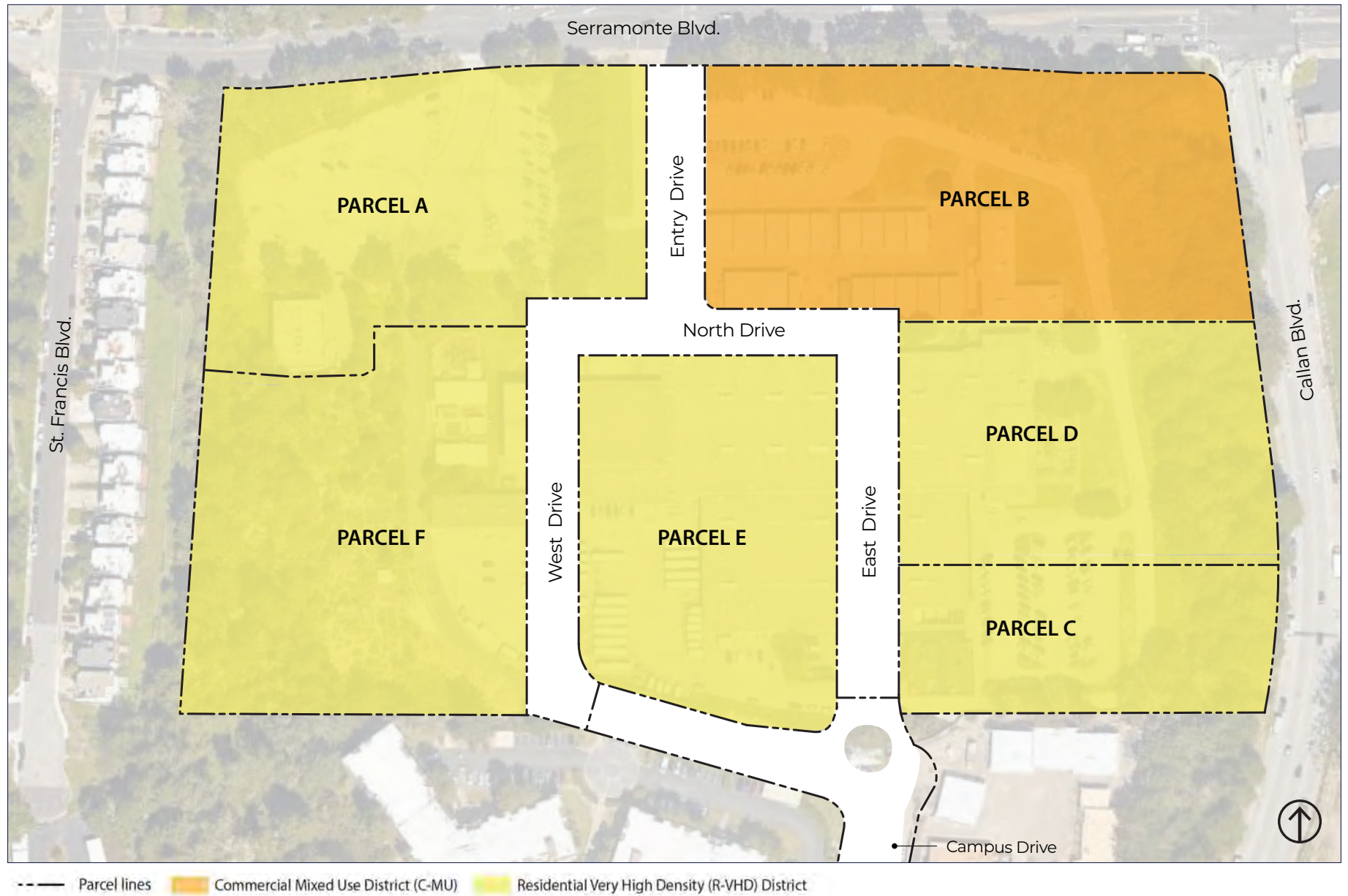
3. Development Standards and Guidelines

This chapter establishes development standards and design guidelines for the Plan Area. All development planned within the Plan Area will be required to adhere to standards contained in this chapter. Guidelines will serve as recommended actions, offering more flexibility in implementation. Definitions of terms are located at the end of this chapter.

A. PLAN AREA LAND USES

The Plan Area is organized into two land uses: The Mixed Use and the Residential. See Figure 3.1. The Mixed Use District applies to Parcel B and supports mixed-use residential development, such as commercial uses on the ground floor with residential uses on upper floors. The Residential District applies to remaining Plan Area Parcels A, C, D, E, and F. The Residential District is intended for primarily residential uses but does allow certain other uses. Permitted land uses within each of these Districts are stated in the Permitted Uses Table (Table 3.1). Other design and development standards are established in Chapter 3 of this document.

Figure 3.1 Plan Area Land Uses



The following land uses table states the different types of residential, commercial, community services, and public uses that are permitted within the Plan Area Districts.

Permitted uses are marked with a P; uses requiring a Use Permit are marked with a UP, blanks indicate uses not permitted in that district.

Table 3.1 - Permitted Land Uses		
Table Of Land Uses	Mixed Use District	Residential District
Residential Uses		
Single-family dwellings, 12 DU/Acre minimum	P	P
Two-unit structures (duplexes); Townhouses	P	P
Multiple-family dwellings	P	P
Live-work within dwelling units	P	P
Day care center in accordance with the regulations specified in Chapter 17.49 of the Municipal Code	P	P
Commercial Uses		
Medical services (as part of a mixed-use building): Medical-Dental Clinic; Prescription Pharmacies; Veterinary Clinic	P	UP
Commercial Services (on ground floor of a mixed-use building only): Bakery; Bank or financial institution; Barber or beauty shop; Book store; Camera store; Clothing store; Coffee store; Delicatessen; Dry cleaner; Florist; Food store; Gift store; Hardware store; Health club, gym; Home furnishings; Instruction studio (dance, exercise, music, and so on); Laundromat; Office supplies/copy shop; Pet store; Restaurant, but not a drive-thru restaurant; Shoe sales and repair; Small appliance sales and service (only in conjunction with sales); Sporting goods; Stationary store; Tailor; Toy store; Travel agent; Variety store	P	UP

(Table Continued)

Table 3.1 - Permitted Land Uses		
Table Of Land Uses	Mixed Use District	Residential District
Bar and Cocktail lounge; Small theater; Hotel; Cannabis sales	UP	-
Professional offices (as part of a mixed-use building)	P	UP
Medical-Dental Clinic (as part of a mixed-use building)	P	UP
Community Service Uses		
Community center, library (as part of a mixed-use building)	P	UP
Public Utility and Public Service Uses		
Pumping stations, public utility buildings and uses	P	P
Wireless communications facilities in accordance with the regulations specified in Chapter 17.39 of the Municipal Ordinance	P	P

B. PLAN AREA DEVELOPMENT CAPACITY

Development Program

The following table summarizes the anticipated development program at build-out for parcels within the Plan Area. These numbers may be less than the total capacity of each site. These numbers will be used in the project description for environmental review of the Precise Plan.

Table 3.2 - Development Program					
Parcels	Area (Acres)	Housing Units	Density	Retail / Commercial	Other
Parcel B	4.3	201	49 DU/Acre	8,000 sq.ft.	
Parcel C	1.94	100	63 DU/Acre	**	1,400 sq.ft. (relocated Head Start facility)
Parcel D	2.84	240*	85 DU/Acre	**	
Parcel E	3.02	290*	96 DU/Acre	**	
Parcel F	3.77	282*	66 DU/Acre	**	
Total New Development	15.87	1,113	70 DU/Acre	14,000 sq. ft.	
Parcel A (existing, not counted as new development)	3.6	122	34 DU/Acre		1000 sq.ft. (existing Comcast facility)
Street Parcels within Plan Area	2.9				
Total Development	22.38	1,235		14,000 sq.ft.	2,400 sq.ft.

(*) Denotes parcels with high-rise building potential (up to 14 stories). Only two of these three parcels may be developed with high-rise buildings. This table includes an assumption that Parcel D and Parcel F will be developed with high-rise residential buildings, but during implementation the high-rise location may be transferred to Parcel E from either Parcel D or F. In any case the overall buildout of the Plan Area is limited to 1,235 residential units.

(**) Denotes parcels that may provide retail/commercial square footage on the ground floor in addition to 8,000 sq.ft. assumed for Parcel B. Each of these parcels may or may not build commercial square footage on the ground floor; in any case the total retail/commercial square footage for the overall buildout of the Plan Area is limited to 14,000 sq.ft.

Development Maximum Per Parcel

The following table presents the maximum allowed density per parcel. Note these are maximums, and the buildout is likely to be less than the maximum on some parcels. This table is intended to provide guidance to developers of individual parcels within the Plan Area.

Table 3.3 - Development Maximum Per Parcel		
Parcel Number	Maximum Residential Units Allowed Per Parcel*	Maximum Retail/ Commercial Square Footage Per Parcel**
Parcel A	122	0
Parcel B	210	8,000 sq.ft.
Parcel C	125	6,000 sq.ft.***
Parcel D	270	6,000 sq.ft.
Parcel E	330	6,000 sq.ft.
Parcel F	400	6,000 sq.ft.

*The total number of units may not be realized on every parcel. As noted in Chapter Two, Urban Design Framework, the total buildout of the Plan Area is limited to 1,235 residential units.

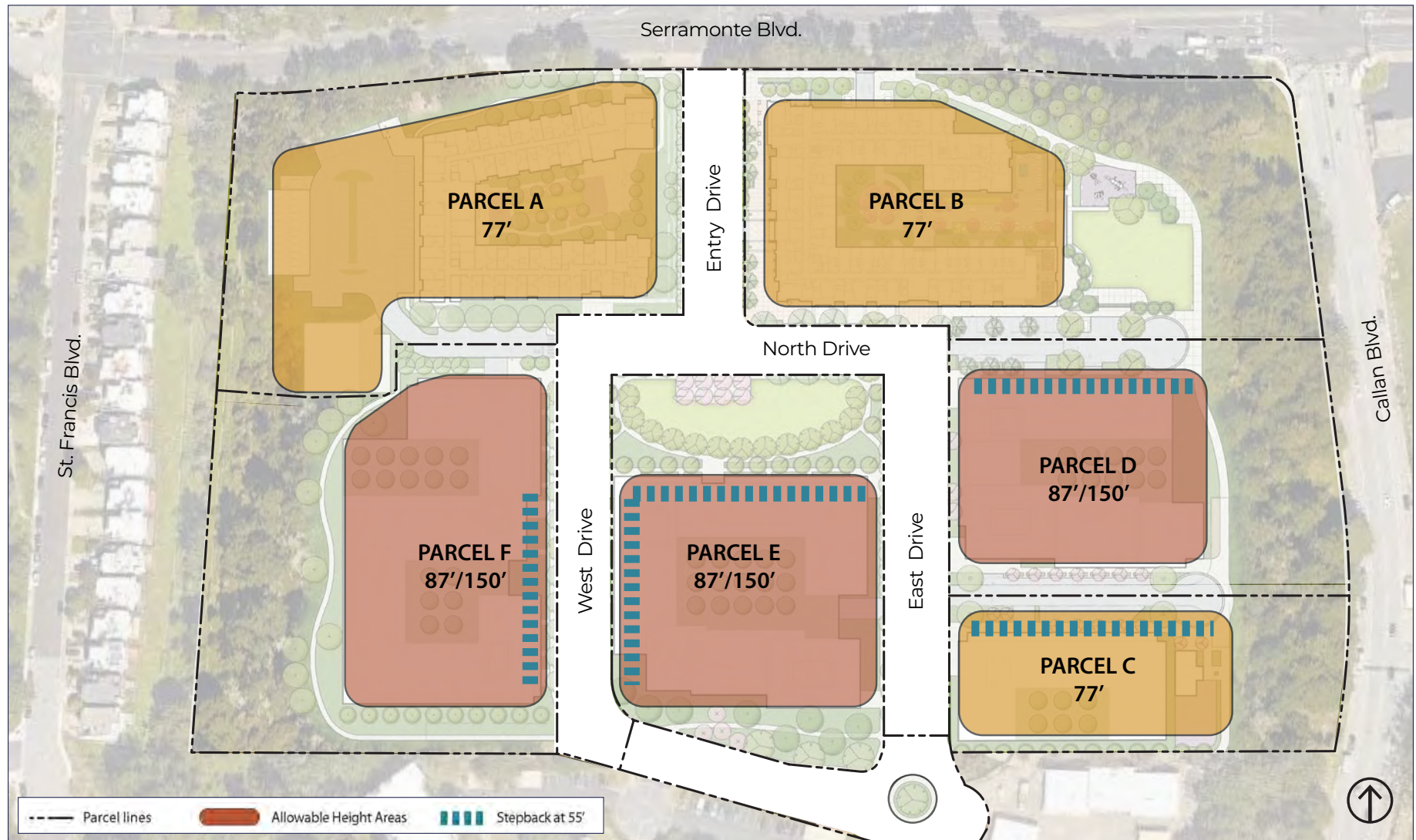
** The total square footage of retail/commercial may not be realized on every parcel. As noted in Chapter Two, Urban Design Framework, the total buildout of the Plan Area is limited to 14,000 sq.ft. of retail/commercial space. There is no restriction on the amount of Amenity Space (to be used primarily by residents) per parcel.

***Parcel C is permitted to build up to 2,000 sq. ft of daycare center facilities within its allotment of retail/commercial square footage.

C. BUILDING HEIGHT

Permitted building height for the Plan Area is shown in Figure 3.2.

Figure 3.2 Building Heights



Height Exceptions

The following exceptions to the height limit are allowed:

- C.1.1** Ornamental architectural features, such as turrets, parapets, corner towers, or other accentuating features.
- C.1.2** Mechanical and roof-mounted elevator core equipment up to a maximum of 18 feet above maximum height, provided their combined coverage does not exceed 30% of building roof area. Equipment less than 4 feet above maximum height is exempt from the coverage calculation.
- C.1.3** Architectural and landscape screening designed to conceal mechanical and roof mounted equipment.
- C.1.4** Sustainability elements, such as photovoltaic cells, small-scale wind turbines suitable for residential development, storm water catchment / treatment equipment, solar water heating equipment.
- C.1.5** Enclosed amenity spaces to a height of 12 ft where roof is designed as an accessible outdoor common area if coverage of enclosed amenity space is no more than 20% of building roof area.

D. STREET FRONTAGES

The streetscape character of the Plan Area is defined by ground floor uses, street type, and the configuration of the streetwall along streets and open spaces. The following Precise Plan standards ensure the unique character of each of the streets and open spaces in the Plan Area contribute to the overall quality of the neighborhood.

Ground Floor Uses

The distribution of ground floor uses is essential to creating an active pedestrian environment. Figure 3.3 Ground Floor Use identifies the location, type and orientation of ground floor uses by parcel for the Plan Area. Six types of ground floor uses are specified:

- 1. Active Use.** This use requires retail, café, and restaurant uses with outdoor dining, or may also include building entries and residential lobbies.
- 2. Residential Active Use.** For this frontage, ground floors shall have one or more of the following: Active Use; Building Entry, Residential Lobby, Amenity Space; Entries to Ground Floor Residential Units.

3. Residential Unit Entries. This frontage type requires accessible units at grade, or elevated ground floor units with transitional space such as a stoop or porch not greater than five feet in height above grade.

4. Residential Use. This includes ground floor units without individual unit entries accessible from the street, which can have a back porch, garden, or patio.

5. Parking and Service. These areas may be used for parking and other service uses, which are not permitted elsewhere.

Standards for Ground Floor Uses

D.1.1 Active Uses shall have physical and visual access from the adjacent sidewalk or open space.

D.1.2 Where Active Use is required, building frontage at the ground floor shall include building entries, retail space and/or garage entries.

D.1.3 Where Residential Active Use is required, building frontage at the ground floor shall include building entry lobbies, residential amenity space and/or garage entries.

D.1.4 Where Residential Unit Entries at Ground Floor are required, building frontage at the ground floor shall include accessible units at grade, elevated ground floor units with transitional space such as a stoop or porch

not greater than five feet in height above grade, and/or garage entries.

D.1.5 Where any of the use frontages listed above are required, no more than one 24' wide vehicle access driveway or two 12' wide vehicle access driveways are permitted. Loading docks are not permitted on active ground floor use frontages.

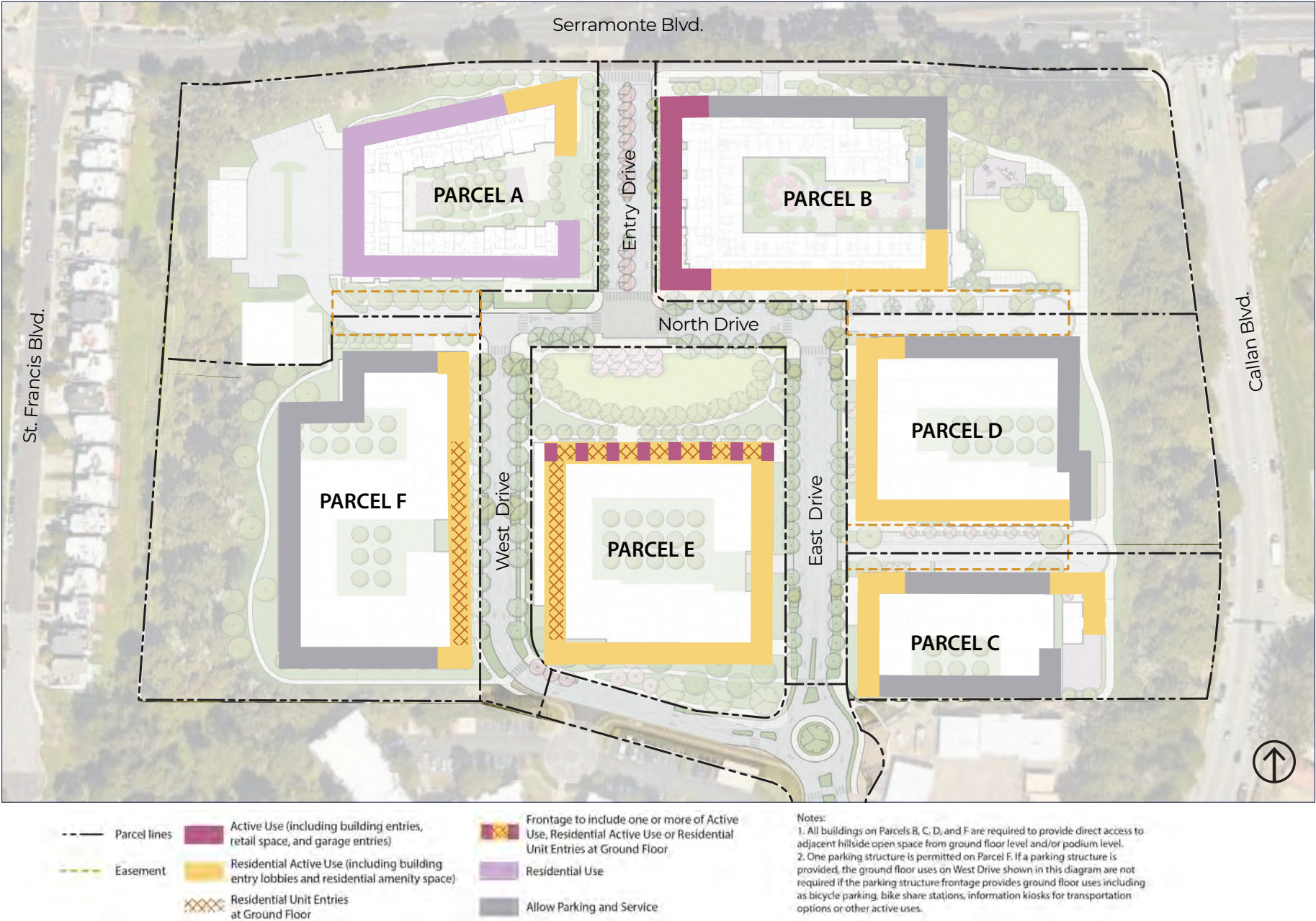
D.1.6 Where any of the use frontages listed above are required, blank walls or walls opening to structured parking areas at the ground floor are limited to 30' maximum.

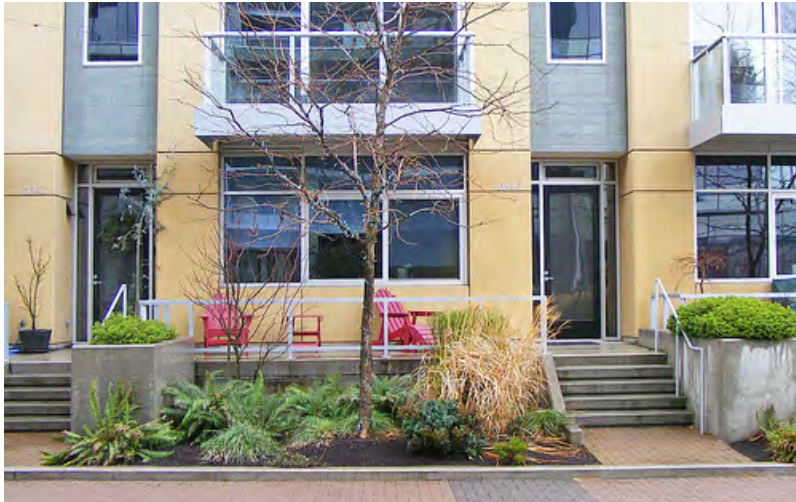
D.1.7 Where Active Uses or Required Building Entry, Lobby or Residential Amenity Space uses are required, the minimum floor-to-floor height for the ground floor is 16'.

Building Frontages

A build-to line is a setback line that sets the location of the main part of the building wall. Table 3.4 shows the location of build-to lines for each parcel. Figure 3.4 Street Frontages shows the percentage of building walls required to be at the build-to line. Taken together, these standards set the location and streetwall for buildings throughout the neighborhood.

Figure 3.3 Ground Floor Use





Example of Residential Unit Entries at Ground Floor.



Example of Residential Active Use.



Example of Active Use.

Building Frontage Standards

D.3.1 The perceived primary wall of a building should align with the build-to line. Buildings can be located up to 6 feet from a build-to-line. Ground floor frontages may be recessed from the build-to line.

D.3.2 Balconies and other projections above 16' from ground level may encroach over the build-to line up to 6 feet.

D.3.3 Building entry canopies, arcades and galleries with a height no greater than 16 feet may encroach into the right-of-way up to 15 feet from the build-to-line.

D.3.4 Stairs to podium level courtyards overlooking parks, stoops, and appropriate fencing may encroach up to 10' on the park side of the build-to line.

Figure 3.4 Street Frontage

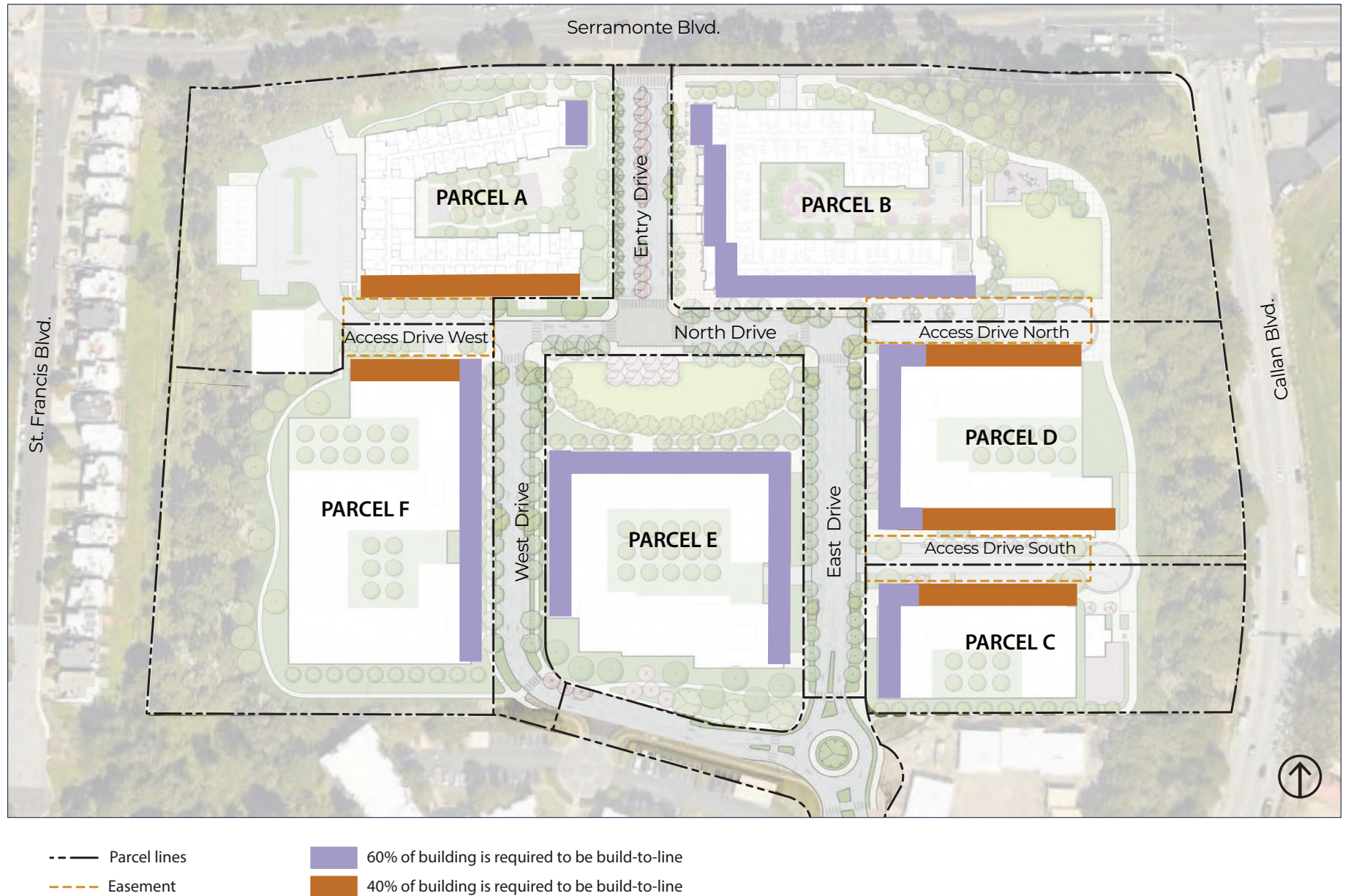


Table 3.4 - Location of build-to-line for parcels

Parcel	Frontage	Build-To Line Or Setback Requirements
Parcel A	Serramonte Boulevard	N/A
	Entry Drive	N/A
	Access Drive West	N/A
Parcel B	Serramonte Boulevard	N/A
	Entry Drive	N/A
	North Drive/Access Drive North	N/A
Parcel C	East Drive	14 feet
	Access Drive South	43 feet
	South Parcel Line	10 feet
Parcel D	East Drive	14 feet
	Access Drive North	40 feet
	Access Drive South	32 feet
Parcel E	East Drive	14 feet
	West Drive	10 feet
	West Drive Extension	15 feet (setback measured from Public Access Easement)
	Central Green	10 feet (setback measured from Public Access Easement)
Parcel F	West Drive	10 feet
	Access Drive West	40 feet
	South Parcel Line	30 feet

E. BUILDING MASSING

Building massing is the three-dimensional bulk of a building in terms of general shape, form, height, width, and depth. Massing requirements for buildings are organized vertically for pedestrian, podium and skyline levels area as follows:

Pedestrian Level

E.1.1 To create a pedestrian level setback with occupied floor above, pedestrian level façade setbacks from the streetwall shall not exceed one third of the setback height.

Podium Level

Podium level building massing shapes the spatial definition of the public realm. Podium level building massing requires articulation to shape a human-scale environment. Building streetwalls up to 87 feet are considered the podium level.

E.2.1 Ground Floor Emphasis. The first two levels of all buildings require particular care in design and execution. From a building massing perspective, they should be differentiated from the upper floor to provide a visual support for the floors above. In addition, they should have high quality materials appropriate for a pedestrian environment.

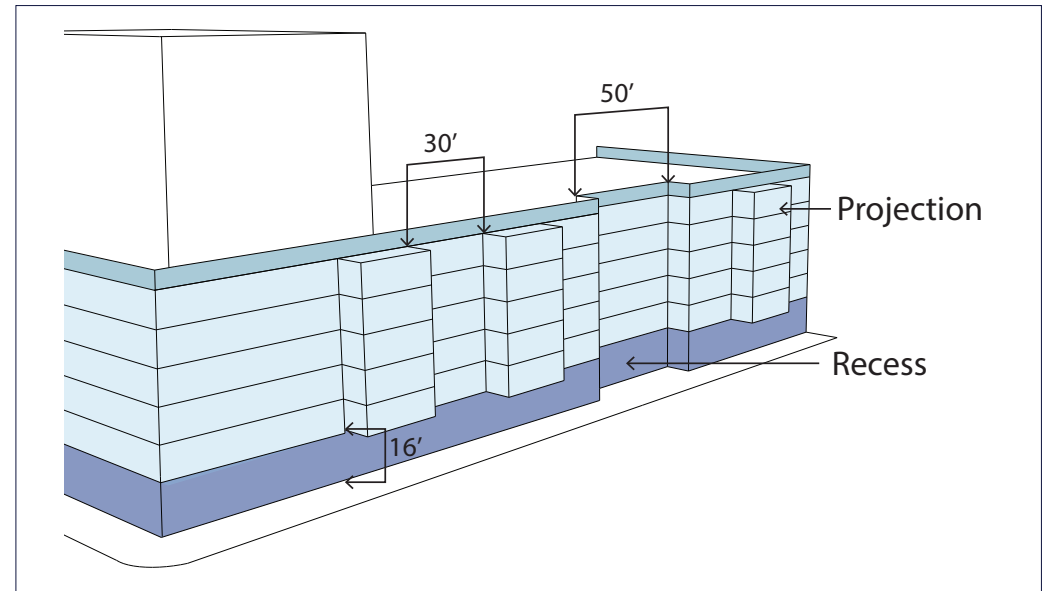
E.2.2 Façade Modulation. Long continuous facades that extend the length of a parcel or city block are to be avoided. Buildings over 100 feet in width require vertical breaks in building massing in the form of projections and recesses to reduce the overall scale of the building. Occupiable projections, such as balconies or bay windows, are permitted to project up to six feet from building face above streets and open spaces above the pedestrian level. The recess or projection shall be a minimum of 3 feet in depth. The façade shall be divided into segments of 30 to 50 feet in width using one of the design approaches below:

- Vertical shifts
- Balconies or bay windows
- Corner expression
- Volumetric notches (including balconies)
- Volumetric projections
- Change of Material:
 - » To achieve modulation by a change of material, the material change must occur for a least 20% of the façade and must change in plane at least 18 inches in depth from the facade.



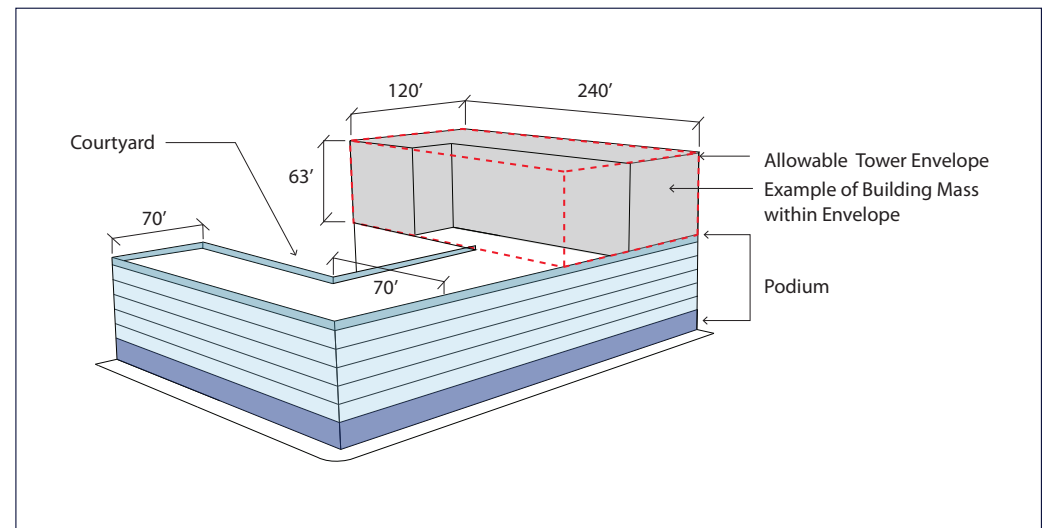
Tall ground floor level provides differentiation from floors above.

Figure 3.5 Facade Modulation



Facade modulation provided by vertical shifts and balconies.

Figure 3.6 Podium Level and Skyline Level Massing



E.2.3 Building Stepbacks. Stepbacks are required as shown on Figure 3.2 Building Heights. Where required, stepbacks shall be no higher than 55 feet above grade with the building set back no less than six feet from the streetwall.

Skyline Level Tower Massing

The skyline level consists of all building levels above 87 feet from grade which are considered towers. The skyline level helps to set the visual identity of the Plan Area. The location, height and massing of the towers will shape the skyline views from Saint Francis Boulevard. Tower massing shall adhere to the following standards.

E.3.1 Tower massing may extend to ground level to visually anchor the tower to the ground.

E.3.2 Towers extending to ground shall be set back 10 feet minimum from the build-to line.

E.3.3 Towers shall be oriented in an east-west direction to minimize impacts to views from residences along Saint Francis Boulevard.

E.3.4 Each tower shall not exceed a massing envelope of 240 feet long by 120 feet wide.

E.3.5 A minimum separation of 60 feet is required between any two towers or portions of skyline level building massing.

E.3.6 Towers are not permitted adjacent to the central open space.

Special Conditions

Buildings in the following locations should be designed to acknowledge and celebrate the special condition.

E.4.1 Corner Sites. Buildings located at the intersection of two streets shall have a special architectural treatment at the corner. This may include tower elements, continuous vertical elements, or recesses.

E.4.2 Gateways. Buildings located at the corner of Serramonte and Entry Drive on Parcel B, and South Campus Drive and West Drive on Parcel E, shall have special architectural treatment acknowledging the importance of the entry to the neighborhood.



Design of corner element provides architectural emphasis at the street intersection.

F. PERIMETER SETBACKS

The perimeter of the Plan Area should have the following setbacks from neighboring properties or street rights-of-way.

- North Perimeter Property Line: Outside of areas with defined street frontage and ground floor use requirements, buildings shall be set back a minimum of 30'.
- East Perimeter Property Line: Buildings shall be set back a minimum of 75'.
- South Perimeter Property Line: Buildings shall be set back a minimum of 10'.
- West Perimeter Property Line: Buildings shall be set back a minimum of 30'.
- Within a parcel, no setback is required for individual buildings to be set back from each other.

These are minimum dimensions; if greater setbacks are outlined in Table 3.4, those will apply.

G. BUILDING DESIGN GUIDELINES

Building Articulation and Massing

Large buildings shall be broken up by modulating building exteriors. To establish a human scale along project frontages, building façades shall provide features that break the apparent size of buildings into smaller components by doing the following in addition to the Building Massing Standards above.



Balconies and large window bays differentiate individual units.

G.1.1 In residential buildings, changes in massing and architectural details should be used to differentiate individual units, including window bays, balconies, porches, and recessed features.

G.1.2 Upper levels should be shaped to increase solar access, light, and air to adjacent lower structures, on- and off-site open spaces, and adjoining land uses.

G.1.3 Buildings should be designed so that all entries are easy to find and are visible from public rights-of-way.

G.1.4 In mixed-use buildings, residential entries should be differentiated from commercial entries using different scales and architectural design.

G.1.5 Primary building entrances should include architectural features that give them prominence, such as recessed entry bays, canopies, tower elements, moldings, lighting, overhangs, or awnings.

G.1.6 When locating pedestrian seating and bicycle parking, areas near building entrances should be prioritized.

G.1.7 Provide multiple entrances into large buildings where possible. These entrances should be located and arranged to create a rhythm.



Building lobby with canopy to give the entry prominence.

Ground Floor Design

G.2.1 Transparent windows, storefronts, show windows, building entries, dwelling entries, and other active uses shall be placed along street and public open space frontages, as required in the Ground Floor Active Frontage standards in Section D above.

G.2.2 Doors or sliding windows should enable ground-floor restaurants and retail to expand into outdoor amenity areas along sidewalks.

G.2.3 High-quality materials, detailing, and intensity of color should be utilized adjacent to sidewalks. Particular attention should be given to enhancing building entries and other ground floor openings.

Windows

G.3.1 Upper story windows should be enhanced with architectural details, such as sills, molded surrounds, and lintels, or the use of recessed or projected windows.

G.3.2 Windows should be arranged and aligned to establish rhythms across the façade. Recessed or projected windows could create patterns.

G.3.3 Street-level glazing should be clear. Transparent glazing at upper levels may be lightly tinted. Reflective glazing is strongly discouraged.

G.3.4 Non-reflective coatings, low-emissivity glass, and external shade devices should be used for heat and glare control.

Blank Facades

G.4.1 A blank façade is a building wall without any variation in plane in terms of horizontal and vertical projections, openings or change in materials. Such blank walls should be avoided for any buildings facing public spaces or streets.

G.4.2 At the ground floor, blank facades longer than 50 feet should provide landscaping or public art for pedestrian interest.

G.4.3 Above the ground floor facades longer than 100 feet should provide projections, openings or change in materials in addition to the standards in Building Massing in Section E above.

Architectural Character

G.5.1 Contemporary and innovative design styles are encouraged provided that the design includes human-scaled proportions and engaging, pedestrian-oriented ground-floor features.

G.5.2 Franchise retail should adapt to the design character of the Plan Area.

Sustainable Building Design

G.6.1 Sunlight exposure shall be considered when determining building locations and orientation, to maximize comfort and minimize energy use for building inhabitants by taking advantage of solar heat and light.

G.6.2 Green building features and elements should be integrated into building designs. Consider incorporation of vegetated roofs and building walls, and horizontal and vertical photovoltaic panels. These features can also contribute to the realization of a unique building character.

G.6.3 Potable water consumption shall be reduced, and recycled water use should be increased with efficient plumbing fixtures, rainwater harvesting, dual plumbing, on-site greywater systems (systems designed to reuse wastewater from showers, baths, and handwash basins for other uses because of its relative cleanliness), and other stormwater features.

G.6.4 Energy-efficient insulation, heating, ventilation, and cooling systems that regulate the interior temperature of buildings throughout the day shall be used. Fully operable windows should be provided that can be adjusted throughout the day for maximum ventilation.

H. ACCESS, PARKING AND LOADING STANDARDS

All new development within the Plan Area will be responsible for providing its own required parking. Following are standards for parking and loading for development in the Plan Area.

Vehicle and Bicycle Access

H.1.1 Vehicular and bicycle entries to parking facilities inside buildings shall be provided as follows for each parcel.

- Parcel A shall be accessed from Access Drive West.
- Parcel B shall be accessed from Serramonte Blvd; Entry Drive; Access Drive North; or any combination of these.
- Parcel C shall be accessed from East Drive; Access Drive South; or any combination of these.
- Parcel D shall be accessed from East Drive; Access Drive North; Access Drive South; or any combination of these.
- Parcel E shall be accessed from East Drive; West Drive; or any combination of these.
- Parcel F shall be accessed from West Drive; Access Drive West; or any combination of these.

H.1.2 Vehicular entries into Parcel E or Parcel C from East Drive shall be located a minimum of 100 feet from the entry point of the roundabout at Campus Drive.

H.1.3 Each vehicular entry may be accessed by two driveways with a width of 12' or a single driveway with a maximum width of 24'.

H.1.4 Bicycle access shall be shared with vehicular entries. Bicycle storage for each building shall be located at the ground level, as close to the driveway entry as practicable, and shall be clearly marked.

Vehicle Access Design

H.2.1 Access points should be designed to minimize conflicts with pedestrians and bicyclists. The number and width of driveways from parking areas onto the main frontage roadway should be minimized. Wherever possible, common access driveways are encouraged for adjacent lots to reduce the number of access points along roadways.

H.2.2 Where a driveway crosses a sidewalk, clearly demarcate the sidewalk across the entire width of the driveway by using colored paving or materials.

H.2.3 Indicate major vehicle entrances with special design treatments, such as entry signage or distinctive landscaping.

Parking Ratios

H.3.1 The parking ratio required for the Plan Area shall be between 1.5 spaces and 1.7 spaces per residential unit. The parking ratio for affordable housing units may be adjusted upon application from the affordable housing developer. The parking ratio for retail at Parcel B is 5.0 spaces per 1,000 square feet of retail space.

H.3.2 The parking ratios above are based on current conditions. Parking demand in the region may increase or decrease over the implementation of the project, therefore a project applicant may request future adjustments to the applicable parking ratios to reflect parking trends at the time of the individual parcel application.

H.3.3 If a project applicant requests a reduction or increase in the parking ratios noted above, the City may request a parking demand study be performed by a traffic engineering firm that demonstrates the revised parking ratio will be appropriate.

H.3.4 When calculating the parking supply, the analysis for the residential parking will include parking provided on-street within the Precise Plan Update Area.

H.3.5 Parking for pick-up and drop-off for Head Start may be accommodated on-street in proximity to the Head Start Program, with signage reserving these parking

spaces for this use during the appropriate hours. Likewise, parking for Head Start's staff may be accommodated with reserved on-street parking rather than within structured parking facilities.

H.3.6 Residential parking may be accommodated in mechanical puzzle lifts.

H.3.7 No more than 20% of the required parking spaces may be tandem, and tandem spaces may only be assigned to spaces for the same dwelling unit. Tandem units may be designed as either front to rear spaces or mechanical lift spaces.

On-street Parking

H.4.1 On-street parking may be provided in the form of parallel parking or angled parking based on the width of the street.

H.4.2 On-street parking shall be provided behind buildings and along North Drive, West Drive and East Drive.

H.4.3 On-street parking shall be separated from building by providing a buffer containing sidewalk or curbside landscaping.

Off-Street Parking and Loading

H.5.1 Parking shall be located behind, within, or under buildings, or within separate structures. Surface parking areas shall never be provided between buildings and streets. This will contribute to an attractive and active street frontage that is pleasant to walk along.

H.5.2 Parking stall and drive aisle dimensions will comply with Daly City standards or may be based on a “unistall” or similar model standard size which has a stall dimension of 8’ – 6” x 18’ – 0”, unless constrained by a wall on one or both sides, in which case the minimum stall width will be 9’ – 0” minimum. The drive aisle shall be a minimum of 24 feet clear.

H.5.3 For mixed-use projects, landowners should be encouraged to enter into shared parking agreements that allow uses with different peak hours of operation to utilize off-street parking facilities provided by another building or use.

H.5.4 Loading docks and service areas shall be located at the rear of the development or inside parking structures for parcels deeper than 80 feet, separate from parking areas. For smaller parcels, loading docks and service area must be located on the side street, wherever possible. Loading zones should not disrupt the flow of traffic within a given project area.

H.5.5 Loading docks shall be located on Access Drives North, South, and West. If this is not possible, loading docks may be provided on East, North or West Drive, if enclosed within a building.

Parking Structures

H.6.1 Parking for residential buildings may be provided as underground, partially above-ground, or above-ground garages. Above-ground garages shall apply at grade façade treatments or be screened to minimize visual impact on the building’s façade.

H.6.2 Parking garages shall be lined with active uses or residential entries at the ground floor or designed with attractive building façades to screen structural elements of the garage. Above-ground parking garages should be designed to complement the overall building design on project sites. They should be wrapped with facades that either include active spaces or screen the garage in an attractive way.

H.6.3 The design of entries to parking garages should not be more prominent on the building façade than the primary pedestrian entry.

H.6.4 Parcels B, C, D, E, and F may contain above-ground parking garages.



Parking Structure with screening to reduce visual impact.

Bicycle Facilities

H.7.1 Bicycle parking should be located close to building entrances and bicycle routes to help make bicycling more convenient. Bicycle parking should be designed to accommodate a range of bicycle types, including standard bicycles and bicycles with trailers.

H.7.2 Design bicycle commuter amenities into the buildings, including showers, lockers, repair stands, and wayfinding information.

H.7.3 On-street bicycle parking shall be separated from automobile parking with the help of a landscaped buffer or curb.

H.7.4 Off-street bicycle parking shall be provided in secure locations in each building in the Precise Plan area.

H.7.5 Bicycle racks for parking shall be placed close to building bicycle entrances and should provide easy access to bikeways planned within the Plan Area.

H.7.6 Bicycle parking shall be designed to serve different types of bicycles, including regular bicycles, E-bikes, tandem bicycles, and trailers.

I. PRIVATE OPEN SPACE STANDARDS

The following standards and guidelines apply to those open spaces provided in private development. See Chapter 5 for standards pertaining to publicly accessible open space.

Open Space Requirement.

All residential development projects, except for existing buildings, are required to provide a minimum amount of open space on-site, as required by Daly City Ordinance for Usable Open Space (17.38.020) or as required by the City.

Projects within the Plan Area shall meet Daly City's Open Space requirement by providing a minimum of 150 square feet of open space per dwelling unit. The requirement for open space is to be met parcel-by-parcel through a combination of the following:

- Open space on-site to include private balconies serving individual units, common area open space (such as the common area podium level, common area roof terraces, and applicable open space at grade)
- Allocation of open space that may be off-site from the specific parcel, including the areas designated by easement that includes Overlook Park, Central Green and the Recreation Trail at Parcels B, C and D.



Building with balconies as private open space.

- The open space at the Retail Plaza at Entry Drive is allocated to Parcel B exclusively.

The allotted Open Space will be assigned to a specific parcel at the time the parcel is submitted for review for approval.

Land that does not meet the City's gradient criteria for usable space (e.g., excessive slopes) will not be counted towards Open Space.



Podium courtyard as common space with access from residential units.



Common Open Space

Common open spaces are communal open spaces or recreational areas with access limited to tenants of a residential, commercial, or mixed-use development. Forms of common open space include plazas, courtyards, rooftop gardens, and similar areas that often provide communal amenities, such as swimming pools, playgrounds, and cabanas.

I.2.1 Buildings should provide enclosure for common open spaces, and secondary building facades should be oriented toward the common open spaces.

I.2.2 Common open space should be accessible from all surrounding buildings. In multi-family residential developments, dwelling units or amenity areas should be sited adjacent to the common open space areas.

I.2.3 Some building windows should be oriented toward the common open space areas for natural surveillance of these areas.

Private Open Space

Private open spaces include balconies, patios, or other open spaces for the exclusive use of a single unit. Where private open space is provided for residential units, follow the guidelines below.

I.3.1 Private open spaces shall be directly accessible from the unit and large enough to permit outdoor activities – a minimum of 5 feet in all dimensions.

I.3.2 Private open space shall be constructed with high quality durable materials just as with other open spaces.

I.3.3 Fencing or screening for private open spaces should balance visibility and privacy.

On-Site Landscaping

Landscaping should be used to provide an attractive setting for development, soften hard building contours, shade walkways, gathering areas, parking areas, and other larger expanses of pavement, and screen any unsightly uses. Additionally, landscaping should aid in managing stormwater.

I.4.1 Landscaping shall be used at the edges of paths, plazas, and seating areas as appropriate to help define the spatial organization of the site.



At-grade open space for residential uses.

I.4.2 For multi-family residential development, setback areas shall be landscaped to establish transition zones between the sidewalk and street-level residential units and entries.

I.4.3 Landscaped areas shall be regularly maintained to keep them aesthetically pleasing, and to remove dead and dying plants.

I.4.4 Gateway or entry points should be emphasized with distinctive trees and plants.

I.4.5 Existing trees should be preserved and integrated into site designs to the extent feasible.

I.4.6 To reduce water usage, all development shall employ water-efficient irrigation techniques, including micro-irrigation, drip systems, and weather-based irrigation controllers, instead of conventional sprinklers.

I.4.7 Native, drought-tolerant, or well-adapted tree and plant species shall be used since they generally require less water and maintenance.

I.4.8 Seasonal and year-round flowering shrubs and trees should be located where they can be most appreciated by site users and passersby, such as adjacent to walks and open space areas, or as frames for building entrances and stairs.

Stormwater Management

I.5.1 Projects should minimize the amount of paved area. Where feasible, paved areas should include “green” stormwater collection and treatment, and employ Low Impact Development (LID) features that minimize surface water runoff. LID features may include bioretention systems, swales, green roofs, and permeable pavers.

I.5.2 Stormwater retention features that minimize runoff into streets, parking lots, landscaped areas, and open spaces should be incorporated, whenever feasible. Stormwater retention features include drainage swales, and rain gardens.

I.5.3 Where feasible, use permeable paving and materials for streets, sidewalks, parking lots, and driveways.

J. CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

Streetscapes and private development shall be designed to ensure safety and crime prevention by applying the principles of Crime Prevention Through Environmental Design (CPTED). CPTED is a crime prevention philosophy based on the theory that the proper design and effective use of the built environment can lead to a reduction in the public perception and incidence of crime. CPTED principles include natural surveillance or “eyes on the street” as well as territorial reinforcement, which means a clear sense of ownership of space, both public and private.

J.1 Natural Surveillance: The design of space shall promote “eyes on the street” by strategically locating windows, entrances, lighting, and other activity generators near a potential crime area.

J.2 Natural Access Control: The design of walkways, fences, lighting, signage, and landscape should provide people with a sense of direction, while keeping unauthorized people out of a particular place.

J.3 Territorial Reinforcement: Development shall use physical designs, such as pavement treatments, landscaping, and signage, to help users create a sense of proprietorship. Clear boundaries between public and private areas shall be provided.

J.4 Maintenance: All development projects shall develop a maintenance plan to avoid neglected and poorly maintained properties, which can attract criminal activity.

K. SIGNAGE

The following section establishes standards and guidelines for signage proposed within the Plan Area, to encourage high quality signage that is complimentary to the vision for the neighborhood. Where this section does not set standards or guidelines, the applicant and City staff shall use the Daly City Code.



Example of building signage.

Types of Signage

Monument/ Gateway Signage

Monument or Gateway signs are used to mark an entry into a neighborhood or district with a primary purpose to inform pedestrians and vehicular traffic. The Precise Plan may include up to two freestanding monument/ gateway signs: at the Serramonte Boulevard and Entry Drive intersection and at the West Drive and Campus Drive intersection, which form major entry points to the Plan Area.

Building Signage

Building signs are mounted on building surfaces and may include colorful and illuminated feature signs, parapet signs (that do not extend above the parapet), building entry signs, and address signs. Parapet signs are intended for long distance viewing, whereas building entry signs are oriented to closer viewing.

Storefront Signage

Storefront signage is intended to emphasize the presence of retail stores and other commercial development, such as leasing offices. This signage type includes retail signage, business identification, and residential tenant information. Signage for storefronts may be designed as hanging signage under canopies or mounted on the building.



Blade sign as storefront signage.



Moveable signage placed to leave open zone for pedestrians.



Example of wayfinding signage.

Temporary/Moveable Signage

Temporary signs augment the storefront character and provide timely information regarding available products and services. This sign type includes poster display cases, banners, display stands or easels, and painted sandwich signs.

Wayfinding Signage

Wayfinding signage for pedestrians, bicyclists and drivers will help visitors make their way to destinations within the neighborhood. They should be appropriately scaled for each user.

Signage Standards

K.2.1 Signs within the Plan Area shall comply with all regulations stated in the City's Zoning Ordinance (Chapter 17.32) unless otherwise specified in the Precise Plan.

K.2.2 All signage shall be considered an important architectural and aesthetic feature within the overall project design. Signage shall be complimentary to the buildings' use, composition, scale, and architecture.

K.2.3 Signs shall be made of high-quality, durable, and environmentally friendly materials.

K.2.4 Multi-tenant development anchor-identity signs should be complementary to any Plan Area signage or established by the Master Developer. Individual property owners will be allowed to use letter styles, but the overall sign should have one consistent material for letters and background.



Wall mounted vertical building signage.

Monument/Gateway Signage

K.3.1 If provided, a single gateway or monument sign at the southern portion of the Plan Area near the roundabout shall be located at Parcel E and be less than 5 feet high. The sign shall not obstruct sightlines for drivers to the extent safety is compromised.

K.3.2 If provided, a single gateway or monument sign at the northern portion of the Plan Area near the Retail Plaza shall be located at Parcel B. It may either be less than 5 feet high and no longer than 25 feet, or may be a tower structure--either integrated with the Parcel B building corner or separate from the building. If an integrated Tower Structure, the structure shall not project more than five feet beyond the face of the building in any direction. If an independent Tower Structure, it may not be greater than 32 feet in height and not more than 64 sq feet in area. The maximum face area of signage of the Tower Structure shall not exceed 200 SF.

K.3.3 Gateway or monument signs shall not have internal illumination, but will be lighted with externally mounted luminaires.

Building Signage

K.4.1 The physical design of signage should conform to the architectural detailing of the associated building.

K.4.2 Signage should not obstruct architectural details such as recesses, structural bays, or windows.

K.4.3 Externally illuminated or halo lit signs are encouraged. The use of internally lighted or box type signs should be discouraged.

K.4.4 No more than two (2) wall mounted building residential signs shall be provided. These shall be limited to address number, street name, and/or a building name if desired. If only one is provided, it shall be placed close to the main entry to the building. If signage is provided at two locations, a minimum of one shall be placed close to the main entry. The second can be located such that the top of the signage is not greater than 25' feet from grade.

K.4.5 Durable, vandal-resistant materials and finishes should be utilized for address signs.

Storefront Signage

K.5.1 Signage for multi-tenant retail buildings shall be developed to minimize potential visual conflict, clutter, and competition.

K.5.2 Maximum size for sign area per retail tenant is 30 SF on the face of a building. A second sign per retail tenant, not exceeding 20 SF may be hung as either a banner or a rigid sign perpendicular to the building face. Either

of these two sign types may be attached to a building's architectural canopy.

K.5.3 For ground floor retail uses, hanging or projecting signs should be located near the front entry of a store. Coordinate with the overall design of the street wall. Hanging or projecting signs shall meet Americans with Disabilities Act (ADA) clearance requirements.

K.5.4 Ancillary retail space or leasing offices may be signed in a manner consistent with the storefront signage standards in this section.

Prohibited Signs

Sign types, materials and sizes prohibited by the Daly City Municipal Code are not permitted in the Plan Area. Prohibited signs include:

K.6.1 Signs which rotate, move mechanically or by the wind, flash, blink or reflect light by means of a polished or mirrored surface.

K.6.2 Open Flames, balloons, loudspeakers used to call attention to a product, service, or a property.

K.6.3 Signs which identify or advertise a product or service not available on the premises.

K.6.4 Externally illuminated signs where the source of light is directly visible to pedestrians or vehicular traffic.

K.6.5 Signs which emit or reflect light by means of direct fluorescence, phosphorescence, or “day-glow” colors.

K.6.6 Any sign illumination which exhibits undue glare.

K.6.7 Any sign placed or displayed on vehicles parked primarily for the purpose of displaying the sign. (This does not apply to food trucks that are parked while they provide service.)

K.6.8 Internally lit signs where the entire face of the sign is illuminated, rather than just the graphics.

K.6.9 Conduit, tubing, or raceways shall be concealed. Transformers and other equipment for the signage shall also be concealed.

K.6.10 Advertising bench signs, unless required by SamTrans at Serramonte Blvd.

K.6.11 Off-site directional signs.

K.6.12 Roof signs.

K.6.13 Outdoor advertising billboard signs.

K.6.14 Abandoned signs.

L. LIGHTING

Lighting in the Plan Area will be comprised of street lighting, pedestrian-scale lighting, lower-illumination pedestrian lighting, and building lighting. See Figure 3.7 Lighting Diagram for locations. A uniform lighting approach will contribute to overall community aesthetic and ensure safety for walkways, bikeways, and roadways. All lighting implemented within the Plan Area should adhere to the following standards.

General Lighting Standards

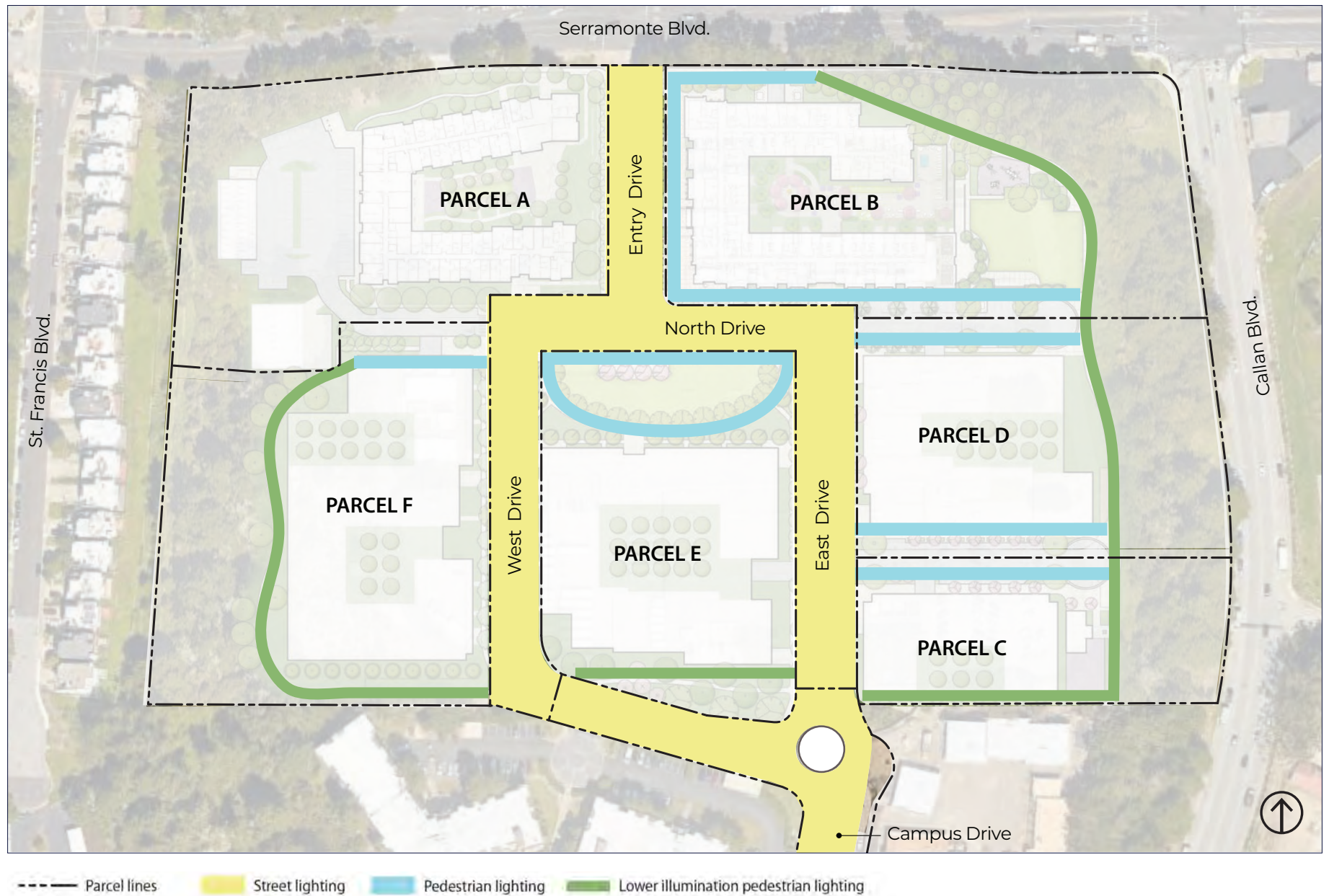
L.1.1 Lighting shall incorporate dark sky principles by shielding fixtures to prevent light from emitting above a 90-degree angle. Any lighting source located on parking or rooftop parking shall be a full cutoff type.

L.1.2 Light shall be designed to minimize glare and light trespass into neighboring buildings and properties.

L.1.3 High-efficiency technology such as LED lighting with advanced controls shall be utilized to minimize energy consumption.

L.1.4 The use of energy-efficient, long life LEDs with light color rendered as a warm white (maximum K 3000) is encouraged.

Figure 3.7 Street Lighting



Street Lighting

L.2.1 Provide streetlights in general locations shown on Figure 3.7, Lighting Diagram.

L.2.2 Streetlights shall comply with Daly City standards.

L.2.3 Sufficient illumination shall be provided at pedestrian crossings within Plan Area to provide pedestrian safety.

Pedestrian Lighting

L.3.1 Provide pedestrian lighting in general locations shown on Figure 3.7, Lighting Diagram. Additional locations for pedestrian lighting are along pedestrian pathways in open spaces and in surface parking areas.

L.3.2 Pedestrian lighting shall not be taller than 25 feet in height.

L.3.3 Pedestrian lighting may be integrated with streetlighting by providing additional luminaires facing the sidewalk on streetlight poles.

L.3.4 Lighting in surface parking lots and service areas shall be directed away from surrounding buildings and properties using fixtures that minimize light trespass and glare.

Lower Illumination Pedestrian Lighting

L.4.1 Commercial grade bollards, step lights, and path lights shall be used as appropriate along pedestrian walkways and plazas.

L.4.2 Nighttime lighting for recreational uses in parks and public spaces should be unobtrusive and control glare.

Building Lights

L.5.1 Lighting should be integrated into the design of buildings in harmony with building architecture to highlight significant architectural features such as signs, entrances, walkways, or storefront displays.

L.5.2 Building facades may be illuminated using shielded fixtures to highlight architectural features.



Pedestrian lighting in a park setting.



Landscape lighting.



Luminaires highlighting a building facade.



Retail lighting.

M. DEFINITIONS

Active Ground Floor Use: Active ground floor uses are land uses that generate pedestrian activity between the ground floor of buildings and streets and public spaces. Active uses can be retail, commercial, educational, artistic, institutional or community uses such as a community room or daycare.

Building Envelope: The building envelope defines the spatial area within which permitted density can be configured. The Precise Plan defines the allowable building envelope horizontally by block size and required street frontage and vertically by building height, massing, and guidance for pedestrian, podium, and skyline levels of architectural design.

Build-to Line: The build-to line for a parcel is the line where the façade of the building, or the podium streetwall, is located, parallel to and measured perpendicular from the property line. Build-to line locations for development are set in the street frontage standards in this Chapter.

Property Line locations: Property line locations to measure Build-to lines are measured from the face-of-curb for publicly accessible private streets, a designated property line along an access drive, or back of sidewalk along public streets.

Face of Curb: The face of curb is along a street, not including bulb-outs, curb extensions, curb-cuts, or pull-outs for drop off and loading zones.

Height: The height for a building is calculated from the building's Average Finished Grade to the top of the parapet at the building's primary roof. The Average Finished Grade is the average of the high and low elevations at the building's exterior where adjacent to North Drive, West Drive, East Drive, or Entry Drive, or the three access drives leading from East Drive or West Drive.

Massing: Massing is the three-dimensional bulk of a building in terms of general shape, form, height, width, and depth.

Pedestrian Level: Pedestrian level is the design of the ground floor public experience shaped by active ground floor use, diversity of use, and street frontage design.

Podium Level: The podium level is the portion of the building above the ground floor and below the skyline level that provides spatial definition to the adjacent street or public space.

Privately-Owned, Public Open Space: Privately-owned outdoor space that functions as public space but may have limited hours of availability.

Public Realm: The public realm is the area outside of buildings accessible to and visible to the public such as streets, parks, and open spaces.

Streetwall: The streetwall is the continuous façade of a building that establishes the edge of the public realm for a street or public space. The street wall extends from the ground floor up to the top of a podium level.

Skyline Level: The Skyline level is the uppermost occupiable portion of the building above the podium level. The Skyline level contributes to the overall urban form and skyline of the plan area.

Setback: The required minimum distance for the placement of a building measured from a property line, face of curb or another feature.

Streetscape: The visual and experiential character of street comprised of the travel way, bike facilities, sidewalk, site access, landscape, paving, street furniture, building frontage, open space, views, and other perceptible urban features.

Stepback: Stepback is a horizontal recess applied to the upper floor or floors of a building to reduce shadow area on the adjacent street or open space.

Transparency: Pedestrian level building design that creates visibility and permeability between the building and the adjacent sidewalk or public space.

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4. Circulation

The Plan Area's circulation network envisions a comprehensive internal system of "complete streets" that support active transportation for healthy living. These complete streets encourage walking and biking and serve to advance Daly City's Vision Zero program to reduce pedestrian fatalities to zero. The Plan Area's circulation network responds to the illustrative plan (Figure 2.1) which arranges courtyard housing in walkable blocks around tree-lined parks. As part of the design, neighborhood connectivity through the site is provided within a system of calmed low-speed roadways. These facilities take advantage of and provide access to the surrounding regional roadway, transit, bicycle, and pedestrian systems.

A. CITY AND REGIONAL CONNECTIVITY

Located just over a mile from the Daly City BART Station and adjacent to State Route 1, the project site has remarkable access to the Bay Area's regional transportation network. The Precise Plan envisions amenities that complement and provide access to these networks, while maintaining a compact walkable neighborhood.

Regional Location and Local Context

Direct access to State Route 1 is provided immediately north of the Plan Area, where residents and visitors can connect to the regional vehicle network. In addition, Interstate 280 is located approximately one-half mile east of the site, with full-movement interchanges provided via Serramonte Boulevard and Hickey Boulevard. From State Route 1 and Interstate 280, project vehicle trips can access the greater regional roadway networks of the Bay Area.

Locally, the development of the Plan Area will restore north-south connectivity through the project site for vehicles, pedestrians, and bicycles. This connection will occur via the northward extension of Campus Drive to Serramonte Boulevard, which is envisioned as a low-speed traffic-calmed street. With this connection, Daly City residents will be able to walk and bike through the site and access the many planned on-site recreation and retail amenities. Traffic calming measures are proposed to minimize cut-through vehicle traffic.

Transit Routes and Stops

The Plan Area is well served by local and regional transit systems. SamTrans Route 120 provides direct service to the Colma and Daly City BART Stations with bus stops conveniently located at the project site's Serramonte

Boulevard/Campus Drive entrance. This bus route operates on frequent, 15-minute headways during weekday commute hours. In addition, SamTrans Route 121 provides connection to Skyline College. The Plan Area will improve the site's existing bus stop with new amenities including a shelter and widened/improved sidewalks. From BART, transit access is provided to the greater Bay Area, including downtown San Francisco, Oakland, and the East Bay. Connections to Caltrain, and eventually California's high-speed rail, are available at the Millbrae Transit Center just south of the City.

B. MOBILITY NETWORK

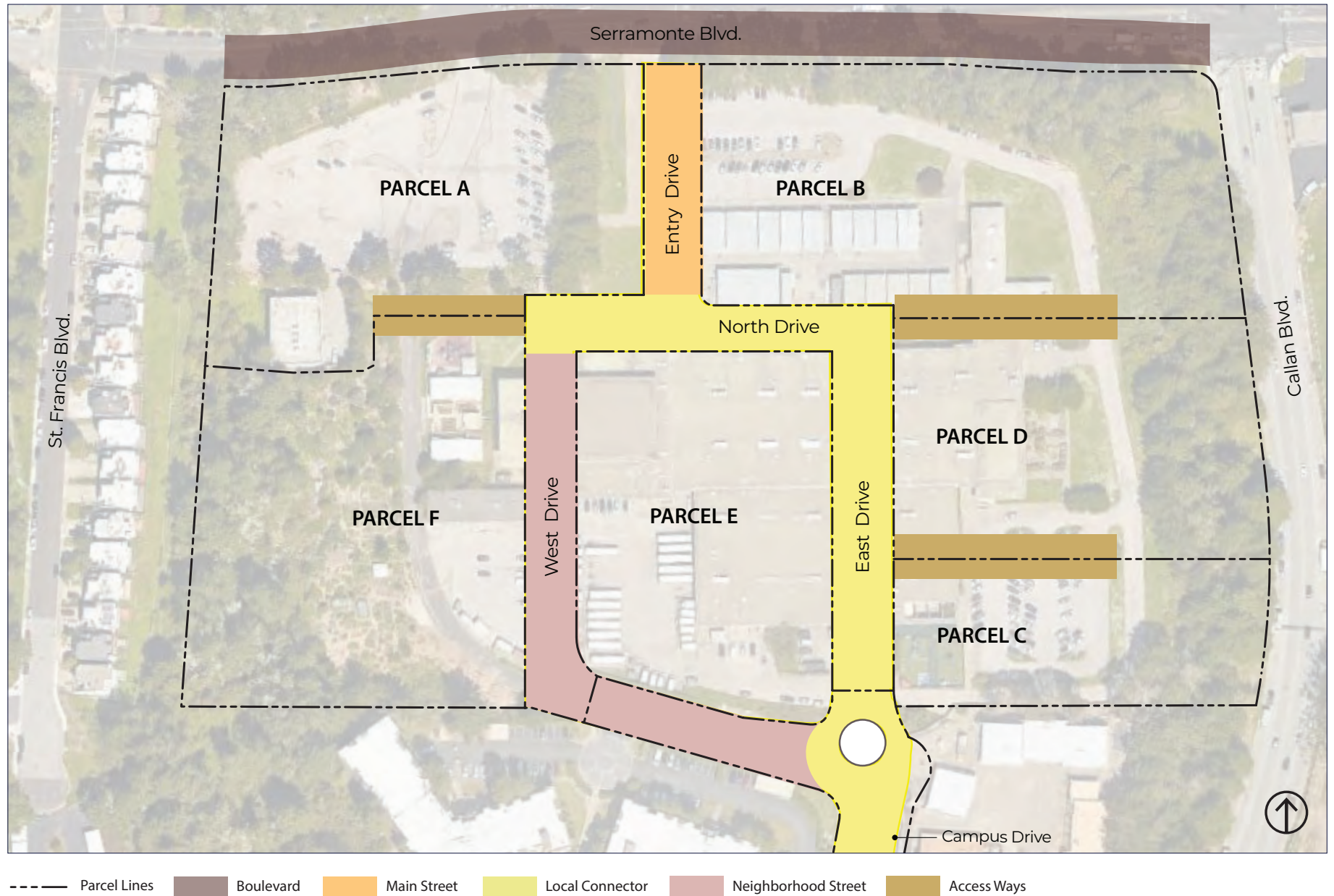
The Plan Area's mobility network provides residents and visitors access and permeability throughout the project site through a system of complete, traffic-calmed streets.

Street Hierarchy

Streets are designed to support both transportation function and adjacent land uses. The Precise Plan identifies the following five street types as shown in Figure 4.1.

- 1. Boulevard:** Serramonte Boulevard is a transit – bike corridor connecting city neighborhoods to regional shopping and transit stations.

Figure 4.1 Street Hierarchy



- 2. Main Street:** Entry Drive is a combined Main Street, which prioritizes pedestrian access in a safe social/commercial environment and a Residential Street which prioritizes safe, walkable environment with slow vehicle speeds.
- 3. Local Connector Street:** East Drive and North Drive are two lane streets that prioritize pedestrians and cyclists with buffered bike lanes in both directions.
- 4. Neighborhood Street:** West Drive is a two-lane street that prioritizes pedestrians in a safe and inviting environment with low vehicle speeds and sharrows/vehicle lanes.
- 5. Access Drives:** Access Drives are two-way, pedestrian-oriented access easements with diagonal back-in, perpendicular and parallel parking designed for pedestrian access to park, daycare, retail, structured parking and hillside open space and recreational trails.

Street Network

Using the street hierarchy described above, vehicular access through the Serramonte Del Rey neighborhood will be provided through a system of low-speed tree-lined private streets connecting Campus Drive south of the site to Serramonte Boulevard at Entry Drive. A pedestrian paseo and café plaza along Entry Drive will be a “pocket” Main Street

with shops spilling outdoors. This tree-lined destination street leads you from Serramonte Boulevard to the Central Green. North Drive, West Drive, East Drive, and West Drive loop around the Central Green and Parcel E and provide access to the remainder of the residential parcels. A roundabout is proposed at the Plan Area’s southern interface with Campus Drive as it enters the site. This pedestrian- and bicycle-friendly landmark feature will slow vehicle traffic, without requiring a stop, as it enters and exits the project.

Bicycle Network

Daly City has a robust existing bicycle network, and the Plan Area is well located to take advantage of the opportunities it provides. In addition, in February 2020 Daly City approved the *Walk Bike Daly City Plan*. This plan includes an extensive network of pedestrian and bicycle improvements throughout the City and around the Plan Area. Existing bicycle facilities proximate to the Plan Area include Class II on-street bike lanes on Callan Boulevard south of Serramonte Boulevard and a Class III bike route on Callan Boulevard north of Serramonte Boulevard. Serramonte Boulevard and Hickey Boulevard are Class III bike routes. A Class II on-street bike lane is striped on St. Francis Boulevard north of Serramonte Boulevard. One of the priority improvements included in the Walk Bike Daly City Plan is the construction of Class IV on-street protected

bicycle lanes on Serramonte Boulevard. The Precise Plan modifies the City of Daly City's conceptual design for priority pedestrian and bike improvements at the intersection of Serramonte Boulevard and Highway 1 ramps to accommodate a wider Entry Drive and a new westbound left turn lane from Serramonte Boulevard to Entry Drive.

Within the Plan Area, bicycle facilities will include Class II buffered bike lanes along East Drive and North Drive, and other streets will include Class III bike "sharrows" (bicycle markings on vehicle lanes indicating the lane is for shared use). Along the neighborhood's eastern side, the trail loop will function as a full Class I off-street bicycle path. With short block lengths, low traffic volumes, and narrow cross sections, the site's roadways will provide bicyclists with a comfortable on-street experience. For younger and more recreational riders, the off-street trail provides a safe route from the SamTrans bus stop on Serramonte Boulevard and Entry Drive to Summit Shasta Charter High School.

Pedestrian Network

Sidewalks will be provided on every street within the Plan Area, with adjacent curbside landscaping. The trail loop will also serve to provide pedestrian access around the site that is separated from vehicles and in a more natural setting. Pedestrian facilities and permeability planned throughout the neighborhood will allow unimpeded access for visitors and residents walking between the Plan Area's parks, open spaces, residences, and retail shops.

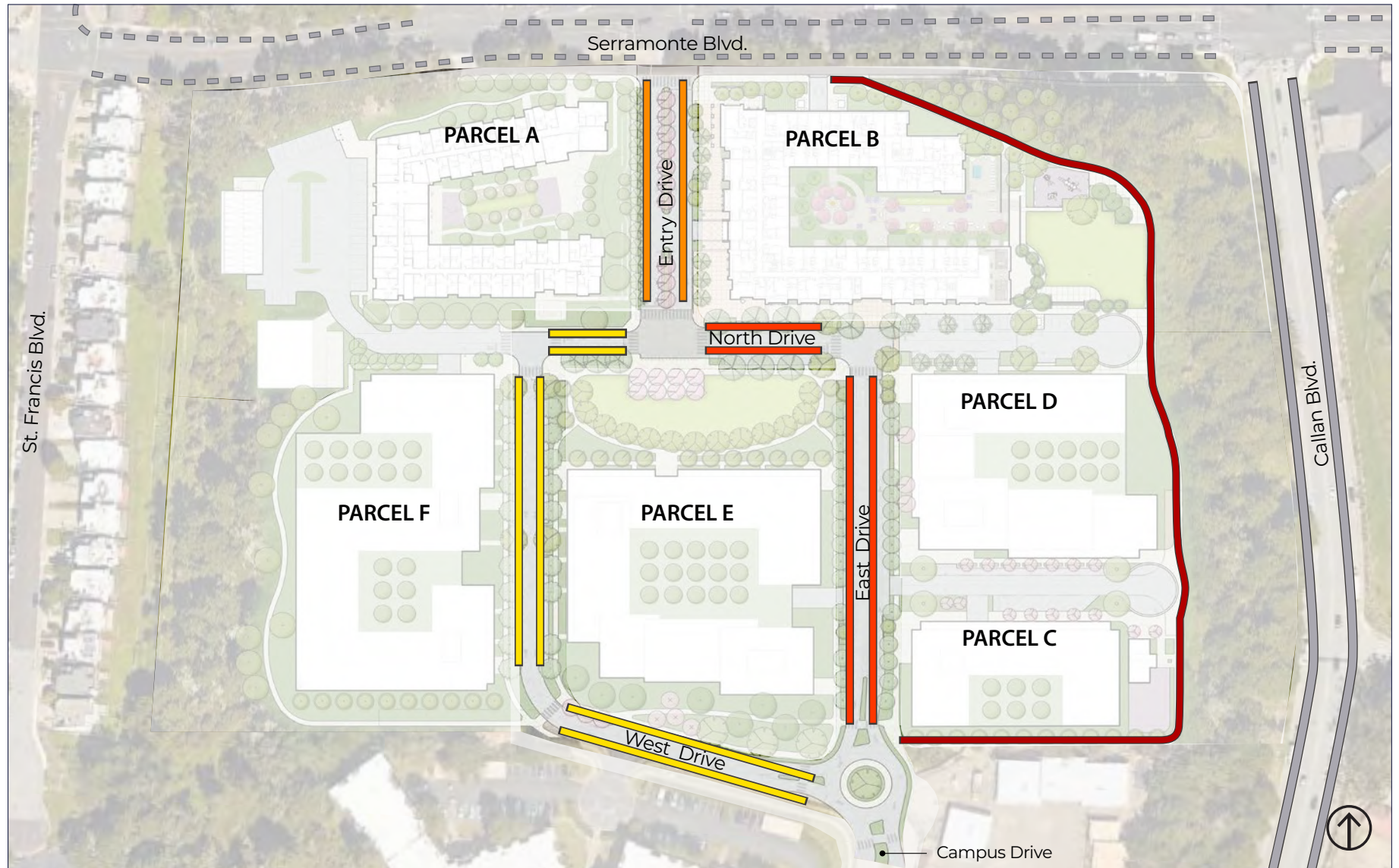


Street with buffered Class II bike lanes.

Figure 4.2 Vehicle Circulation



Figure 4.3 Bicycle Circulation



- | | | |
|--|---------------------------------------|----------------------------------|
| Existing Bicycle Lanes | Shared Bicycle and Pedestrian Path | Class II On-Street Bike Lane |
| City's Proposed Bike Lanes per Walk Bike Daly City | Class II On-Street Buffered Bike Lane | Class III Facility with Sharrows |

C. STREET SECTIONS

Entry Drive

Entry Drive connects Serramonte Boulevard to North Drive. The roadway's section shown in Figure 4.4 is comprised of 11-foot travel lanes, 10-foot continuous through/turn lanes, five-foot class II bike lanes and a six-foot landscape median. On the westside is a six-foot sidewalk and five-foot planting strip. On the east side, the sidewalk is comprised of three zones: a planting and street furniture zone, and through zone for pedestrians and a frontage zone for active ground floor uses to extend onto the sidewalk.

North Drive

North Drive connects East Drive, Entry Drive, and West Drive. The roadway section in Figure 4.5 shows a two-lane facility, with on-street parking and a five-foot-wide landscape strip. A Class II buffered bicycle lane is provided on the segment between East Drive and Entry Drive, continuing the facility provided on East Drive. West of Entry Drive, the roadway section widens, and the on-street buffered bicycle lane is not provided (this segment of North Drive is designated as a class III bike

Figure 4.4 Entry Drive and Retail Plaza

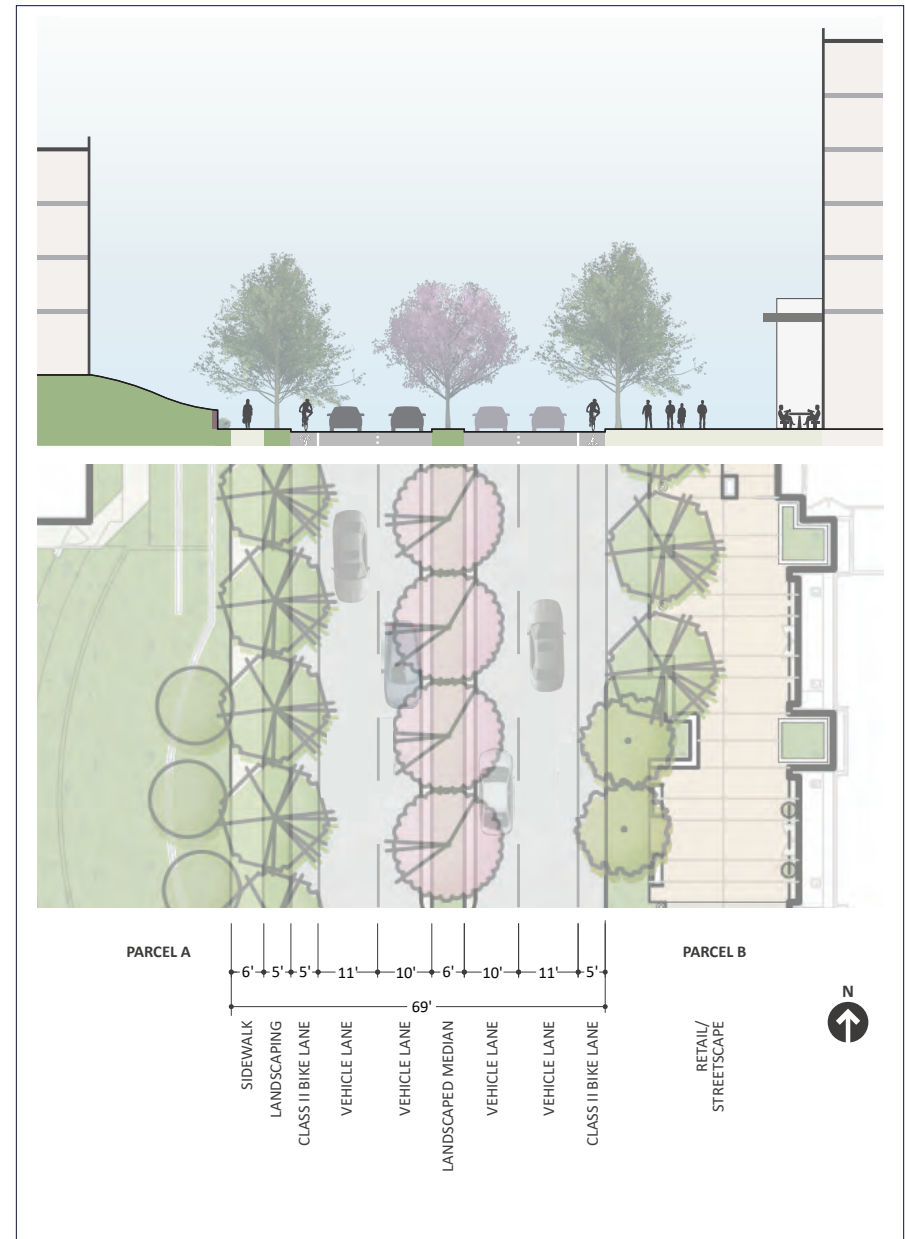
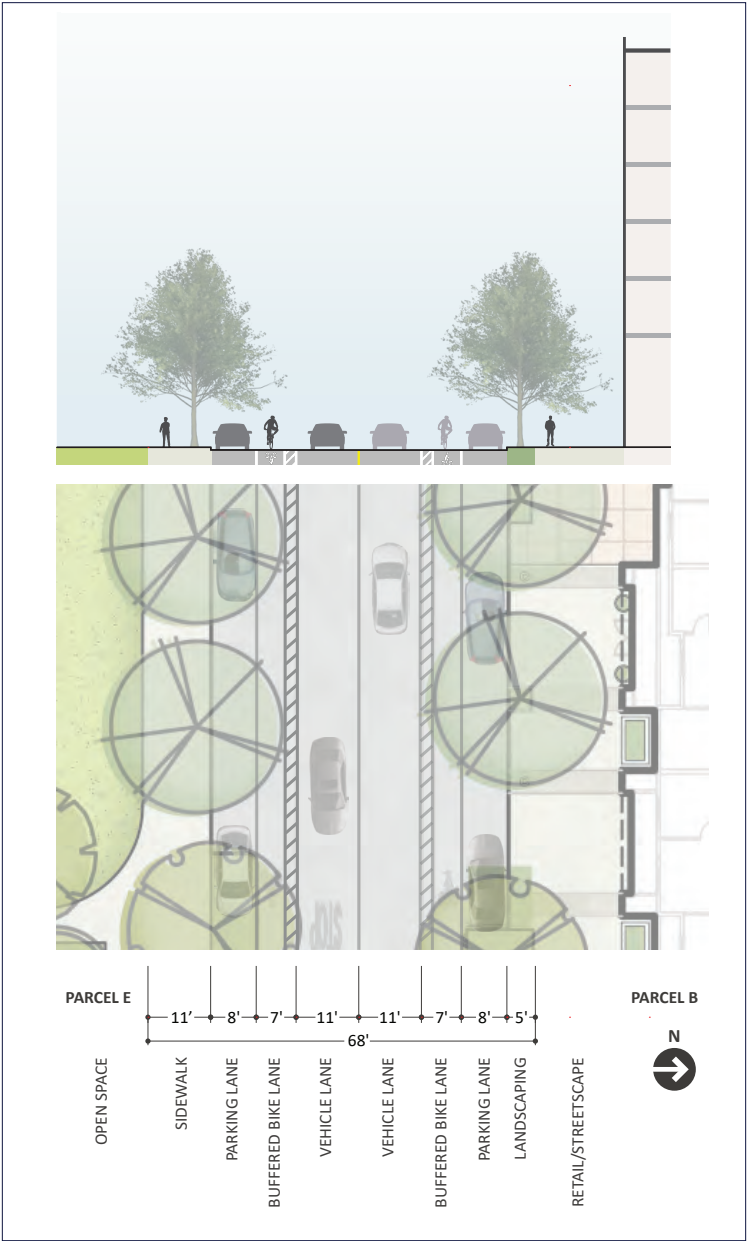


Figure 4.5 Plaza/Park Entry at North Drive



route). The segment of North Drive east of East Drive is envisioned as a cul-de-sac providing access to Overlook Park and residential parcels. Ninety-degree on-street parking is proposed on the south side of this cul-de-sac segment.

West Drive

West Drive is envisioned as a narrow two-lane residential roadway providing access to adjacent residential properties. The section in Figure 4.6 includes two 11-foot travel lanes with nine-foot buffered on-street parallel parking on both sides of the roadway. Five-foot-wide tree-lined landscape strips and six-foot-wide sidewalks complete the sections. West Drive completes the western side of the development’s internal loop roadway network.

East Drive

East Drive is the primary north-south roadway extending through the project site. The roadway extends from the southern entry roundabout to North Drive. It provides for two 11-foot-wide travel lanes (one in each direction) with buffered on-street Class II bicycle lanes. Eight-foot-wide on-street parallel parking, five-foot-wide tree-lined landscape strips, and six-foot-wide sidewalks on each side of the street as shown in Figure 4.7.

Figure 4.6 West Campus Drive

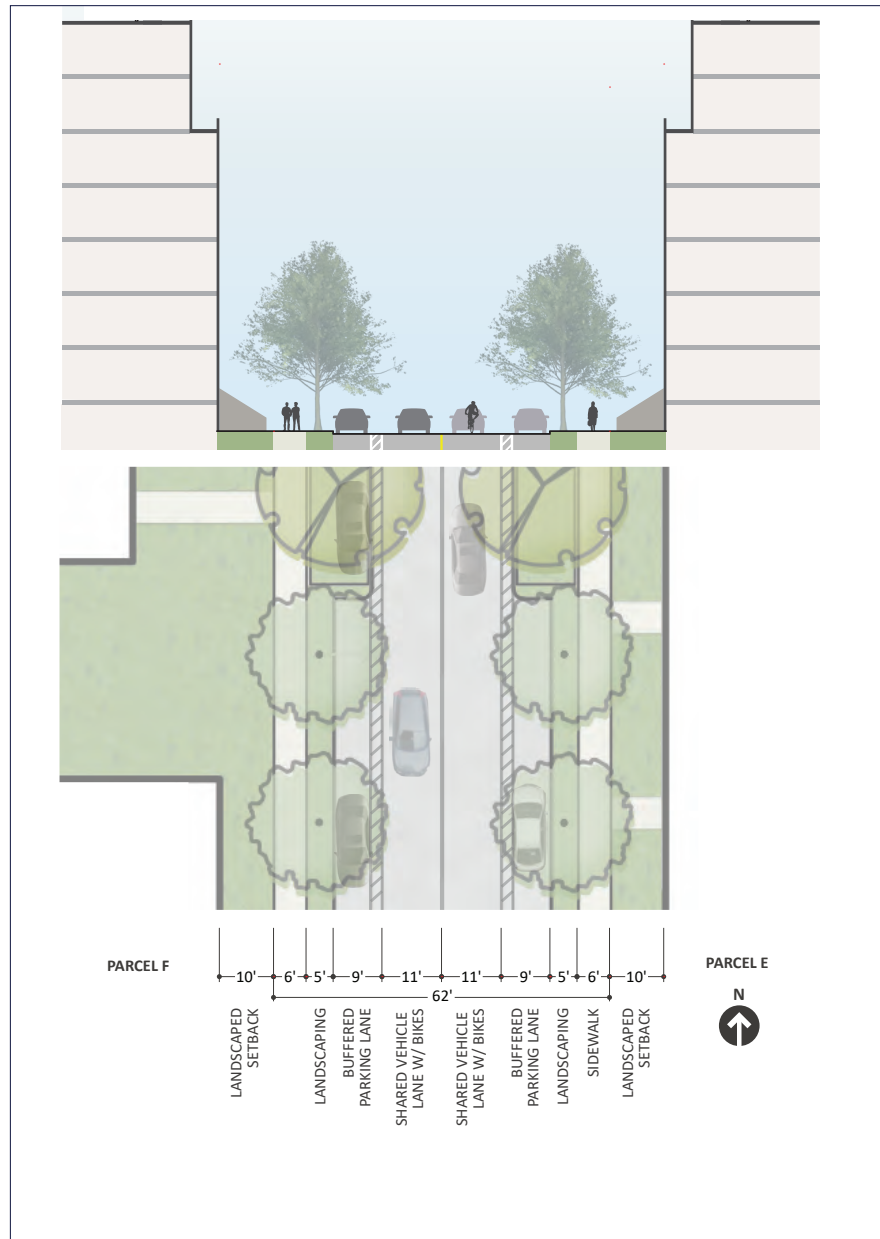
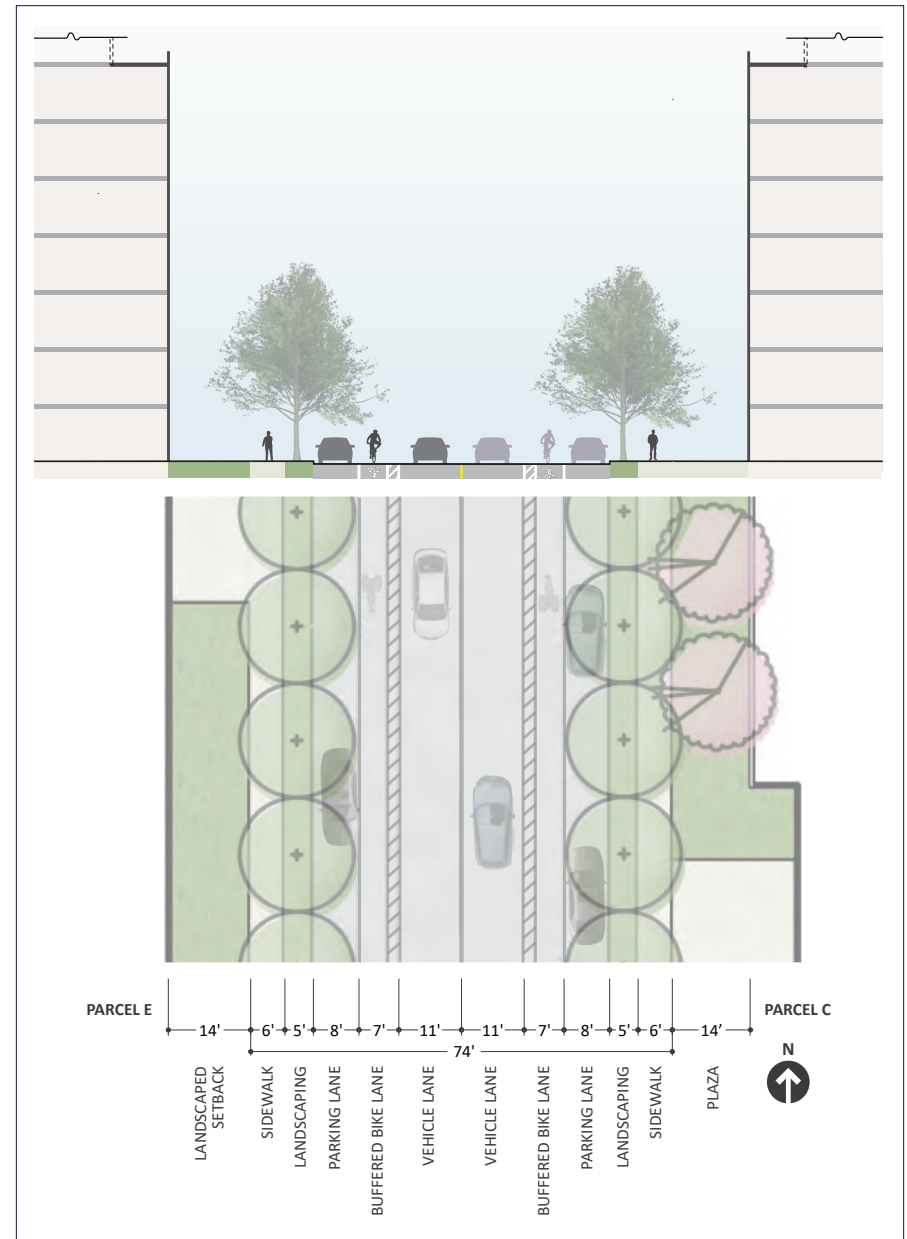


Figure 4.7 East Campus Drive



D. STREET LANDSCAPING

Landscaping plays an important role to provide pedestrian scale, for buffering and screening, to punctuate important connection points and nodes, and to soften the overall experience of moving through and around the site.

Serramonte Del Rey neighborhood entries are punctuated with enhanced landscape features. Entering the neighborhood from the north on Entry Drive from Serramonte Boulevard, residents and visitors are greeted by a tree-lined gateway of flowering trees in a planted median and along the sidewalk, while a vibrant public plaza welcomes pedestrians. As mentioned above, the entrance from the south on West Drive from Campus Drive includes a large, landscaped roundabout, providing a welcoming transition from the surrounding streets and marking the entry into this new neighborhood.

Continuous planter strips separating streets from sidewalks have been provided along all internal streets and drives. Broad canopy trees, low shrubs and groundcovers, and generous sidewalks provide a comfortable and safe pedestrian environment. Adequate visual clearance shall be provided at all safety vision triangles at intersections and driveways to ensure a clear line of sight for pedestrian and bicycle safety. Driveway entries, curb cuts, and curb ramps shall be constructed of concrete and shall

match sidewalks to provide a consistent look and feel for hardscape along vehicular and pedestrian circulation routes. Enhanced finishes and/or striping shall be used for crosswalks.

The 10-foot-wide multi-use trail and six-foot-wide pedestrian trail together create a 0.6-mile loop around the neighborhood. Trail surfaces shall be asphalt or concrete, provide for adequate clearances along the edges and overhead, and be suitable for their intended use. Signage, ornamental landscaping, and trees will be provided along the trail system to enhance the user experiences.

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5. Park and Open Space

This section describes the park and open space objectives, neighborhood open spaces of the plan area, and landscape design guidance for public and private park and open spaces.

A. OBJECTIVES

Precise Plan park and open spaces are designed to improve physical and psychological health, strengthen community relationships, and create an attractive urban setting for family living, in support of the following objectives:

- Create safe, attractive outdoor places for healthy living to foster physical activity, meet resident and visitor needs for recreation and play for people of all ages, as well as encourage walking and biking.
- Design public places to encourage social interaction and community life with social gathering places that are family-oriented, active places.

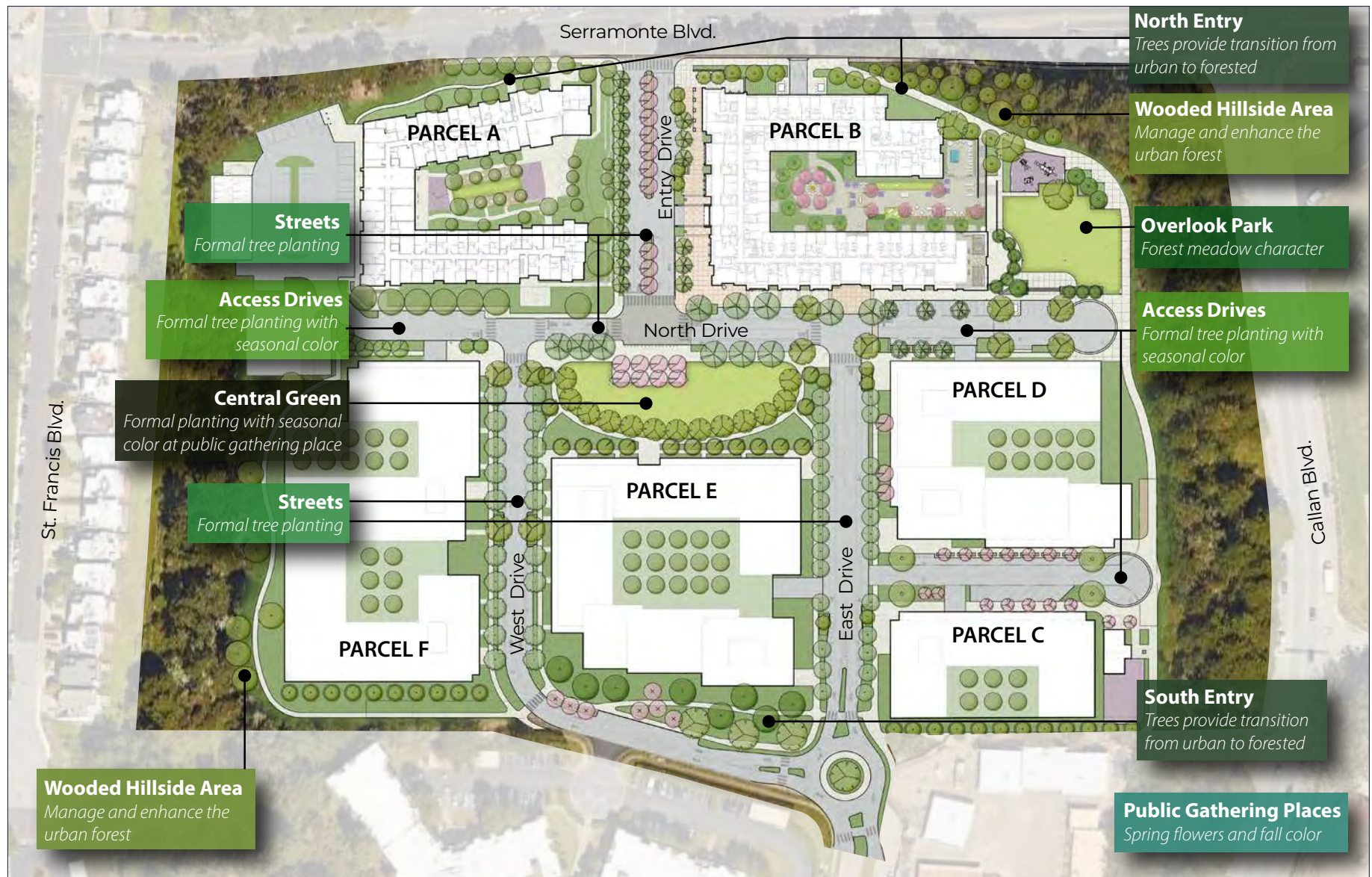
- Shape environments that visually and physically connect people to nature, neighborhood parks, green spaces, and recreational trails.
- Preserve and enhance the aesthetic and ecological quality of the hillside open space areas and expand the diversity of street trees and park plantings to cultivate an urban forest for the plan area.
- Enhance community sustainability and resilience through climate-positive environmental design.

B. A DIVERSE URBAN LANDSCAPE

Landscape concepts for the Plan Area are presented in Figure 5.1. A distinguishing feature of the Precise Plan are the hillsides to the west and east of the plan area which contain numerous trees, all trees planted as part of development of District property. Trees range from young to mature, are in varying health and are densely planted. The intent is to care for the hillside wooded areas to reduce fire hazards, enhance existing vegetation and promote urban forestry. A tree succession plan for aging mature trees will guide the replacement of existing trees over time due to age or fire vulnerability. Removed trees will be replaced with a diverse plant ecology governed by the area's unique coastal/Mediterranean climate including evergreen and deciduous species.

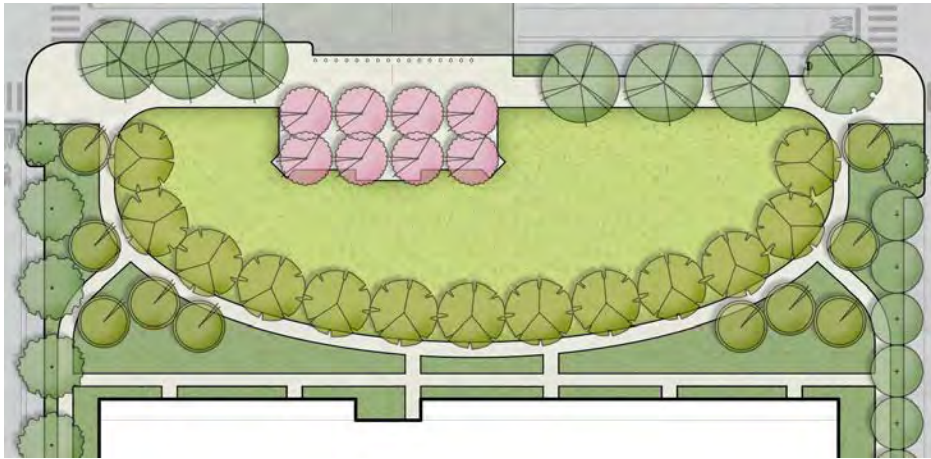
The type and arrangement of street trees and park plantings will contribute to a healthy and attractive urban neighborhood. The north and south entries to the plan area will be visible locations of tree plantings selected and arranged to transition from the informality of a forest to a more ordered urban setting. A diversity of tree species, suitable for the climate and context of the plan area are selected to create identity and sense of place that features the Central Green as a formal center to the neighborhood and Overlook Park as a forest meadow. Seasonal interest

Figure 5.1 Urban Forest Concept Plan



will be created with deciduous trees providing spring flowers and fall color at public gathering places along Entry Drive, Central Green and access drives.

Central Green Plan



C. NEIGHBORHOOD PARKS AND OPEN SPACES

The street and block pattern of residential development is organized around a central neighborhood park – the Central Green – and is bounded by hillside open space to the east with Overlook Park and hillside open space to the west. The combination of park and open spaces with recreational access will offer residents and visitors a diversity of opportunities to connect to nature, restore human well-being, socialize with neighbors, and satisfy needs for outdoor recreation for families and people of all ages.

Central Green is the heart of the neighborhood – a park extending an entire city block greeting residents and visitors into the site from Entry Drive. Organized by a tree-lined crescent shaped walk, the park features an entry plaza with tree-shaded seating, an open meadow, and a backdrop of evergreen woodlands with social spaces nestled under the tree canopy and along the park edges for community enjoyment. This open lawn is a flexible open space for recreation and enjoyment of nature to picnic, walk a dog, or enjoy the sunshine.

Overlook Park Plan



Overlook Park Rendering



Overlook Park looking from the Eastside Recreation Trail.

Overlook Park is designed as family-friendly open space. Gently sloped lawns provide ample space for a wide range of activities: dining and gathering, outdoor fitness classes, community events, and an opportunity to sit and enjoy the views. A large playground provides inclusive play opportunities on interpretive play structures for young children, while a small plaza at the park edge provides a connection to the multi-use loop trail and reinforces the viewer's sense of place. Viewsheds look towards regional landmarks including Daly City, San Bruno Mountain, and beyond.

Entry Drive Plaza is a “pocket” Main Street with plaza-width sidewalk space for retail activity to bring life outdoors to the street. The Plaza provides a building frontage zone for access to retail uses and sidewalk seating; a pedestrian through zone for pedestrian movement; and a street furniture/curb zone for street furniture, lighting, benches, street trees, bicycle parking, fixed, and movable seating. Together these zones create an attractive and comfortable setting for neighborhood shopping and social life. The plaza sidewalk space will have enhanced pavement treatments with color and/or pavers to highlight active public spaces.

Hillside Open Spaces are existing east and west hillsides of the plan area with mature trees planted as part of the landscape development of District property. These areas offer residents an opportunity to connect to the nature and provide a visual screen to the planned development.

Entry Drive Plaza Plan



South Entrance Open Space on Parcel E is a landscape area that provides entrance identity to the plan area, landscape continuity for the “urban forest,” and social space for residents. Enhancement of the South Entrance Open Space at Parcel E is expected. Examples include a corner tower element, a sitting area or water feature with unique landscaping and plantings, a winter garden/ indoor social area, a concave building corner referencing the round-about, or a specific design gesture in materials, scale, or massing that specifically enhances the open space.

Eastside Recreational Trail is a pedestrian-bicycle trail for strolling and recreation extending from Serramonte Boulevard to the north to the roundabout along Campus Drive to the south. This 10-foot-wide multi-use trail provides an off-street connection for pedestrians and bicyclists to access Overlook Park and access to the westside hillside open space.

Westside Walking Trail is a six-foot-wide trail around the west side of Parcel F, weaving along the base of the wooded hillside slope. Together the east and westside trails create an off-road half-mile loop trail system. This trail system connects each parcel, every street, and all members of the community to direct access to the wooded hillside open space.

South Entrance Open Space Plan

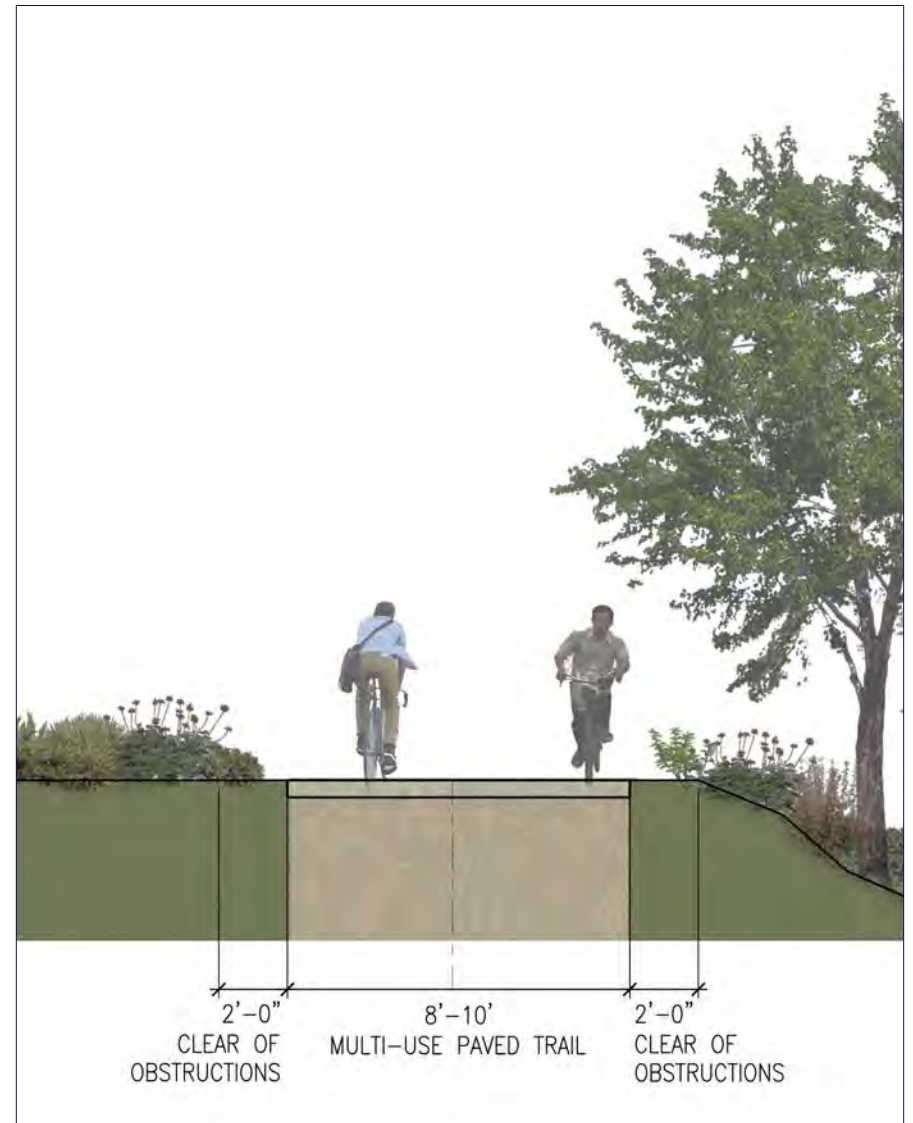


Westside Walking Trail Section



0 6
Scale (Feet)

Eastside Recreational Trail Section



2'-0" CLEAR OF OBSTRUCTIONS
8'-10' MULTI-USE PAVED TRAIL
2'-0" CLEAR OF OBSTRUCTIONS

0 6
Scale (Feet)

D. LANDSCAPE DESIGN STANDARDS AND GUIDELINES

This section establishes the standards and guidelines that apply to public and private open space.

General Standards and Guidelines

D.1.1 Landscape planters within the street right of way shall be a minimum of four feet wide.

D.1.2 Tree wells shall be 4'x 4' minimum. Tree grates shall be cast iron with a baked oil finish in plaza areas and be an ADA accessible design consistent with the neighborhood.

D.1.3 Where landscape planting is provided under trees, planters shall be 4'W x 6' L minimum.

D.1.4 Planted medians shall provide at least five feet wide planting area in addition to a minimum 12 inches wide maintenance band at the back of curb consisting of concrete, pavers, or fixed cobbles.

D.1.5 Enhanced pedestrian spaces should be provided at retail plazas as well as at major and minor lobbies for each residential building. Seating opportunities should be provided at retail, parks, open spaces, adjacent to the trails, and in front of primary building lobbies.



Sidewalk with landscape planting provided under trees.



Landscape median planted with trees and shrubs.



Sidewalk with landscape planter bed and tree grates.



Landscaping and furnishings enhance seating areas next to the sidewalk.

Landscape Materials

Plants

D.2.1 Plant material shall comply with all City and regional guidelines and be comprised of at least 75% drought tolerant plant species. Planting plans shall comply with the Model Water Efficient Landscape Ordinance (MWELO) guidelines and the Water Use Classification of Landscape Species (WUCOLS).

D.2.2 Where turf grass is used, low water use hybrids and/or no mow varieties should be used. A variety of shrubs and ground covers should be used to create layering around building foundations, keeping shrubs at or below windowsills. Plant selections should be such that sight lines remain open and clear and places of concealment are not fostered. Where allowed, plants should be used to screen above-ground utilities. Along streets and sidewalks, plant species shall be used that promote a feeling of separation from vehicular traffic and be appropriate for narrow planters within the public right of way.

D.2.3 Pollinator plants that attract native birds and insects should be used strategically in locations well-suited to attract and sustain native populations. Use of fruiting plant material should occur away from hardscape areas to prevent staining of pavements and to minimize maintenance.

Trees

D.2.4 The project's wooded hillside perimeter to the west and east shall be cleaned of surface and ladder fuels. Replacement trees shall include evergreen and deciduous species as described in the Project Tree List below.

D.2.5 Trees within the street right of way, in plazas, and high-visibility open space areas should be provided in 24-inch box size or larger and be secured with tree stakes or below-grade root ball guying systems appropriate for the windy conditions found in Daly City. Above-ground cabling guying shall not be used in public spaces. Trees shall be pruned up to 6 feet to 8 feet clear off the ground or as required by ADA or City guidelines.

D.2.6 Individual developments within the Plan Area shall use trees that are provided in 15-gallon size or larger, with 24-inch box preferred.

D.2.7 Entries at the north and south shall have unique tree plantings.

D.2.8 Seasonal interest shall be created with deciduous trees providing spring flowers and fall color.

Project Tree List

D.2.9 The trees used throughout the Plan Area shall be carefully selected to work within the Urban Forest framework while allowing expression of individual character. The following list shall be used for specifying tree species on public streets and open spaces.

Table 5.1 - Recommended Tree Species for public streets and open spaces within the Precise Plan

Forested Hillsides (Tree Succession Species)		Streets & Parks	
<i>Aesculus californica</i>	California Buckeye	<i>Acer buergeranum</i>	Trident Maple
<i>Acer macrophyllum</i>	Big Leaf Maple	<i>Acer x freemanii</i> 'Autumn Blaze'	Autumn Blaze Maple
<i>Arbutus menziesii</i>	Pacific Madrone	<i>Acer Macrophyllum</i>	Big Leaf Maple
<i>Calocedrus decurrens</i>	Incense Cedar	<i>Arbutus</i> 'Marina'	Strawberry Tree
<i>Ceanothus</i> 'Ray Hartman'	Wild Lilac	<i>Cercis</i> 'Forest Pansy'	Forest Pansy Rebud
<i>Hesperocyparis macrocarpa</i>	Monterey Cypress	<i>Cercis occidentalis</i>	Western Redbud
<i>Fremontodendron californicum</i>	Fremontia	<i>Ginkgo</i> 'Princeton Sentry	Maidenhair Tree
		<i>Hesperocyparis macrocarpa</i>	Monterey Cypress
		<i>Hymenosporum flavum</i>	Sweetshade
		<i>Koelreuteria paniculata</i> 'Fastigiata'	Goldenrain Tree
		<i>Lagunaria pattersonii</i>	Primrose Tree
		<i>Lophostemon confertus</i>	Brisbane Box
		<i>Lyonothamnus floribundus</i>	Catalina Ironwood
		<i>Melaleuca quinquenervia</i>	Cajeput Tree
		<i>Olea europea</i> 'Swan Hill'	Fruitless Olive
		<i>Pistacia chinensis</i>	Chinese Pistache
		<i>Quercus agrifolia</i>	Coast Live Oak
		<i>Quercus suber</i>	Cork Oak
		<i>Sequoia sempervirens</i>	Coast Redwood
		<i>Tristaniopsis laurina</i> 'Elegant'	Water Gum

Site Furnishings

D.3.1 Site Furnishings shall be comprised of materials designed to withstand outdoor conditions.

D.3.2 Short term bicycle parking shall be dispersed throughout the Plan Area, as required to meet project requirements, city standards, and bicycle parking standards. Bicycle racks shall be galvanized, vinyl covered, or stainless steel, and meet all City requirements. In ground- or surface-mounted attachment is acceptable.

D.3.3 Benches shall be made of metal and/or wood.

Where wood is used, it should be thermally modified, or a suitable hardwood built to withstand weather and heavy public usage.

D.3.4 Public café tables with chairs should be movable and provided in a variety of sizes in and around gathering spaces and shall be constructed of materials suitable for outdoor public usage.



Bicycle parking area.



Circular bicycle rack.



An integrated group of furnishings including bicycle rack, tree fence, streetlight and bench.



Seating and landscape along sidewalk.



Movable outdoor seating provides flexibility.

D.3.5 Drinking fountains shall be provided at Overlook Park, Central Green, and the Recreation Trail. Dog bowl and water bottle filling attachments are recommended.

D.3.6 Within Overlook Park, Applicant shall provide play equipment for children ages two through twelve. All play areas will be designated for children between ages of two to five and for ages five to twelve years old. These structures should offer a variety of stand-alone features and a wide variety of varied physical activities for the children. The equipment should promote fitness, physical activity, and connection.



An attractive playground bordered by landscaping and trees.

Irrigation Systems

D.4.1 Site Irrigation systems shall comply with all local and state requirements, including the Model Water Efficient Landscape Ordinance (MWELO).

D.4.2 All irrigation equipment shall be controlled with weather-based controllers located in easily accessible, locked stainless steel pedestal boxes. The equipment should include flow sensors and automatic shut off valve capability with a wi-fi based alarm system to alert maintenance controller team(s).

D.4.3 Irrigation systems shall provide quick couplers or hose bibbs in lockable wall boxes in all common use areas.

Soil & Drainage

D.5.1 On-grade planting areas shall be comprised of amended topsoil import or amended native soil as required, based on a soil analysis report and soil laboratory recommendations. Excavation, clearing and grubbing, or soil preparation shall occur within established tree protection zones as per the advice of a landscape architect or arborist.

D.5.2 Planting areas shall be dressed with a 3-inch layer of mulch or as dictated by local or regional guidelines.

D.5.3 Cast iron or similar drain grates shall be used in turf and pedestrian circulation areas. Landscape planters shall be drained with cast iron, decorative metal, plastic or similar flat or atrium-style grates and factory-fabricated bodies.



6. Utilities

The Plan Area will have utility infrastructure to address stormwater collection, sanitary sewage collection and water supply and distribution. There will also be systems for power, natural gas and communications, which are called Dry Utilities. Utility infrastructure systems are described in the following sections.

A. STORMWATER

The following sections describe the existing and proposed stormwater flows for the 18.4-acre area impacted by the Precise Plan area.

Existing Conditions

The site is bound by Serramonte Boulevard to the north, Callan Boulevard to the east, Campus Drive to the south and residential buildings to the west. The current uses on the campus include a bus yard, district offices, churches, child day care facilities, a Comcast building, and the Workforce Housing project (currently under construction). The Workforce Housing project (including the apartment building, car barn, and surface parking lot located at the northern portion of the existing campus) and the Comcast building will remain operational throughout and after construction of the Precise Plan. The Workforce Housing project is under separate approval and storm water improvements for the building, surface parking lot and area immediately adjacent to the building are

to remain and are not modified as part of the plan area. The driveway just to the south of the Workforce Housing project will be replaced and is included in the plan area.

The existing ground coverage consists of approximately 108,830 sq. ft. impervious and 59,440 sq. ft. pervious (64.7% impervious). Site elevations vary from approximately elevation 495 feet to the west and 480 at the main parking lot near the entrance to the site. Stormwater onsite is collected in area drains or inlets and conveyed in below grade pipes to the storm drain outfall located in the existing parking lot near the main vehicular entrance at Serramonte Boulevard. The outfall discharges to an existing 24" storm drain main in Serramonte Boulevard that flows to the east.

Proposed System

The proposed changes in the plan area consist of open space, park areas, landscape areas, concrete paths, private roadways, asphalt drives, asphalt parking lots, and multi-story residential buildings. The project proposes to maintain the existing drainage patterns and replace the existing drainage system.

The proposed ground coverage consists of approximately 120,300 sq. ft. impervious and 47,970 sq. ft. pervious (71.5% impervious). The project will increase the amount of impervious surface from the existing condition and will require retention to control the peak flow and volume leaving the site. Overall, the proposed condition will increase the site's impervious footprint by approximately 11,470 sq. ft. and will therefore require stormwater retention. The project proposes to satisfy the retention requirement with a Master Plan approach that will allow one parcel to overcompensate and accrue credits that can be applied to other parcels that will have more difficulty meeting the requirement.

The proposed drainage system will consist of area drains, drop inlets, manholes, stormwater treatment areas with overflow structures, and below grade pipes. The drainage system will convey runoff to the existing outfall located near the main vehicular entrance.

Stormwater Requirements

The project shall not increase the flow or volume leaving the site for the design storm. If a project increases the imperviousness of the site stormwater retention will be required to retain the increased flow and volume.

B. SANITARY SEWER

Existing Condition

The existing City sewer system in the vicinity of the Plan Area consists of a 10-inch sewer main in Serramonte Boulevard, 8-inch and 10-inch sewer main that runs through the district's property, 8-inch sewer main in Campus Drive south of the school site, and a 6-inch sewer main in Callan Boulevard. A portion of the existing sewer system that runs through the District's property connects the 8-inch main in Campus Drive to the 10-inch main in Serramonte Boulevard. Sewer generated by the Workforce housing project (currently under construction) and the existing school site is discharged into the main that runs through the District's property, which ultimately connects to the 10-inch main in Serramonte Boulevard. Elevations and sizes of the existing system are from field and record data. Rim and Invert elevations are obtained from field data with elevations based on North American Vertical Datum (NAVD 88).

Proposed System

The project proposes to construct a public sewer system in the private streets (to be located in an easement) and an onsite sewer system to connect the buildings to the public sewer system. The proposed public sewer system will consist of manholes and pipes. The onsite sewer system consists of pipes, cleanouts, and manholes. The project will connect to the 10-inch sanitary sewer main in Entry Drive and the new sewer connection on Callan Drive.

Sewage Generation Calculations

The City of Daly City establishes sewage demand numbers for different types of building uses based on the demands provided in the City's 2009 Master Sewer Study. The proposed project will replace the existing buildings, including an existing school building and modular units. The sewage generation flows from the buildings to be removed will be applied as a credit to the project. This information will be used by the City to determine the impacts the proposed project will have on the City's sewer system and determine if the existing sewer system has sufficient capacity to serve the project. Despite the credit, the City is anticipated to experience an increase of sewer flows of 173,468 gpd. A detailed sewer study is included in the entitlement documents.

C. WATER SUPPLY

Existing Condition

The existing City water system in the vicinity of the project consists of a 6-inch AC water main in Serramonte Boulevard and a 10-inch water main in Entry Drive constructed with the previous project. The existing domestic water system for the school campus is fed by a 3-inch service near the main entrance off Serramonte Boulevard while the existing fire service for the site is served from an 8-inch line from Callan Boulevard. The existing Jefferson Union High School District Workforce Housing project is fed from the existing 10-inch main.

Proposed System

The proposed project will construct a new public water main within the new streets and provide new domestic water, fire water, and irrigation water services to the proposed buildings. All proposed services are anticipated to be fed from a portion of the existing 10-inch main constructed with the previous project and new 10-inch water mains constructed with the new private streets. The on-site domestic water system consists of service lines from the public main to each building.

Water Generation Calculations

The City establishes water demand numbers for different types of building uses. A summary of existing demands, proposed building type, area, and number of units, and area of irrigated landscape area is included in the entitlement documents. This information will be used by the City to determine the water demand for the proposed project. The flows generated by the proposed project and the reduction in flows from the existing building and landscaping being removed will be used in the City's model to determine if the City's water system has enough capacity to serve the project.

D. DRY UTILITIES

Dry utility infrastructure modifications and additions will be required and will be built out in phases to accommodate and support the development. Utility providers serving the Plan Area include PG&E, Comcast, and AT&T.

PG&E recently installed infrastructure to serve Parcel A and maintains service to the existing Comcast Building and School Building. Data/Telecom services were also extended to serve the development at Parcel A.

A joint trench will be provided in the Private Streets to extend the utility providers' infrastructure throughout the development to serve the Parcels. Dry utilities will be coordinated with the appropriate utility provider to establish new service routes to support the Plan Area.

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7. Implementation

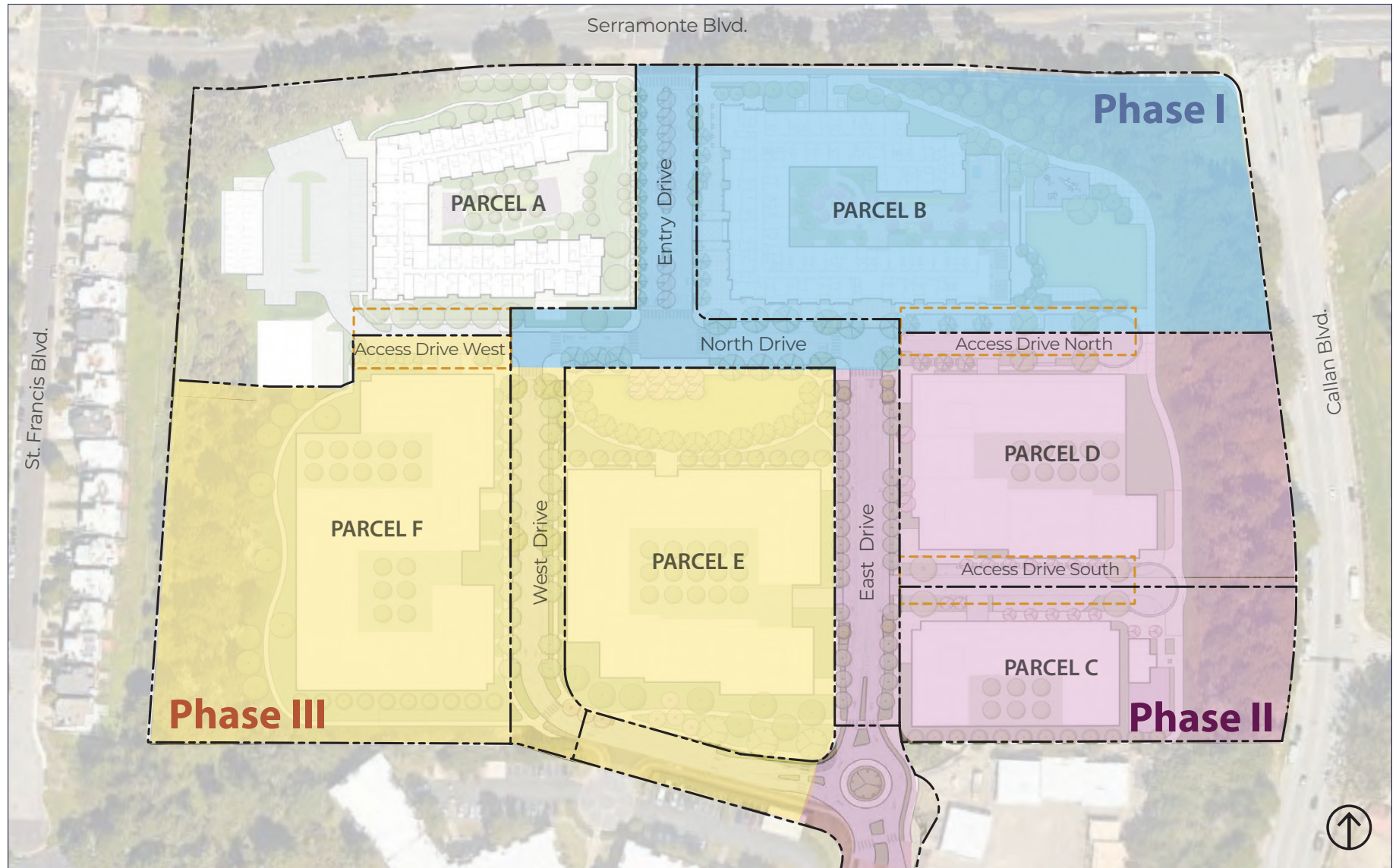
A. PHASING

The Plan Area is to be built-out in phases over a period anticipated to be eight to twelve years but may be up to 15 years. Each phase of development includes the infrastructure necessary to support development, open space and public improvements associated with specific parcels as follows and as shown in Figure 7.1:

- **Phase I** is the development of Parcel B housing, retail, Overlook Park, North Drive, north side of North Access Way and associated utility improvements.
- **Phase II** is the development of Parcel C affordable housing, Head Start, East Drive, south side of North Access Way, South Access Way and Parcel D housing, and associated utility improvements.
- **Phase III** is the development of Parcel E housing and Central Park together, Parcel F housing, West Drive, and associated utility improvements. Parcel E or Parcel F may develop independently and in any order.

The number of phases, number of units, and timeline for the project build-out will ultimately depend on market conditions. The rate of the buildout of housing will fluctuate with the regional economy, capital expectations and availability, costs for development and the conditions of the Daly City housing market.

Figure 7.1 Phasing



-- Parcel lines - - - Easement

B. CONFORMANCE REVIEW

Planning and engineering review and approval of development applications shall be in accordance with the Daly City Municipal Code and the Precise Plan conformance review process as shown in Figure 7.2: Conformance Review and Approval Process.

Planning Review

Development applications shall be submitted to the City for Design Review in accordance with Daly City Municipal Code. Planning staff shall review the application for consistency with the Precise Plan's goals, development standards and design guidelines and applicable entitlement documents. The Precise Plan is consistent with and implements the Daly City General Plan.

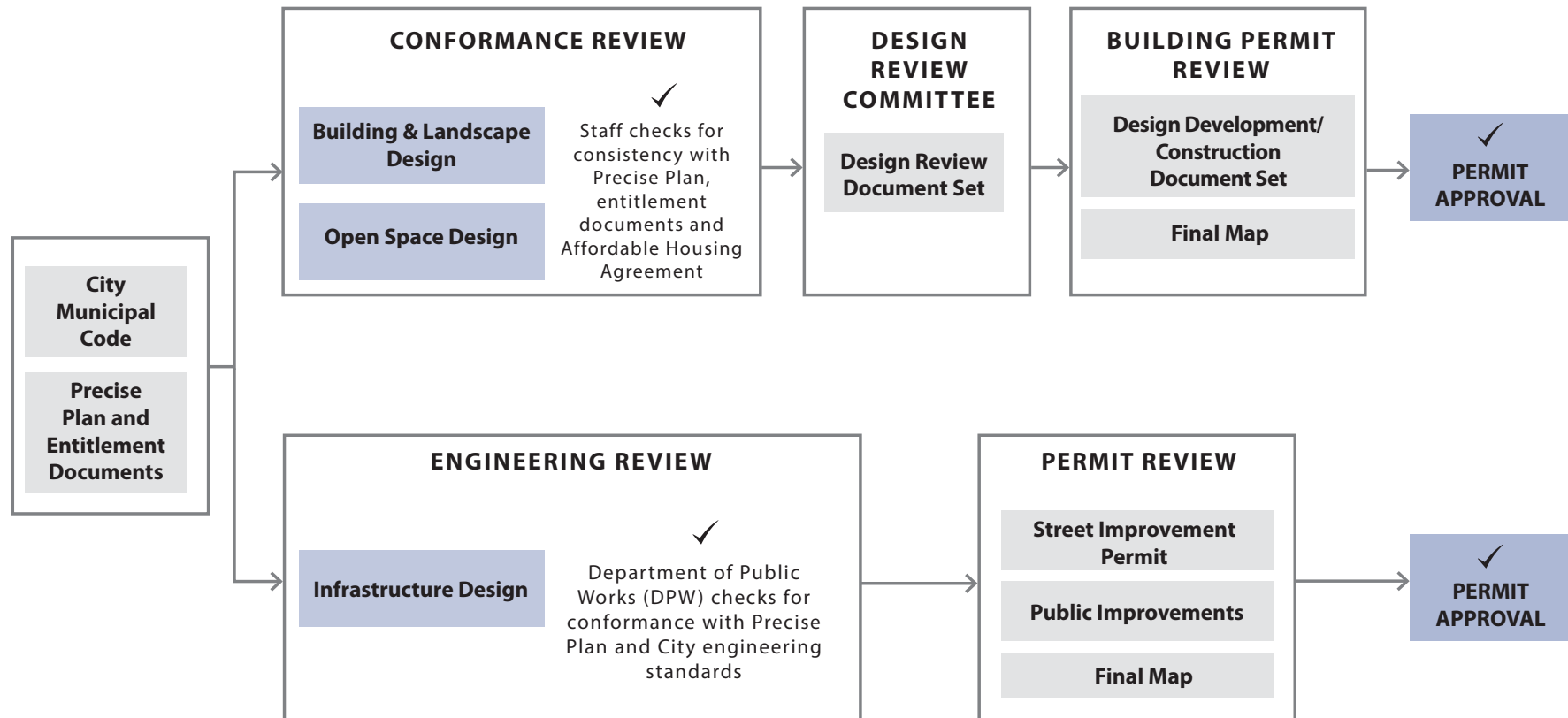
Land Uses in the Plan Area shall be permitted according to the general category of uses submitted with this Precise Plan. A use proposed which is not similar in character to an identified use by general category may be permitted upon securing a use permit. Changes that reflect minor differences between the Precise Plan and construction documents, including modifications in the location of off-street parking, changes in the phasing of development, the distribution of private open space, the design of private street systems, and building design,

may be approved by the city planner, if in the opinion of the planner, the change is not substantial. The applicant shall provide a narrative describing the requested change, a rationale for why the change is needed and how the change achieves the design intent of the Precise Plan.

Engineering Review

The applicant shall apply for approval of final subdivision maps and improvement plans per the Precise Plan, City of Daly City's Municipal Code and City Engineering Division standards. The development application for a final subdivision map shall be consistent with the approved tentative map for horizontal infrastructure, including utilities, streets, roads, sidewalks, and other improvements, and shall be submitted at the same time as a development project submittal. Final subdivision maps and improvement plans may address all or a portion of the Plan Area per the general direction on phasing per Section A above.

Figure 7.2 Conformance Review and Approval Process



C. ENTITLEMENT DOCUMENTS

By Resolution No. [] the City Council approved text and map amendments to the General Plan to enable high density residential and mixed-use residential development. By Resolution No. [] the City Council approved the update to the Serramonte Del Rey Precise Plan, which modified land use designations and created a new street and open space network. The District and the City of Daly City entered into a Development Agreement to secure vested development rights and terms for an Affordable Housing Agreement. The City Council approved a Tentative Map indicating the subdivision of the District lands into parcels with infrastructure and open space improvements. The City of Daly City, as the lead agency under the California Environmental Quality Act (CEQA) prepared the project's Environmental Impact Report (EIR) to disclose to the City, general public and other agencies the environmental impacts of the project. By Resolution No. [] the City certified the EIR for the project, adopted findings, statement of overriding considerations [if needed] and a Mitigation Monitoring and Reporting Program (MMRP). The Precise Plan is consistent with and will implement the MMRP as approved by the City Council.

D. PROCESS FOR AMENDING THE PRECISE PLAN

An applicant can request an amendment to the Precise Plan as part of future development application. The applicant shall provide a narrative describing the requested change, a rationale for why the change is needed and how the change will achieve the design intent of the Precise Plan. Amending the Precise Plan shall follow the requirements of the City's Zoning ordinance as of the date of project approval.

E. CALIFORNIA ENVIRONMENTAL QUALITY ACT

All proposals for development shall be subject to the mitigation measures specified in the Environmental Impact Report (EIR) certified by the City Council as part of this Precise Plan. Subsequent environmental review of development of Phase I, Phase II, or future phases of development shall be reviewed for compliance with the EIR and MMRP prepared for this Precise Plan and the California Environmental Quality Act.

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Acknowledgements

Jefferson Union High School District

Board of Trustees

- » Andrew Lie
- » Carla Ng-Garrett
- » Nick Ochipinti
- » Kalimah Salahuddin
- » Rosie Tejada

District Staff

- » Toni Presta, Superintendent of Schools
- » Tina Van Raaphorst, Associate Superintendent of Business Services
- » April Hawkins, Director of Communications & Staff Housing
- » Monica Casey, President American Federation of Teachers (AFT) Local 1481

Brookwood Advisors

- » Alan Katz, President
- » Bruce Fukuji, Planning Director
- » Chris White, Project Director

PlaceWorks

- » Bruce Brubaker, Principal-in-Charge
- » Janet Chang, Project Manager
- » Pranjali Deokule, Project Manager

Seidel Architects

- » Alex Seidel, FAIA, Founding Principal
- » Paul Dent, Senior Associate
- » Michael Rizza, Associate

Jett Landscape Architecture + Design

- » Bruce Jett, Principal
- » Jesse Markman, Principal
- » Samantha Elms, Landscape Designer

Fehr & Peers Transportation Planning

- » Bill Burton, Senior Associate

BKF Engineers

- » Tim Heffernan, Senior Project Manager

Office of the San Mateo County Counsel

- » John D. Nibbelin, Chief Deputy County Counsel

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SERRAMONTE DEL REY
PARCEL B MULTIFAMILY HOUSING / MIXED USE

ATTACHMENT B

PARKING SUMMARY

MINIMUM PARKING REQUIREMENTS: REFER TO PRECISE PLAN
RETAIL: 4 SPACES PER 1000 SF (RENTABLE)
RESIDENTIAL: 1.5 SPACES / D.U.

Level	Residential					Public - Retail & Leasing				
	Standard	Accessible	Van Accessible	EVCS Accessible	Puzzle Lift	Retail Standard	Retail Accessible	Retail Van Accessible	EVCS Accessible	Leasing
Lower Garage	104				108					
	8	6	1	1	74	37	1	1	1	3
Ground Floor										
Totals	112	6	1	1	182	37	1	1	1	3
	302					43				

(1.5 / DU)

(5 SPACES / RENTABLE RETAIL SF)

GROSS CONSTRUCTION BUILDING AREA SUMMARY

(NOTE: GROSS AREA IS NOT EQUAL TO BUILDING AREA FOR CITY PLANNING PURPOSES)

Name	Area	Level
PARKING	70,464 SF	LOWER GARAGE
TOTAL LOWER GARAGE	70,464 SF	
AMENITY	5,014 SF	GROUND FLOOR
COMMON - RESIDENTIAL	10,132 SF	GROUND FLOOR
PARKING	43,990 SF	GROUND FLOOR
RETAIL	8,792 SF	GROUND FLOOR
TOTAL GROUND FLOOR	67,928 SF	
APARTMENTS	38,287 SF	2ND FLOOR / PODIUM
COMMON - RESIDENTIAL	7,639 SF	2ND FLOOR / PODIUM
TOTAL 2ND FLOOR / PODIUM	45,926 SF	
APARTMENTS	39,542 SF	3RD FLOOR
COMMON - RESIDENTIAL	6,729 SF	3RD FLOOR
TOTAL 3RD FLOOR	46,272 SF	
APARTMENTS	39,462 SF	4TH FLOOR
COMMON - RESIDENTIAL	6,751 SF	4TH FLOOR
TOTAL 4TH FLOOR	46,213 SF	
APARTMENTS	38,239 SF	5TH FLOOR
COMMON - RESIDENTIAL	6,512 SF	5TH FLOOR
TOTAL 5TH FLOOR	44,751 SF	
AMENITY	1,216 SF	6TH FLOOR
APARTMENTS	33,165 SF	6TH FLOOR
COMMON - RESIDENTIAL	6,435 SF	6TH FLOOR
TOTAL 6TH FLOOR	40,817 SF	
TOTAL GROSS AREA	362,370 SF	
TOTAL TYPE I AREA	138,392 SF	
TOTAL TYPE III-A AREA	223,978 SF	

PRIVATE BALCONY SUMMARY

(SEE LANDSCAPE DRAWINGS FOR FULL OPEN SPACE SUMMARY)

Name	Area	Level
BALCONY	155.6 SF	2ND FLOOR / PODIUM
BALCONY	348.4 SF	2ND FLOOR / PODIUM
2ND FLOOR / PODIUM	504.0 SF	
BALCONY	155.6 SF	3RD FLOOR
BALCONY	348.4 SF	3RD FLOOR
3RD FLOOR	504.0 SF	
BALCONY	129.5 SF	5TH FLOOR
BALCONY	129.7 SF	5TH FLOOR
BALCONY	129.8 SF	5TH FLOOR
BALCONY	129.8 SF	5TH FLOOR
BALCONY	129.8 SF	5TH FLOOR
BALCONY	130.1 SF	5TH FLOOR
5TH FLOOR	778.8 SF	
Grand total	1,786.8 SF	

UNIT TABULATION

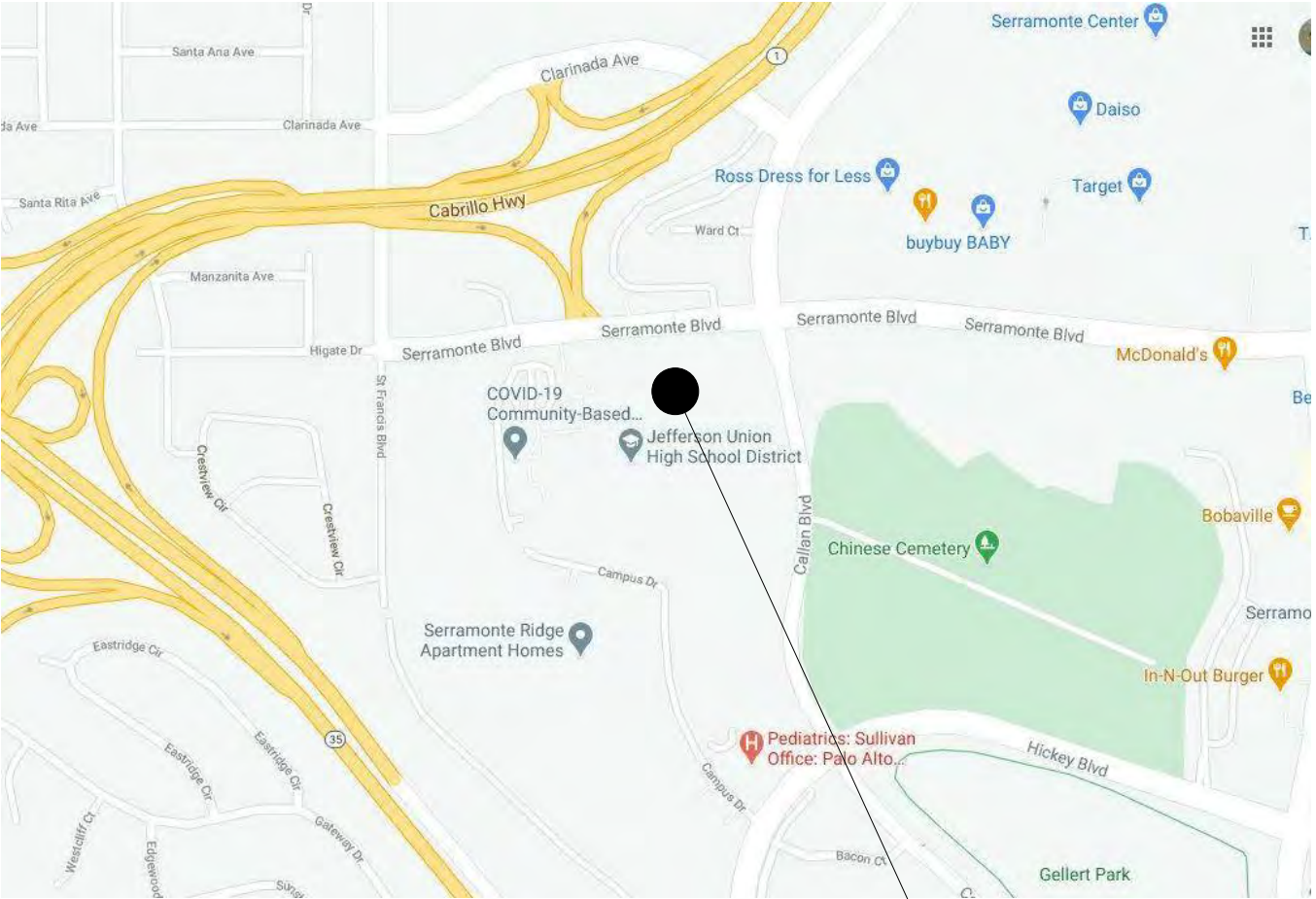
Unit Type	ST/JR-1	ST/JR-2	ST/JR-3	1A	1B	1C-1	1C-2	1D	2A-1	2A-2	2B	2C	2D	2E-1	2E-2	2F	3A	3B	Totals
Average Area																			
2nd floor	2	2		11		2	1		14		1			4			2	1	40
3rd floor	2	2		12		2	1		13		1			4			3	1	41
4th floor	2	2		12		2	1		13		1			4			3	1	41
5th floor	2	2		10	2	2	1		9		1	4		2	2		3	1	41
6th floor	2	2	1	9	1	2	1	3	3	4	1		3		2	1	3		38
Totals	10	10	1	54	3	10	5	3	52	4	5	4	3	14	4	1	14	4	201

DRAWING INDEX

GENERAL	
A0.1	PROJECT INFORMATION
CIVIL	
C1.1	EXISTING CONDITIONS PLAN
C2.1	CONCEPTUAL SITE PLAN
C3.1	CONCEPTUAL GRADING PLAN
C4.1	CONCEPTUAL STORMWATER MANAGEMENT PLAN
C5.1	CONCEPTUAL UTILITY PLAN
C6.1	CONCEPTUAL FIRE ACCESS PLAN
LANDSCAPE	
L-1	LANDSCAPE PLAN GROUND FLOOR
L-2	LANDSCAPE PLAN 2ND FLOOR
L-3	LANDSCAPE PLAN 6TH FLOOR
L-4	PRECEDENT IMAGES
L-5	SITE & MATERIAL IMAGES
L-6	PRELIMINARY PLANT PALETTE & NOTES
L-7	PLANTING PLAN GROUND FLOOR
L-8	PLANTING PLAN 2ND FLOOR
L-9	PLANTING PLAN 6TH FLOOR
L-10	SECTION ELEVATIONS
L-11	OPEN SPACE DIAGRAM
ARCHITECTURAL	
A1.0	SITE PLAN
A2.0	LOWER GARAGE PLAN
A2.1	GROUND FLOOR PLAN
A2.2	2ND FLOOR / PODIUM PLAN
A2.3	3RD FLOOR PLAN
A2.4	4TH FLOOR PLAN
A2.5	5TH FLOOR PLAN
A2.6	6TH FLOOR PLAN
A2.7	ROOF PLAN
A3.0	EAST & NORTH ELEVATION
A3.1	SOUTH & WEST ELEVATION
A4.0	BUILDING SECTIONS
A5.0	UNIT PLANS

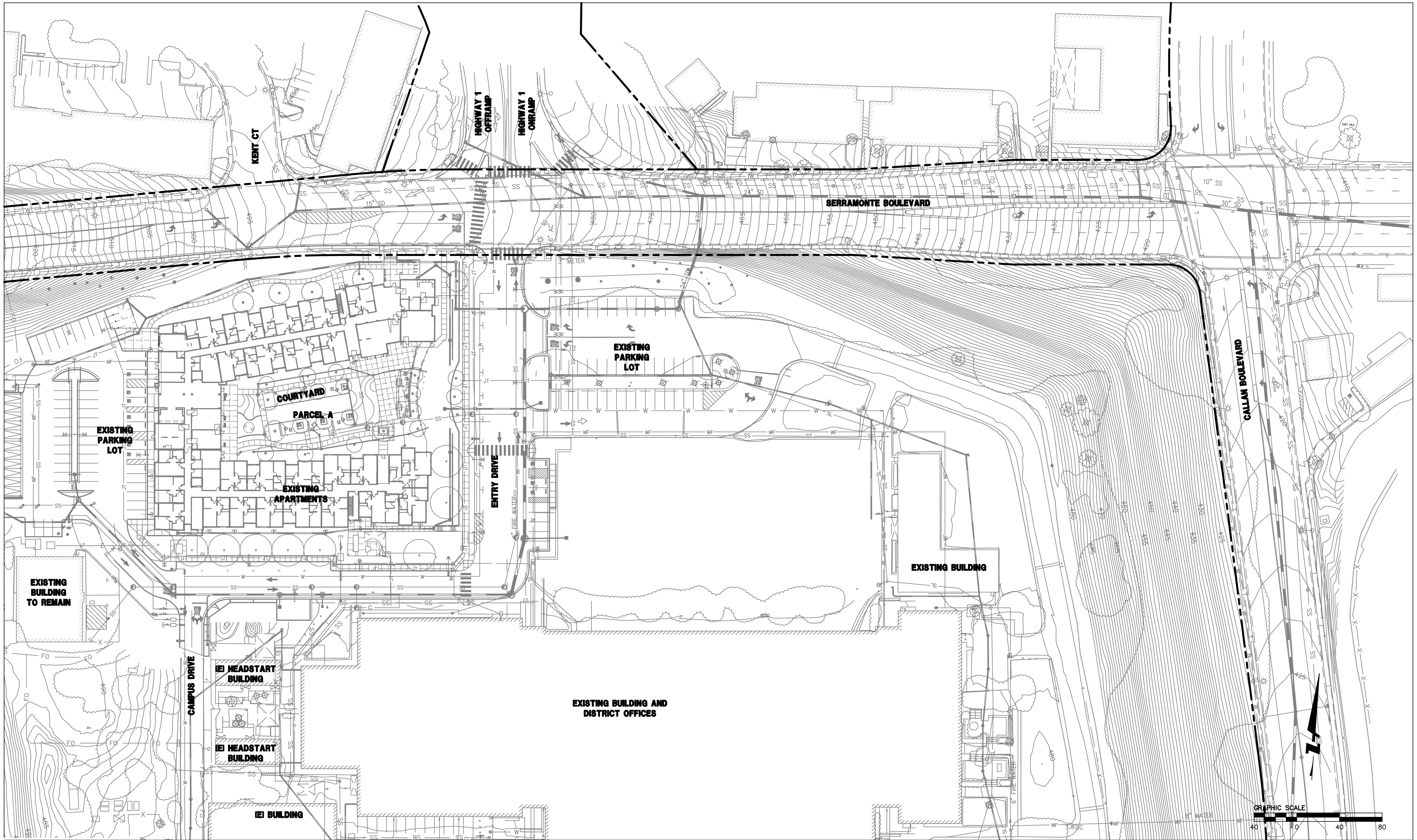
PROJECT INFORMATION

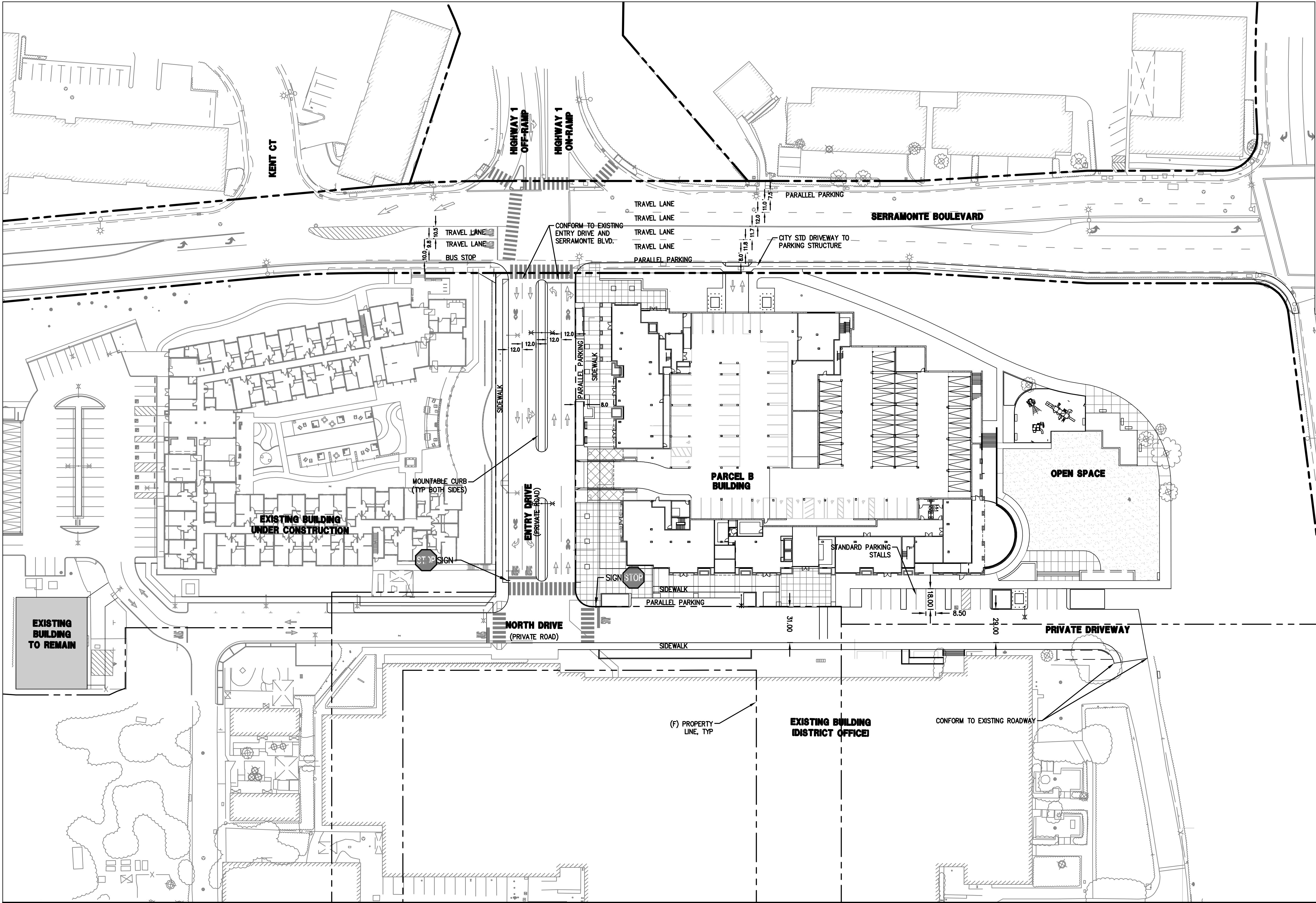
APN:	091-211-230
ZONING:	PLANNED DEVELOPMENT COMMERCIAL MIXED-USE DISTRICT (C-MU)
SETBACKS:	REFER TO PRECISE PLAN
TYPE OF CONSTRUCTION:	TYPE I (GARAGE / GROUND FLOOR) TYPE III-A (SUPERSTRUCTURE)
SITE AREA:	188,680 SF (4.33 ACRES)
SITE COVERAGE:	68,041 / 188,680 = 36%
REQUIRED OPEN SPACE:	201 D.U. x 150 SF/DU = 30,150 SF
MAXIMUM BUILDING HEIGHT: PROPOSED BUILDING HEIGHT:	87'-0" (PER PRECISE PLAN UPDATE) 85'-0"
RETAIL AREA (RENTABLE)	NORTH RETAIL: 4511 SF SOUTH RETAIL: 3403 SF TOTAL: 7914 SF
BICYCLE PARKING PROVIDED:	1 PER D.U. (IN ENCLOSED ROOMS ON GROUND FLOOR & BASEMENT, TOTAL 1875 SF)



PROJECT SITE

VICINITY MAP

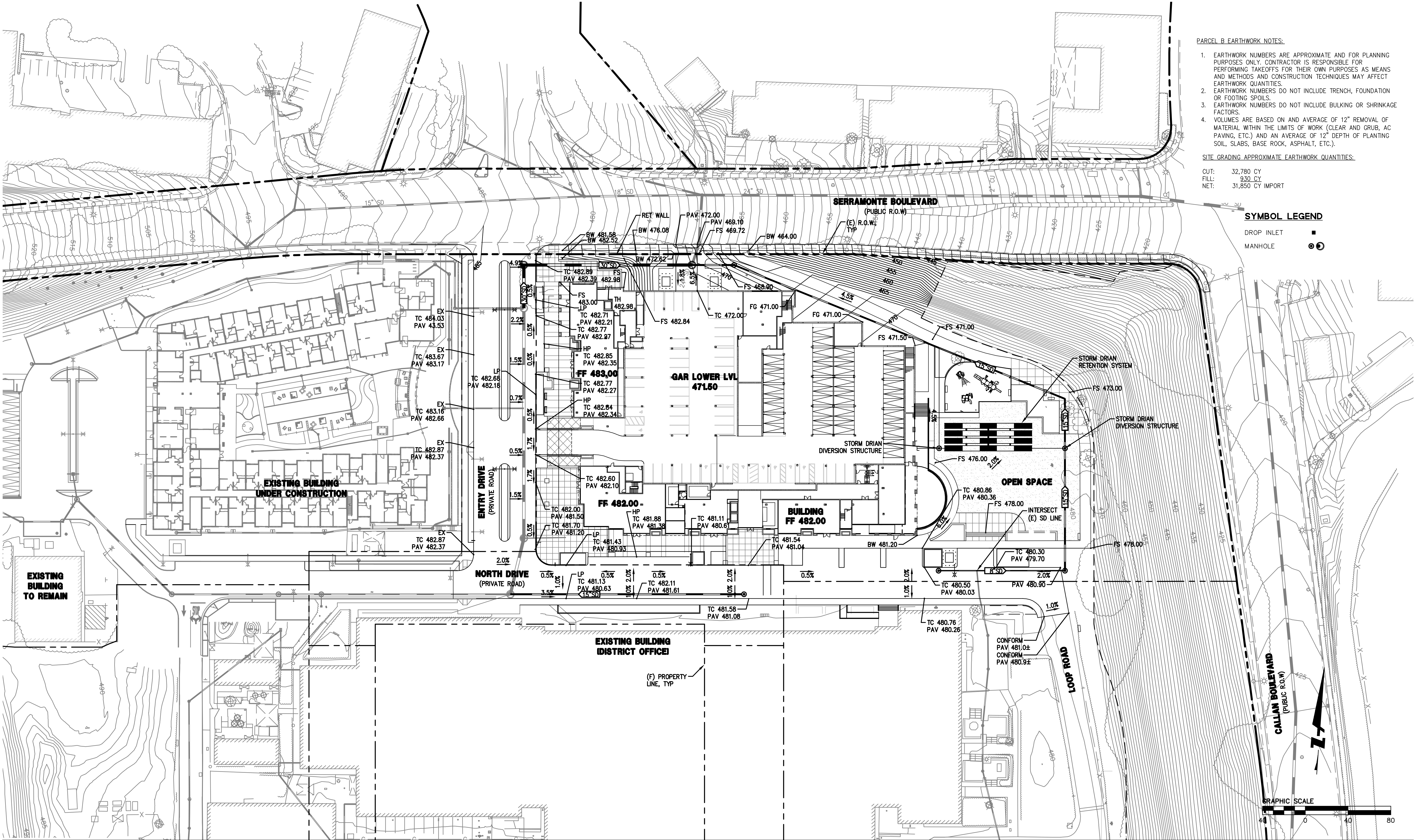


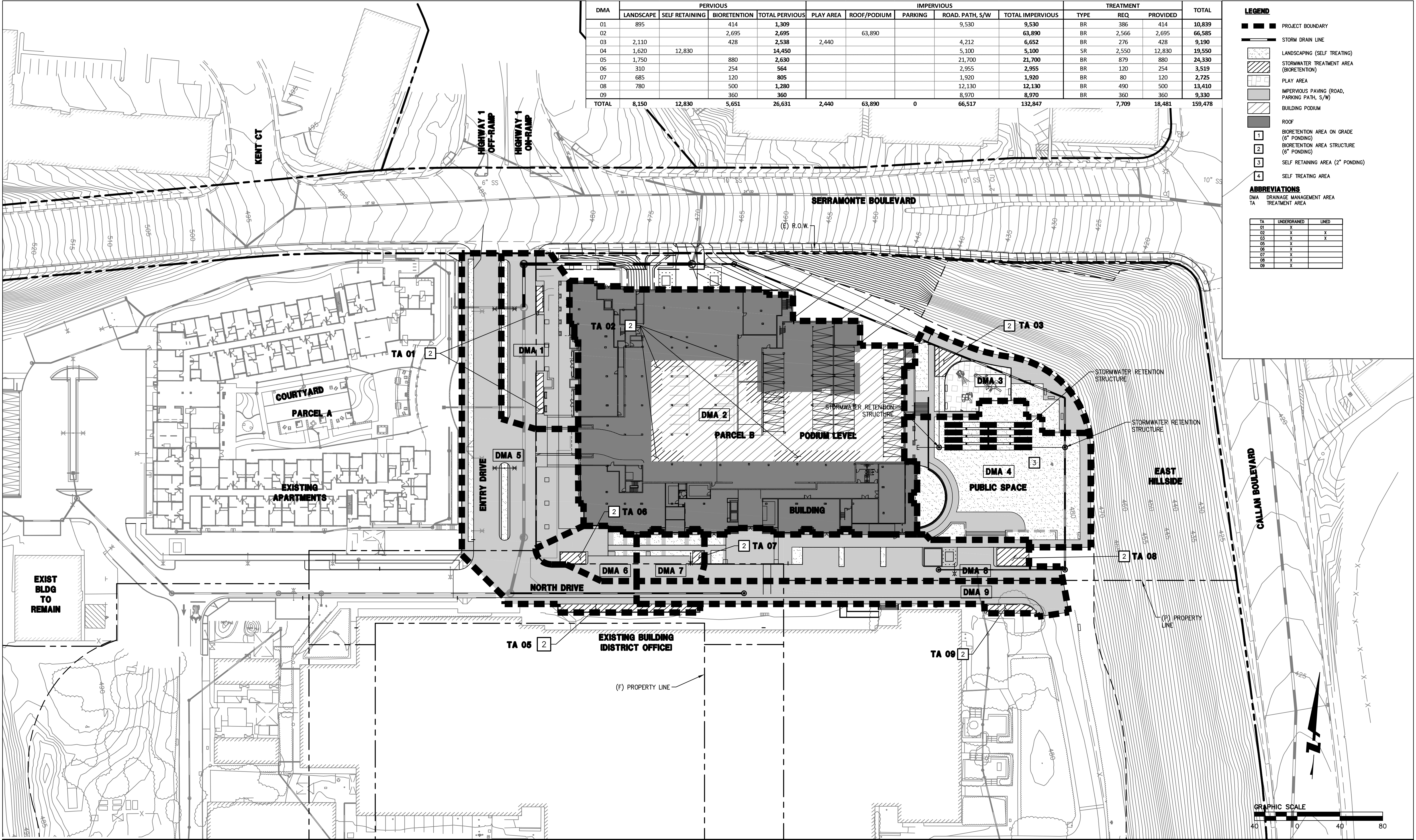


NOTES

1. GRADING EXCEEDING 50 CUBIC YARDS SHALL REQUIRE APPROVAL OF PLANS AND A GRADING PERMIT. A LICENSED CIVIL ENGINEER SHALL PREPARE ANY GRADING PLANS AND EROSION CONTROL PLANS IN CONFORMANCE WITH A SOIL REPORT PREPARED BY A LICENSED SOIL ENGINEER OR GEOLOGIST IN COMPLIANCE WITH NPDES REQUIREMENTS PRIOR TO ANY DEVELOPMENT ON THE PROPERTY.
2. AN ENCROACHMENT PERMIT SHALL BE REQUIRED TO BE ISSUED BY THE PUBLIC WORKS DEPARTMENT FOR ALL WORK PROPOSED WITHIN THE PUBLIC RIGHT-OF-WAY.
3. FOLLOWING NEW UTILITY INSTALLATION, THE APPLICANT SHALL REPLACE AREAS OF STREET PAVEMENT, SIDEWALK, CURB, AND GUTTER DAMAGED BY CONSTRUCTION. SUCH REPAIR SHALL BE PER CITY STANDARD SPECIFICATIONS.
4. ALL PROJECT IMPROVEMENTS SHALL BE ADA COMPLIANT.
5. THE APPLICANT SHALL COMPLY WITH THE APPLICABLE REQUIREMENTS OF THE CITY OF DALY CITY STANDARD DETAILS AND SPECIFICATIONS.
6. THE PROJECT'S ELECTRICAL TRANSFORMER SHALL NOT BE INSTALLED WITHIN THE PUBLIC RIGHT-OF-WAY.
7. ALL ELECTRICAL AND TELECOMMUNICATIONS SERVICES SHALL BE PROVIDED THROUGH UNDERGROUND CONNECTIONS. THERE SHALL BE NO OVERHEAD DROPS.







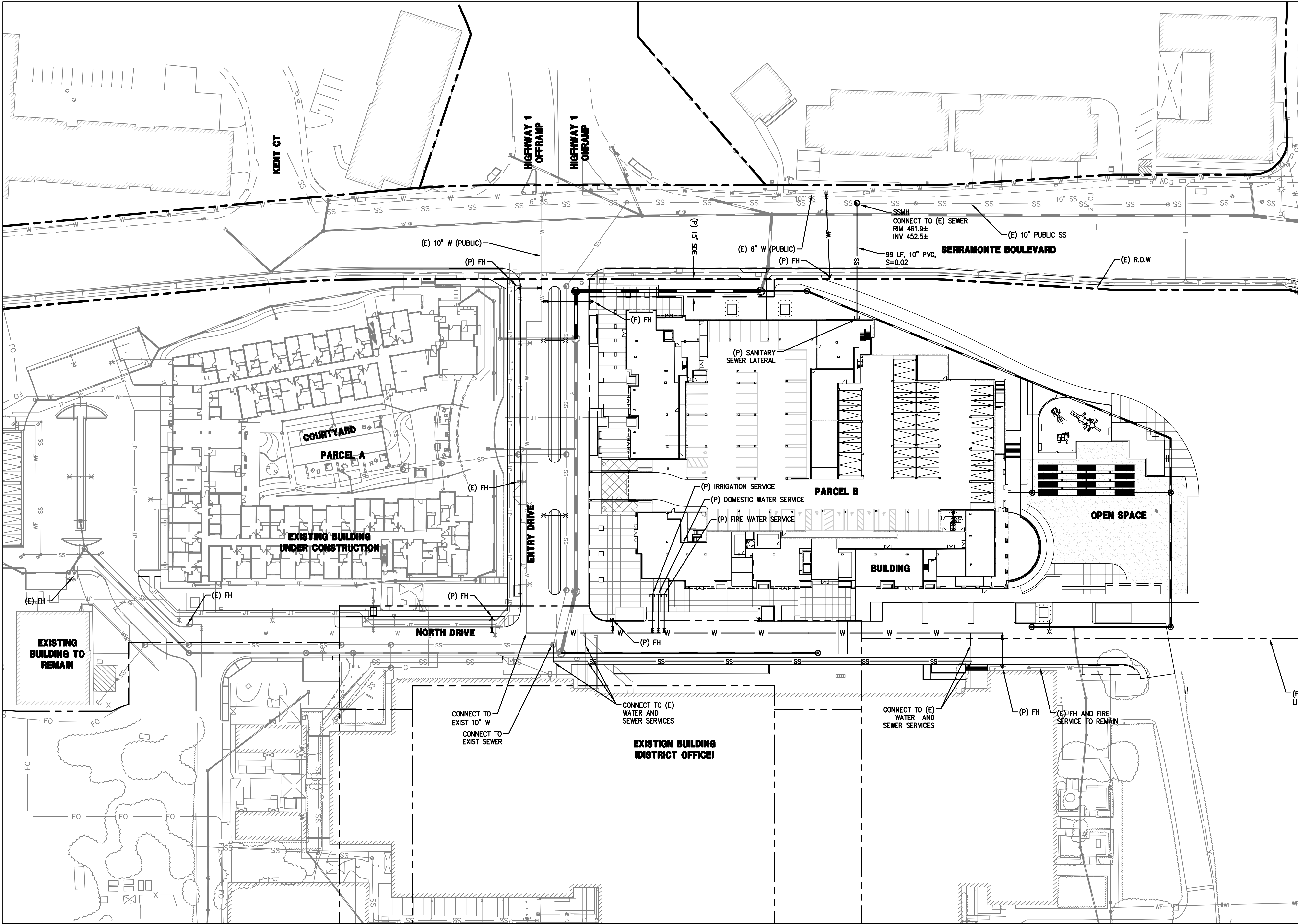
DMA	PERVIOUS				IMPERVIOUS					TREATMENT			TOTAL
	LANDSCAPE	SELF RETAINING	BIORETENTION	TOTAL PERVIOUS	PLAY AREA	ROOF/PODIUM	PARKING	ROAD, PATH, S/W	TOTAL IMPERVIOUS	TYPE	REQ	PROVIDED	
01	895		414	1,309				9,530	9,530	BR	386	414	10,839
02			2,695	2,695		63,890			63,890	BR	2,566	2,695	66,585
03	2,110		428	2,538	2,440			4,212	6,652	BR	276	428	9,190
04	1,620	12,830		14,450				5,100	5,100	SR	2,550	12,830	19,550
05	1,750		880	2,630				21,700	21,700	BR	879	880	24,330
06	310		254	564				2,955	2,955	BR	120	254	3,519
07	685		120	805				1,920	1,920	BR	80	120	2,725
08	780		500	1,280				12,130	12,130	BR	490	500	13,410
09			360	360				8,970	8,970	BR	360	360	9,330
TOTAL	8,150	12,830	5,651	26,631	2,440	63,890	0	66,517	132,847		7,709	18,481	159,478

- LEGEND**
- PROJECT BOUNDARY
 - STORM DRAIN LINE
 - LANDSCAPING (SELF TREATING)
 - STORMWATER TREATMENT AREA (BIORETENTION)
 - PLAY AREA
 - IMPERVIOUS PAVING (ROAD, PARKING PATH, S/W)
 - BUILDING PODIUM
 - ROOF
 - BIORETENTION AREA ON GRADE (6" PONDING)
 - BIORETENTION AREA STRUCTURE (6" PONDING)
 - SELF RETAINING AREA (2" PONDING)
 - SELF TREATING AREA

ABBREVIATIONS

DMA	DRAINAGE MANAGEMENT AREA	
TA	TREATMENT AREA	
TA	UNDERDRAINED	LINED
01	X	X
02	X	X
03	X	X
05	X	
06	X	
07	X	
08	X	
09	X	





NOTES:

1. THIS CONCEPTUAL SITE PLAN IS INTENDED TO SHOW GENERAL SITE AND UTILITY LAYOUT.
2. REFER TO ARCHITECTURAL PLANS FOR ELEVATIONS
3. REFER TO LANDSCAPE PLANS FOR MATERIALS
4. SEWER AND WATER MAINS BUILT IN PRIVATE STREETS SHALL BE OWNED BY THE CITY
5. SEWERS OWNED OR CONNECTED TO CITY OWNED INFRASTRUCTURE SHALL BE INSTALL PER SECTION 02720 OF THE CITY OF DALY CITY STANDARD SPECIFICATIONS.
6. UTILITY CLEARANCES AND SEPARATION REQUIREMENTS SET FORTH IN SECTION 02710, 3.05 AND 02720, 3.07 OF THE CITY OF DALY CITY STANDARD CONDITIONS AND DRAWINGS SHALL ALWAYS BE FOLLOWED.
7. WATER CONNECTIONS TO BE CONNECTED TO CITY OWNED WATER INFRASTRUCTURE SHALL BE INSTALLED PER SECTION 02710 OF THE CITY OF DALY CITY STANDARD SPECIFICATIONS. CONNECTIONS SHALL BE MADE WITH A 3-VALVE TEE.
8. WATER SERVICES SHALL BE INSTALLED PER DALY CITY STANDARD DETAIL DRAWING W-3
9. FIRE SERVICES SHALL BE INSTALLED PER DALY CITY STANDARD DETAIL DRAWING W-12

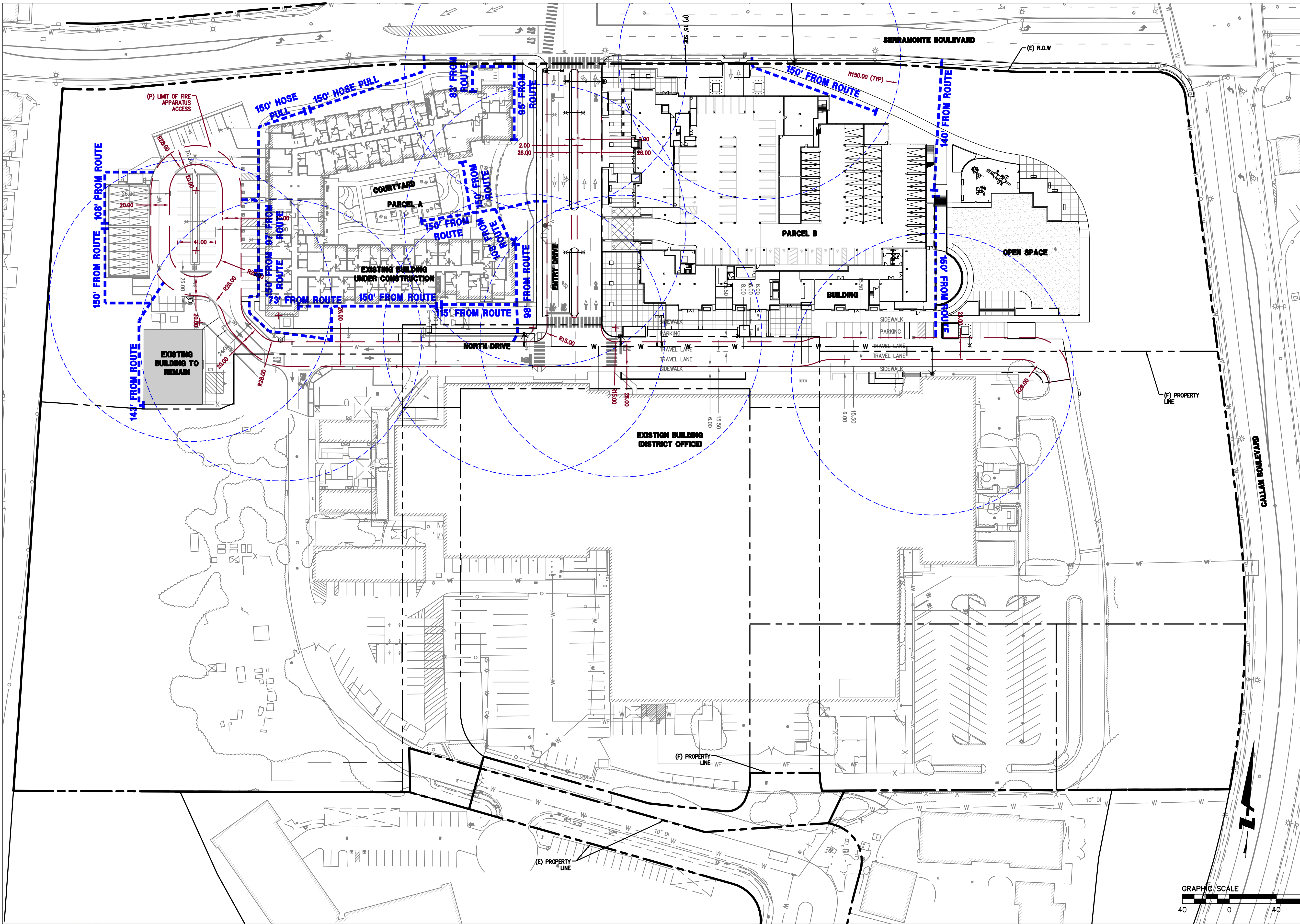
SYMBOL LEGEND

DROP INLET		CLEANOUT		SANITARY SEWER LINE	SS	DOMESTIC WATER LINE	W	STORM DRAIN LINE	SD	JOINT TRENCH	JT	TELEPHONE	T	FIBER OPTIC	FO	GAS	G	STREET LIGHT	SL
------------	--	----------	--	---------------------	----	---------------------	---	------------------	----	--------------	----	-----------	---	-------------	----	-----	---	--------------	----

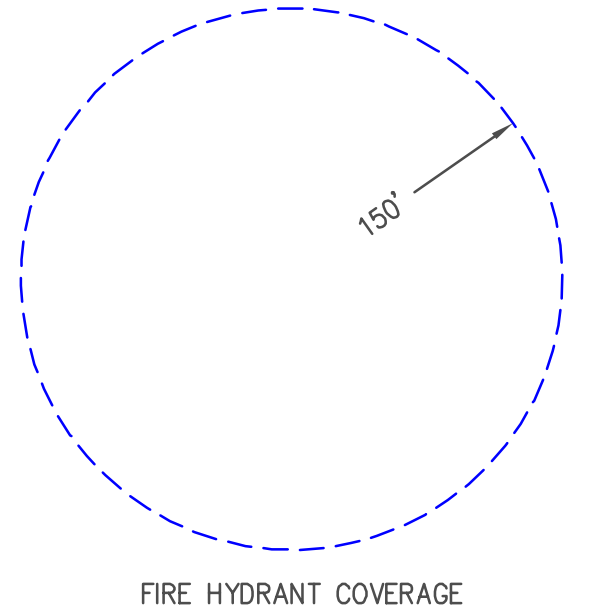
ABBREVIATIONS:

AD	AREA DRAIN
DN	DOWN
DS	DOWNSPOUT
DW	DOMESTIC WATER
(E)	EXISTING
FS	FINISH SURFACE
FW	FIRE WATER
(P)	PROPOSED
PA	PLANTED AREA
SD	STORM DRAIN
SS	SANITARY SEWER
W	WATER





- LEGEND**
- END OF HOSE
 - HOSE PULL FROM ACCESS ROUTE
 - FIRE APPARATUS ACCESS ROUTE
 - (E) FIRE HYDRANT
 - (P) FIRE HYDRANT

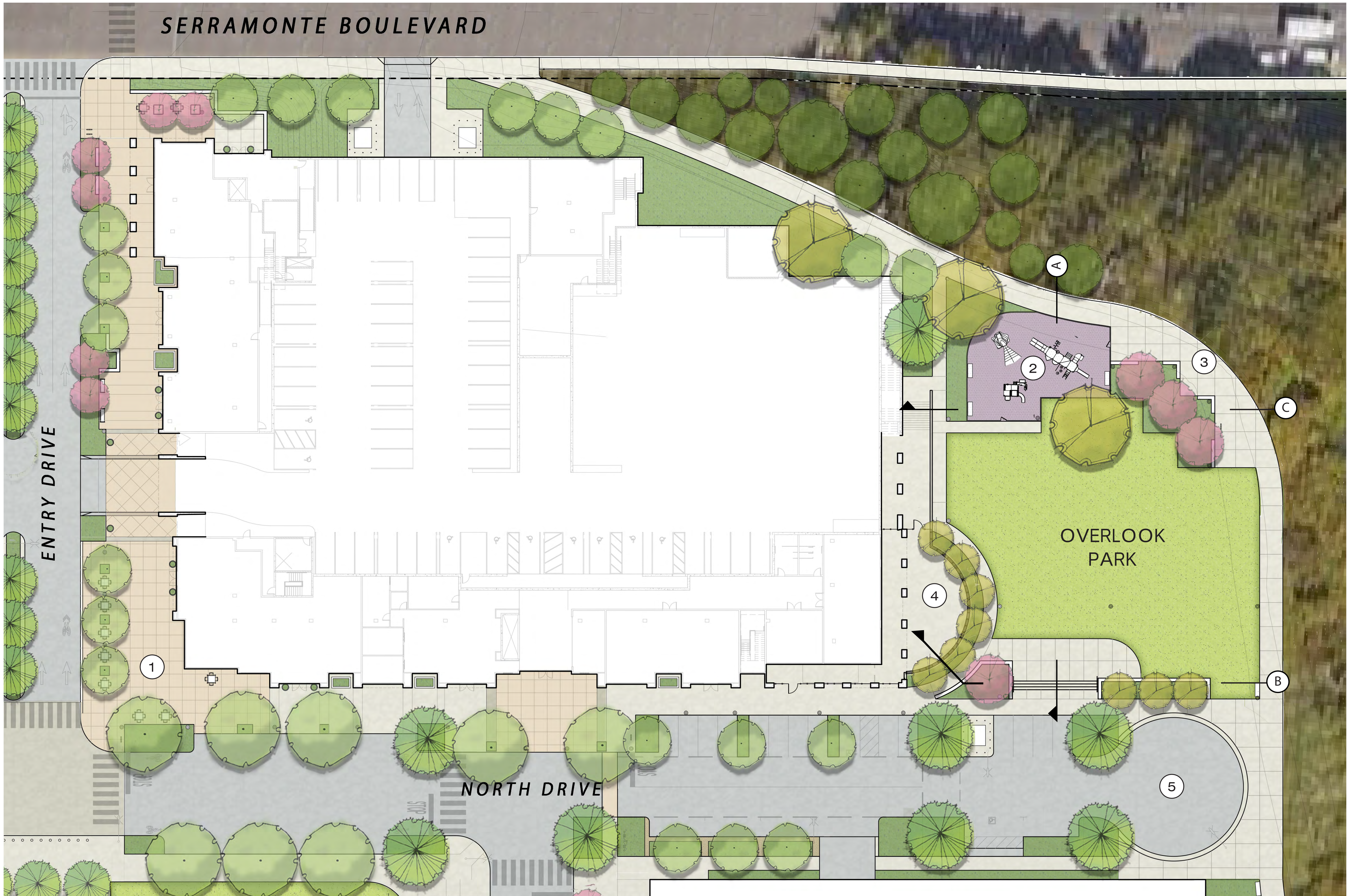


- ROAD DIMENSIONS
- FIRE ACCESS ROAD DIMENSIONS

- FIRE NOTES:**
- FIRE ACCESS ROADS FOR PROPOSED BUILDINGS ARE BASED ON THE 2019 CALIFORNIA FIRE CODE CHAPTER 5 APPENDIX D.
 - HOSE LENGTHS ARE APPROXIMATE AND SHOWN FOR GENERAL LAYOUT/COVERAGE.
 - PER CFC SECTION 503.1.1 THE FIRE APPARATUS ACCESS ROAD SHALL EXTEND TO WITHIN 150 FEET OF ALL PORTIONS OF THE FACILITY AND ALL PORTIONS OF THE EXTERIOR WALLS OF THE FIRST STORY OF THE BUILDING AS MEASURED BY AN APPROVED ROUTE AROUND THE EXTERIOR OF THE BUILDING OR FACILITY.
 - EXCEPTIONS – THE FIRE CODE OFFICIAL IS AUTHORIZED TO INCREASE THE DIMENSION OF 150 FEET WHERE ANY OF THE FOLLOWING CONDITIONS OCCUR:
 - THE BUILDING IS EQUIPPED THROUGHOUT WITH AN APPROVED AUTOMATIC SPRINKLER SYSTEM INSTALLED IN ACCORDANCE WITH SECTION 903.3.1.1, 903.3.1.2, OR 903.3.1.3.
 - FIRE APPARATUS ACCESS ROADS CANNOT BE INSTALLED BECAUSE OF LOCATION ON PROPERTY, TOPOGRAPHY, WATERWAYS, NONNEGOTIABLE GRADES OR OTHER SIMILAR CONDITIONS, AND AN APPROVED ALTERNATIVE MEANS OF FIRE PROTECTION IS PROVIDED.
 - PER CFC SECTION 503.2.1 FIRE APPARATUS ACCESS ROADS SHALL HAVE AN UNOBSTRUCTED WIDTH OF NOT LESS THAN 20 FEET, EXCLUSIVE SHOULDERS, EXCEPT FOR APPROVED SECURITY GATES IN ACCORDANCE WITH SECTION 503.6 AND AN UNOBSTRUCTED VERTICAL CLEARANCE OF NOT LESS THAN 13 FEET 6 INCHES.
 - PER CFC SECTION 503.2.5 DEAD-END FIRE APPARATUS ACCESS ROADS IN EXCESS OF 150 FEET IN LENGTH SHALL BE PROVIDED WITH AN APPROVED TURNAROUND FIRE APPARATUS. REFER TO PLAN FOR LIMITS OF DESIGNATED FIRE APPARATUS ACCESS ROADS.
 - PER CFC SECTION 507.2.1 PRIVATE FIRE SERVICE MAINS AND APPURTENANCES SHALL BE INSTALLED IN ACCORDANCE WITH NFPA 24 AS AMENDED IN CHAPTER 80.
 - A FIRE HYDRANT SHALL BE WITHIN 40 FEET OF THE FIRE DEPARTMENT CONNECTION.
 - PER APPENDIX C102.1 THE NUMBER OF FIRE HYDRANTS AVAILABLE TO A BUILDING SHALL BE NOT LESS THAN THE MINIMUM SPECIFIED IN TABLE C102.1.
 - PER APPENDIX C103.1 FIRE APPARATUS ACCESS ROADS AND PUBLIC STREETS PROVIDING REQUIRED ACCESS TO BUILDINGS IN ACCORDANCE WITH SECTION 503 SHALL BE PROVIDED WITH ONE OR MORE FIRE HYDRANTS, AS DETERMINED BY SECTION C102.1.
 - PER APPENDIX C103.2 THE AVERAGE SPACING BETWEEN FIRE HYDRANTS SHALL BE IN ACCORDANCE WITH TABLE C102.1.
 - PER APPENDIX C103.3 THE MAXIMUM SPACING BETWEEN FIRE HYDRANTS SHALL BE IN ACCORDANCE WITH TABLE C102.1.
 - PER APPENDIX D103.1 WHERE A FIRE HYDRANT IS LOCATED ON A FIRE APPARATUS ACCESS ROAD, THE MINIMUM ROAD WIDTH SHALL BE 26 FEET, EXCLUSIVE OF SHOULDERS.
 - PER APPENDIX D103.4 DEAD-END FIRE APPARATUS ACCESS ROADS IN EXCESS OF 150 FEET SHALL BE PROVIDED WITH WIDTH AND TURNAROUND PROVISIONS IN ACCORDANCE WITH TABLE D103.4.
 - PER APPENDIX D103.6 FIRE APPARATUS ACCESS ROADS SHALL BE MARKED WITH PERMANENT NO PARKING-FIRE LANE SIGNS.
 - PER APPENDIX D105.1 WHERE THE VERTICAL DISTANCE BETWEEN THE GRADE PLANE AND THE HIGHEST ROOF SURFACE EXCEEDS 30 FEET, APPROVED AERIAL FIRE APPARATUS ACCESS ROADS SHALL BE PROVIDED.
 - PER APPENDIX D105.2 AERIAL FIRE APPARATUS ACCESS ROADS SHALL HAVE A MINIMUM UNOBSTRUCTED WIDTH OF 26 FEET, EXCLUSIVE OF SHOULDERS, IN THE IMMEDIATE VICINITY OF THE BUILDING OR PORTION THEREOF.
 - PER APPENDIX D105.3 ONE OR MORE OF THE REQUIRED ACCESS ROUTES MEETING THIS CONDITION SHALL BE LOCATED NOT LESS THAN 15 FEET AND NOT GREATER THAN 30 FEET FROM THE BUILDING, AND SHALL BE POSITIONED PARALLEL TO ONE ENTIRE SIDE OF THE BUILDING.

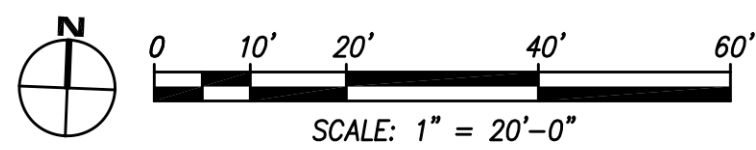


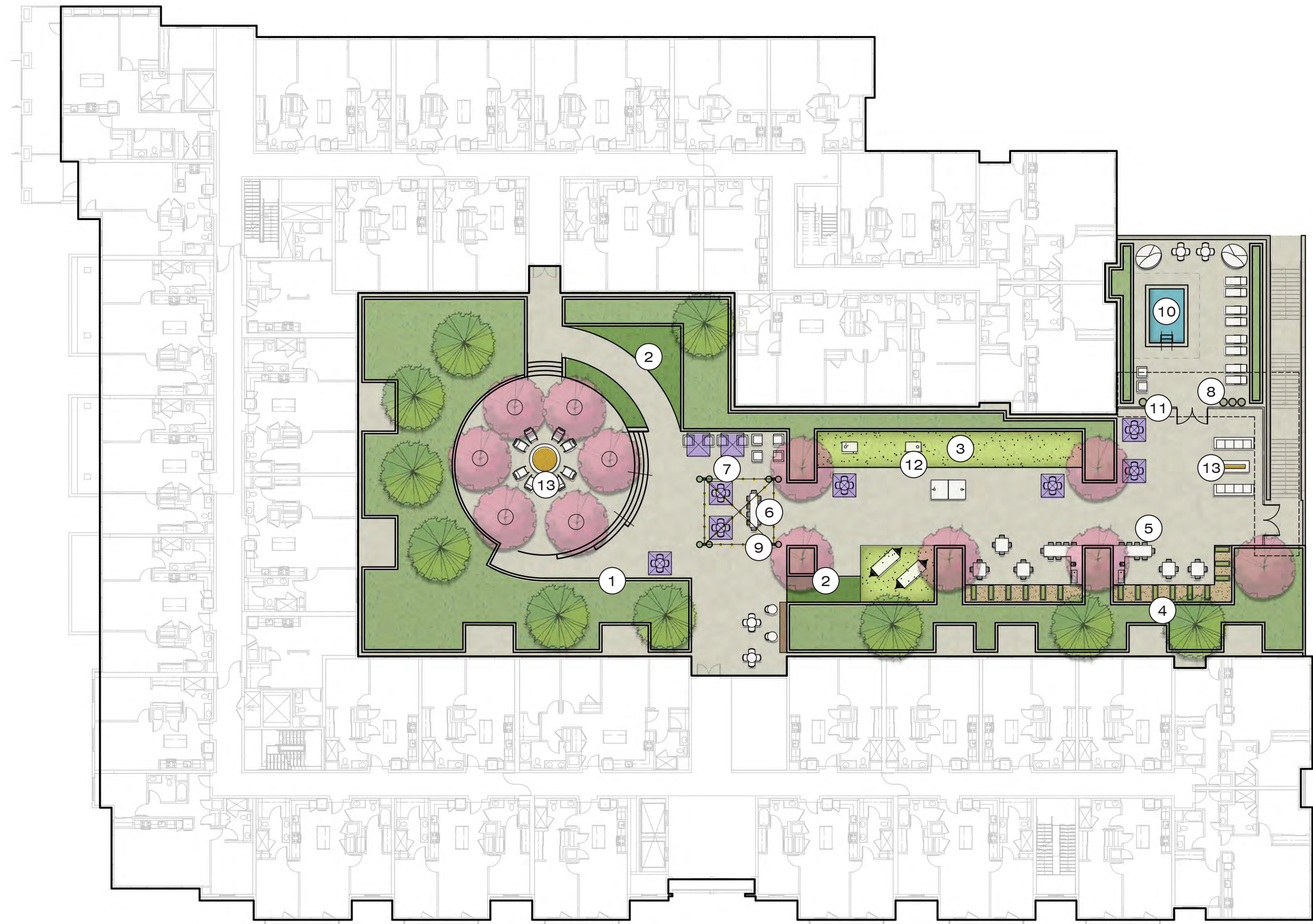
SERRAMONTE BOULEVARD



LEGEND

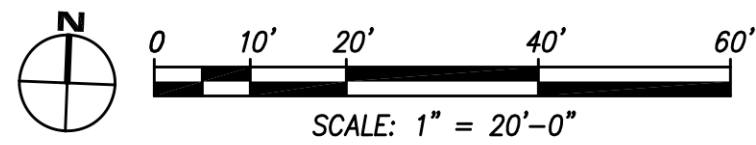
- ① ENHANCED PAVING, TYP
- ② INCLUSIVE PLAYGROUND WITH STRUCTURES FOR AGES 2-5 & 5-12
- ③ OVERLOOK
- ④ RESIDENTIAL TERRACE
- ⑤ REFER TO CIVIL PLANS FOR LIMIT OF WORK AND PHASING FOR ROADWAY IMPROVEMENTS
- A REFER TO L-10 FOR SECTION ELEVATIONS

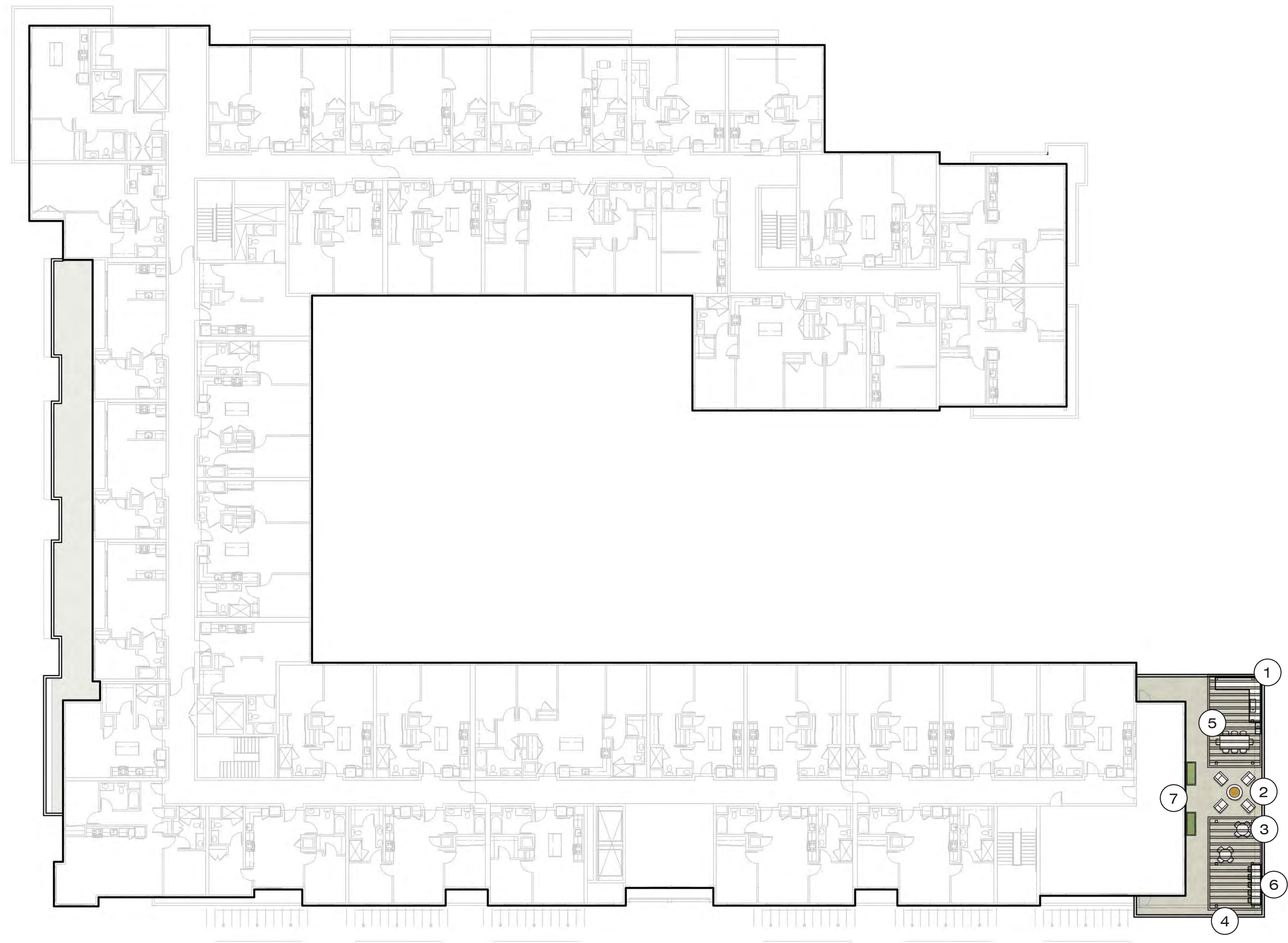




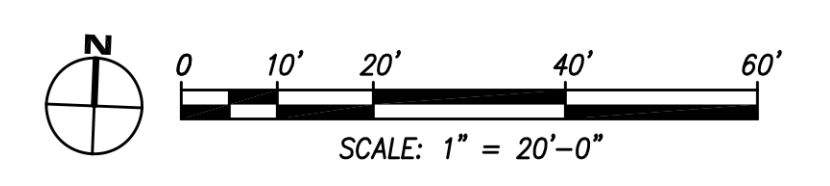
LEGEND

- ① RAISED PLANTER, TYP
(INCLUDES STORMWATER TREATMENT AREAS)
- ② LOW GREENROOF PLANTING, TYP
- ③ SYNTHETIC TURF, TYP
- ④ RAISED GARDEN PLANTERS, TYP
- ⑤ OUTDOOR KITCHEN & COUNTER SEATING, TYP
- ⑥ COMMUNITY TABLE
- ⑦ LOUNGE FURNITURE & UMBRELLA, TYP
- ⑧ PLANTER, TYP
- ⑨ STRING LIGHTING
- ⑩ SPA
- ⑪ SPA ENCLOSURE
- ⑫ OUTDOOR GAMES; CORN-HOLE, PADDLE BALL
- ⑬ FIREPIT





- LEGEND**
- ① OUTDOOR KITCHEN WITH BBQ, TRASH & RECYCLE RECEPTACLE
 - ② FIRE PIT & LOUNGE SEATING
 - ③ TABLES & CHAIRS, TYP
 - ④ ARBOR, TYP
 - ⑤ COMMUNITY TABLE
 - ⑥ OVERLOOK COUNTER
 - ⑦ PLANTER, TYP





OVERLOOK COUNTER AT ROOF TERRACE



RAISED PLANTERS



BIKE RACKS



OUTDOOR KITCHEN & COUNTER SEATING AT COURTYARD



HAMMOCK AT COURTYARD



LAWN AREA AT OVERLOOK PARK



STRING LIGHTS AT COURTYARD



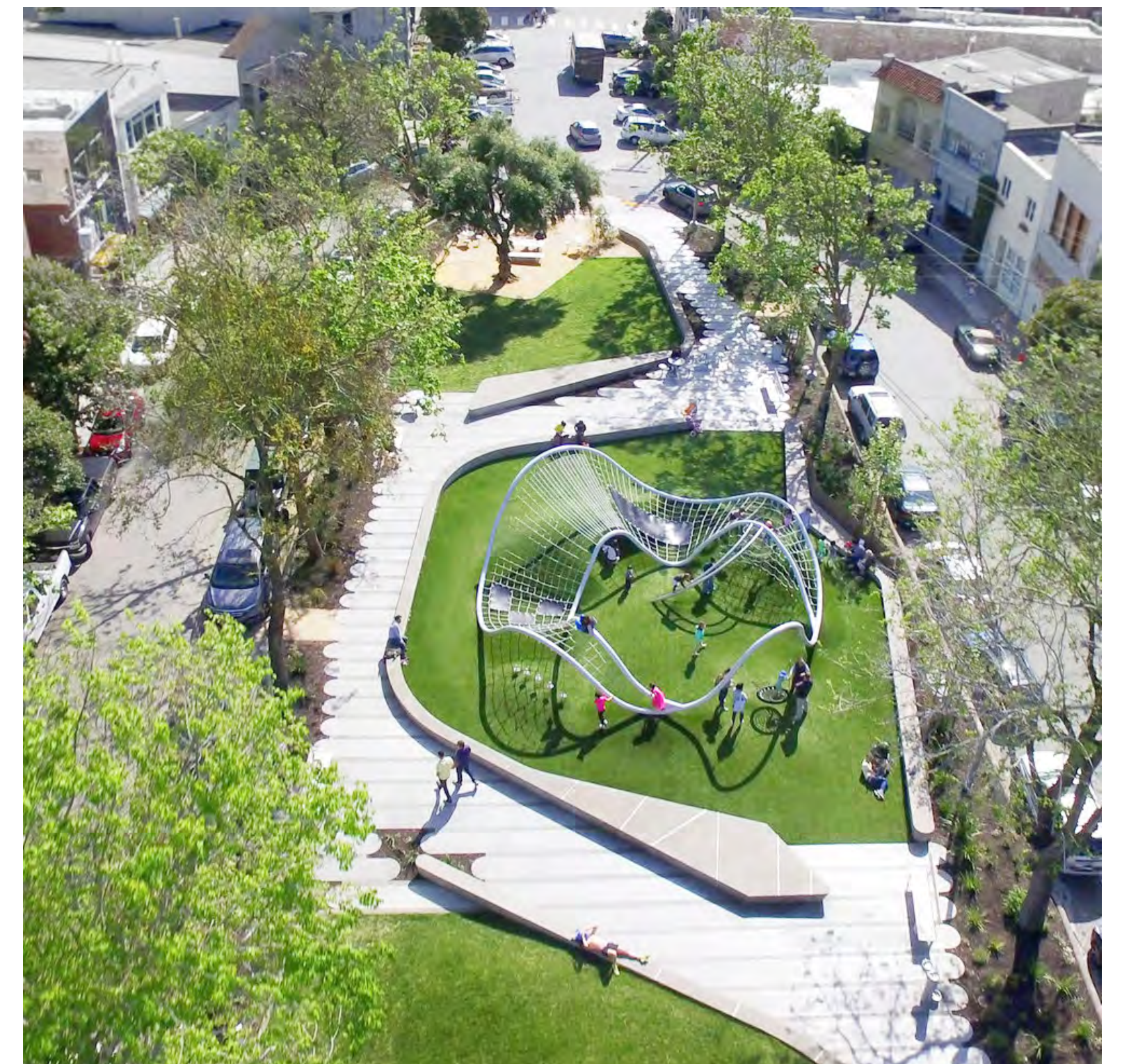
OUTDOOR GAMES AT COURTYARD



FIREPIT AT COURTYARD



ARBOR AT ROOF TERRACE

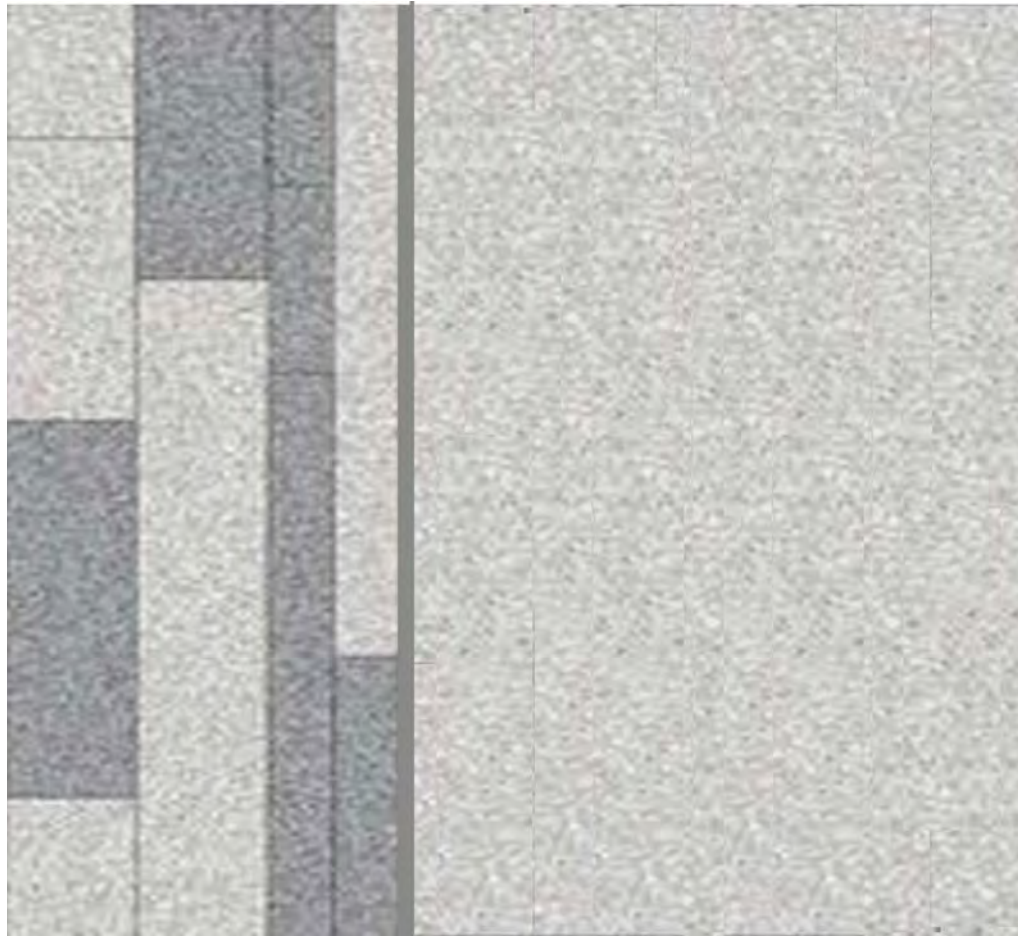


INCLUSIVE PLAYGROUND AT OVERLOOK PARK

PAVING



STANDARD CONCRETE



ENHANCED PAVING



PLAY AREA RESILIENT SURFACING



DECOMPOSED GRANITE PAVING AT COURTYARD RAISED PLANTERS



SYNTHETIC TURF AT COURTYARD



LAWN AT OVERLOOK PARK

WALLS AND FENCING



42" HIGH METAL ENCLOSURE FENCE AROUND PLAY AREA



RAISED PLANTERS AT COURTYARD



BOARD FORM CONCRETE WALL AT OVERLOOK PARK



RETAINING WALL AT OVERLOOK PARK

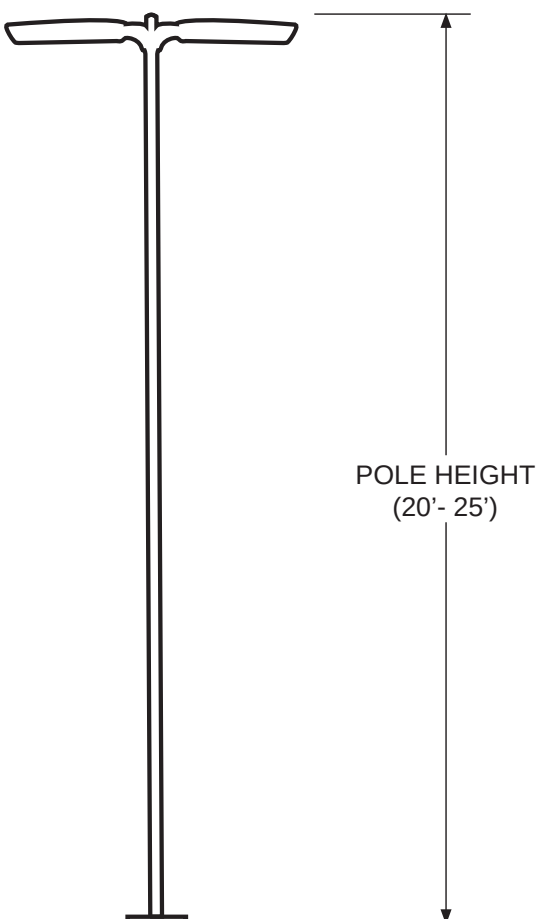


BUILT-IN-BENCH AT RETAIL PLAZA

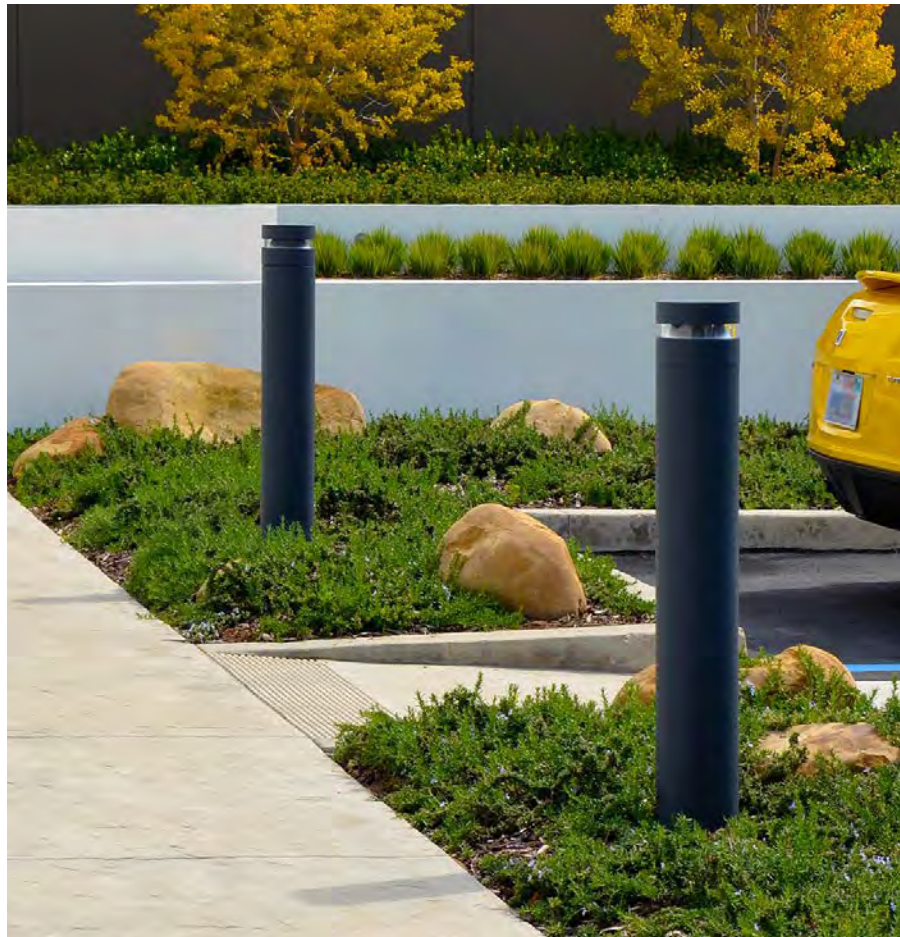
LIGHTING



LED PARKING & ROAD LIGHT FIXTURE



PEDESTRIAN LIGHT FIXTURE



BOLLARD LIGHT AT RETAIL PLAZA



RECESSED WALL LIGHT



STRING LIGHTS AT COURTYARD



STREET TREES

PARK TREES



ACCENT/SMALL TREES

HILLSIDE SUCCESSION AREA



MEDIUM AND SMALL SHRUBS

ACCENT PLANTING



ACCENT PLANTING

GROUNDCOVER



C3 STORMWATER PLANTING

PRELIMINARY PLANT PALETTE

STREET TREES - COORDINATE WITH CITY ARBORIST

- ACER BUERGERIANUM - TRIDENT MAPLE
- ARBUTUS 'MARINA'- STRAWBERRY TREE
- HYMENOSPORUM FLAVUM - SWEETSHADE
- MELALEUCA QUINQUENERVIA - SEJPUT TREE
- OLEA EUROPAEA 'SWAN HILL' - OLIVE TREE
- TRISTANIOPSIS LAURINA - WATER GUM

PARK TREES

- LAGUNARIA PATERSONIA - NORFOLK ISLAND HIBISCUS
- QUERCUS SUBER - CORK OAK

ACCENT/SMALL TREES

- ACER PALMATUM - JAPANESE MAPLE
- *CERCIS OCCIDENTALIS - WESTERN REDBUD
- PISTACIA CHINENSIS - CHINESE PISTACHE

MEDIUM AND SMALL SHRUBS

- *CALAMAGROSTIS FOLIOSA - MENDOCINO REED GRASS
- *EPILOBIUM CANUM 'CATALINA' - CALIFORNIA FUCHSIA
- HELICTOTRICHON SEMPERVIRENS - BLUE OAT GRASS
- RIBES SANGUINEUM - PINK FLOWERED CURRENT
- *ROSMARINUS OFFICINALIS - ROSEMARY
- PITTOSPORUM CRASSIFOLIUM - KARO
- POLYSTICHUM MUNITUM - WESTERN SWORD FERN

ACCENT PLANTINGS

- AGAVE ATTENUATA - FOX TAIL AGAVE
- ANIGOZANTHOS - KANGAROO PAW
- CLIVIA MINIATA - KAFFIR LILY
- LIBERTIA PEREGRINANS - ORANGE LIBERTIA
- *SALVIA GREGGII - AUTUMN SAGE
- SENECIO VITALIS - NARROW LEAF CHALKSTICKS

GROUNDCOVER

- ALOE DISTANS
- AEONIUM CANARIENSE - HOUSELEEK
- AJUGA REPTENS - BLUE BUGLE
- *CEANOETHUS - CALIFORNIA LILAC
- THYMUS - THYME

C3 STORMWATER PLANTING

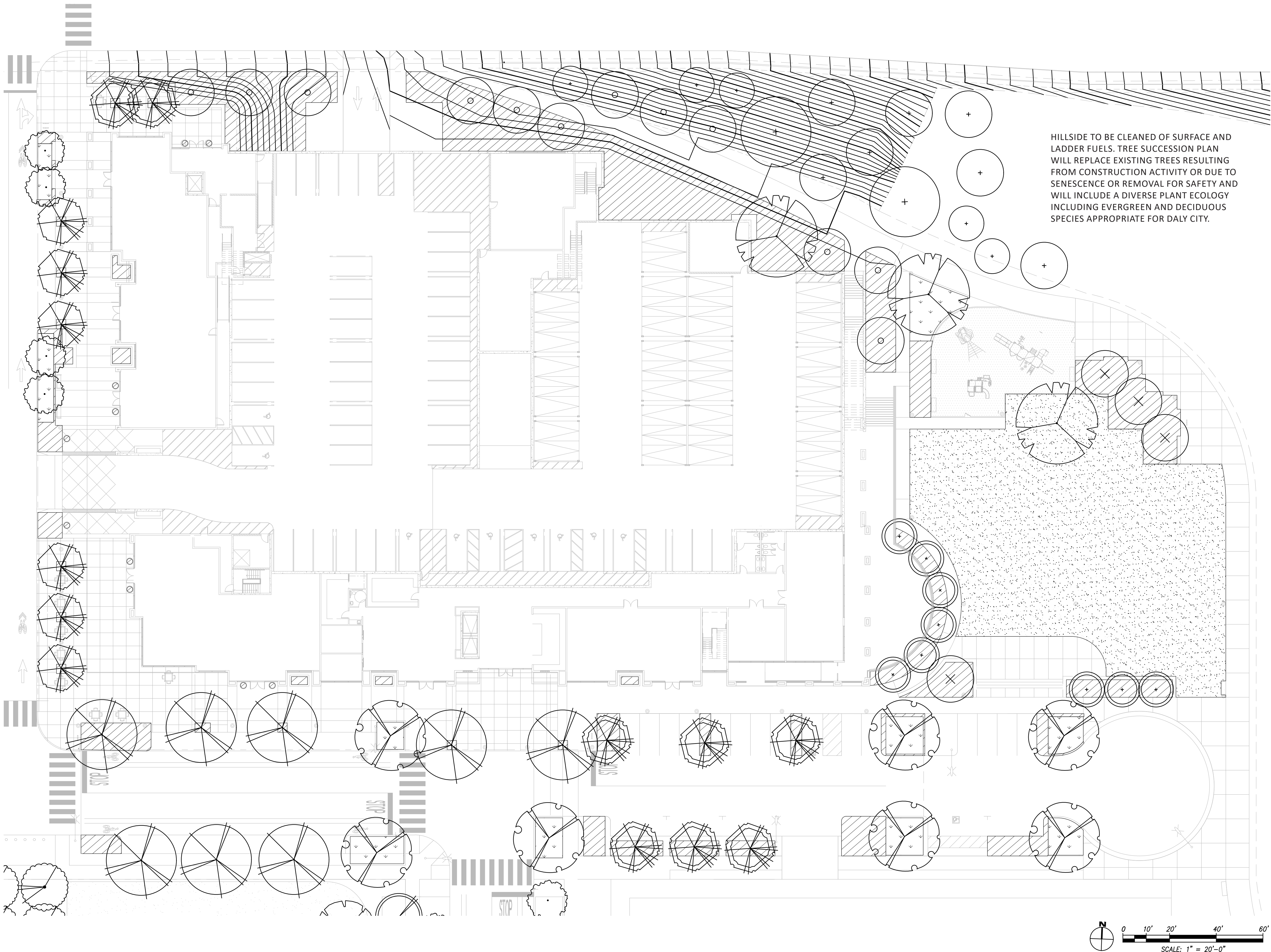
- *ACHILLEA MILLEFOLIUM - YARROW
- CHONDROPETALUM TECTORUM - CAPE RUSH
- *ERIOGONUM LATIFOLIUM - COAST BUCKWHEAT
- LOMANDRA LONGIFOLIA - DWARF MAT RUSH
- *PENSTEMON 'MARGARITA BOB' - BEARD TONGUE
- CERCIS CANADENSIS 'FOREST PANSY

HILLSIDE SUCCESSION AREA

- AESCULUS CALIFORNICA - CALIFORNIA BUCKEYE
- ACER MACROPHYLLUM - BIG LEAF MAPLE
- ARBUTUS MENZIESII - PACIFIC MADRONE
- CALOCEDRUS DECURRENS - INCENSE CEDAR
- CENAOTHUS 'RAY HARTMAN' - WILD LILAC
- HESPEROCYPARIS MAROCCARPA - MONTEREY CYPRESS
- FREMONTODENDRON CALIFORNICUM - FREMONTIA

GENERAL PLANTING AND IRRIGATION NOTES:

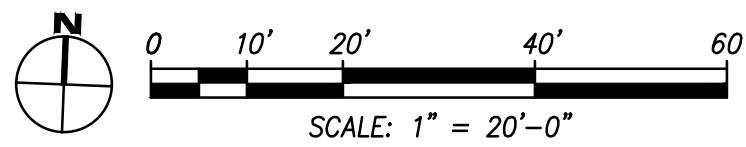
1. LANDSCAPE AND IRRIGATION PLANS SHALL COMPLY WITH THE CRITERIA OF THE CALIFORNIA MODEL WATER EFFICIENCY ORDINANCE AND APPLY THOSE CRITERIA FOR THE EFFICIENT USE OF WATER IN THE LANDSCAPE DESIGN PLAN AND COMPLY WITH APPLICABLE CITY CODES, ORDINANCES AND PRECISE PLAN REQUIREMENTS.
2. LANDSCAPE AND IRRIGATION PLANS SHALL CONFORM WITH TIER 2 LANDSCAPE PROJECT REQUIREMENTS. WATER USE EFFICIENCY CHECKLIST AND WATER USE CALCULATIONS TO BE PROVIDED WITH DETAILED LANDSCAPE AND IRRIGATION DESIGN DRAWINGS FOR BUILDING PERMIT.
3. ALL PLANTING AREAS SHALL BE TOP-DRESSED WITH A MINIMUM 3" LAYER OF ORGANIC, UN-DYED MULCH RECYCLED FROM LOCAL ORGANIC MATERIALS SUCH AS TREE TRIMMINGS, PLANT, OR CLEAN WOOD WASTE ON EXPOSED SURFACES.
4. IRRIGATION SYSTEM IS TO BE A FULLY AUTOMATIC WEATHER-BASED SYSTEM USING LOW FLOW DRIP AND BUBBLER SYSTEM.
5. STREET TREES SHALL BE TIED INTO IRRIGATION SYSTEM.
6. AT LEAST EIGHTY PERCENT OF THE PLANTS IN LANDSCAPE AREA SHALL BE NATIVE PLANTS OR LOW-WATER USING PLANTS.

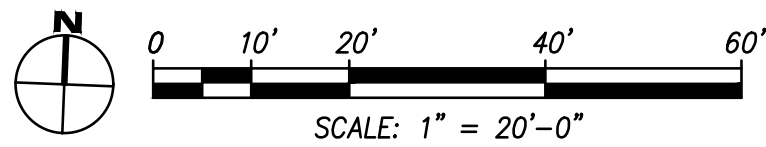
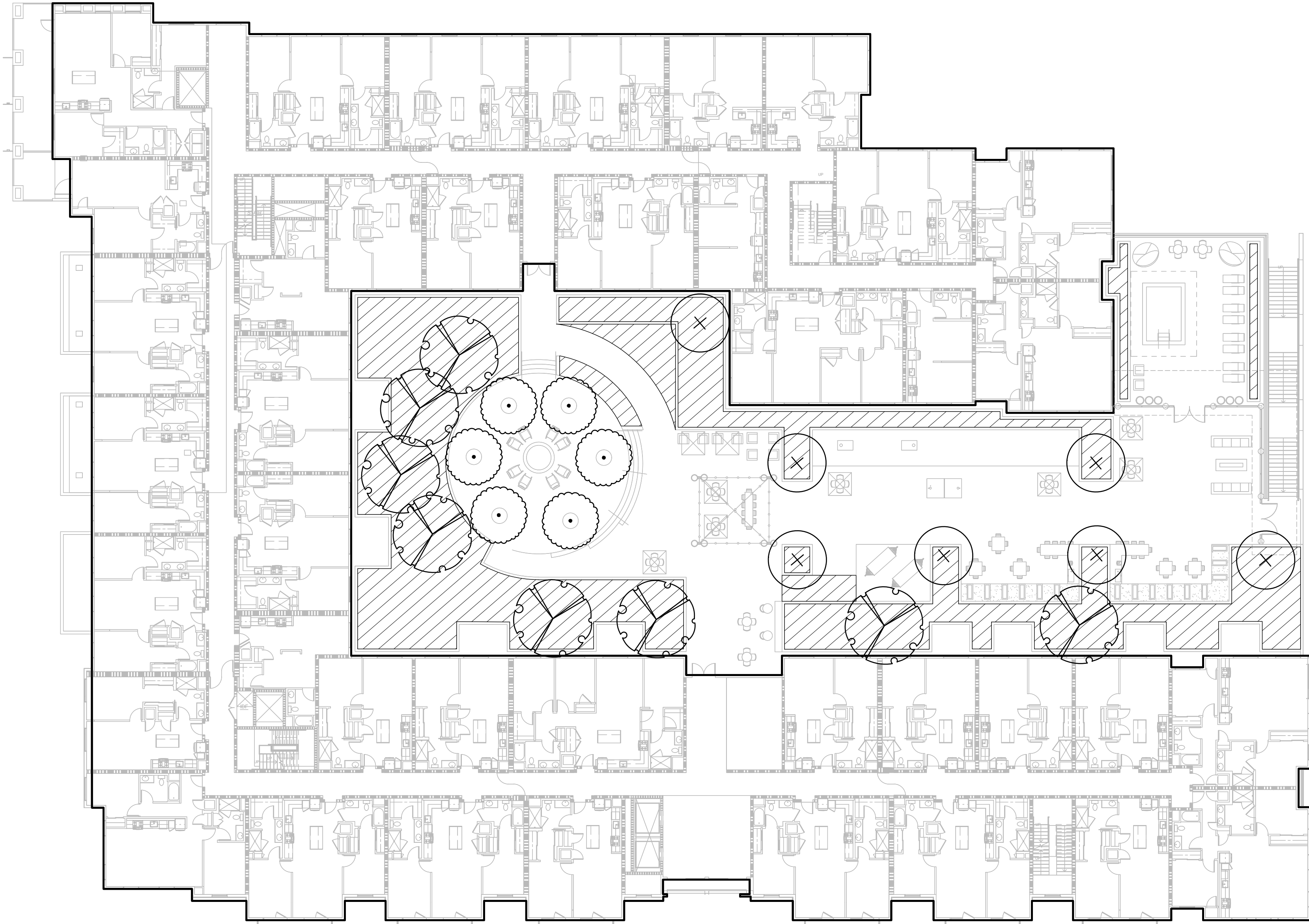


PRELIMINARY PLANT PALETTE							
KEY	SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	WTR USE	QTY
TREES							
T-1		ACER BUERGERIANUM	TRIDENT MAPLE	24" BOX	PER PLAN	M	8
T-2		ACER PALMATUM	JAPANESE MAPLE	24" BOX	PER PLAN	M	6
T-3		ARBUTUS 'MARINA'	MARINA STRAWBERRY TREE	24" BOX	PER PLAN	L	15
T-4		CERCIS OCCIDENTALIS	WESTERN REDBUD	24" BOX	PER PLAN	M	7
T-5		HYMENOSPORUM FLAVUM	SWEETSHADE	24" BOX	PER PLAN	L	6
T-6		LAGUNARIA PATERSONII	NORFOLK ISLAND Hibiscus	24" BOX	PER PLAN	M	9
T-7		MELALEUCA QUINQUENERVIA	SEJEPUT TREE	24" BOX	PER PLAN	M	12
T-8		OLEA EUROPEA 'SWAN HILL'	OLIVE TREE	24" BOX	PER PLAN	L	8
T-9		PISTACIA CHINENSIS	CHINESE PISTACHE	24" BOX	PER PLAN	L	4
T-10		QUERCUS SUBER	CORK OAK	24" BOX	PER PLAN	L	3
T-11		TRISTANOPSIS LAURINA	WATER GUM	24" BOX	PER PLAN	L	4

HILLSIDE SUCCESSION AREA				
SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	WTR USE
	AESCULUS CALIFORNICA	CALIFORNIA BUCKEYE	24" BOX	L
	ACER MACROPHYLLUM	BIG LEAF MAPLE	24" BOX	L
	ARBUTUS MENZIESII	PACIFIC MADRONE	24" BOX	L
	CALOCEDRUS DECURRENS	INCENSE CEDAR	24" BOX	L
	CEANOTHUS 'RAY HARTMAN'	WILD LILAC	24" BOX	L
	HESPEROCYPARIS MACROCARPA	MONTEREY CYPRESS	24" BOX	L
	FREMONTODENDRON CALIFORNICUM	FREMONTIA	24" BOX	L

SEE SHEET L-8 FOR FULL PLANTING PLAN PALETTE

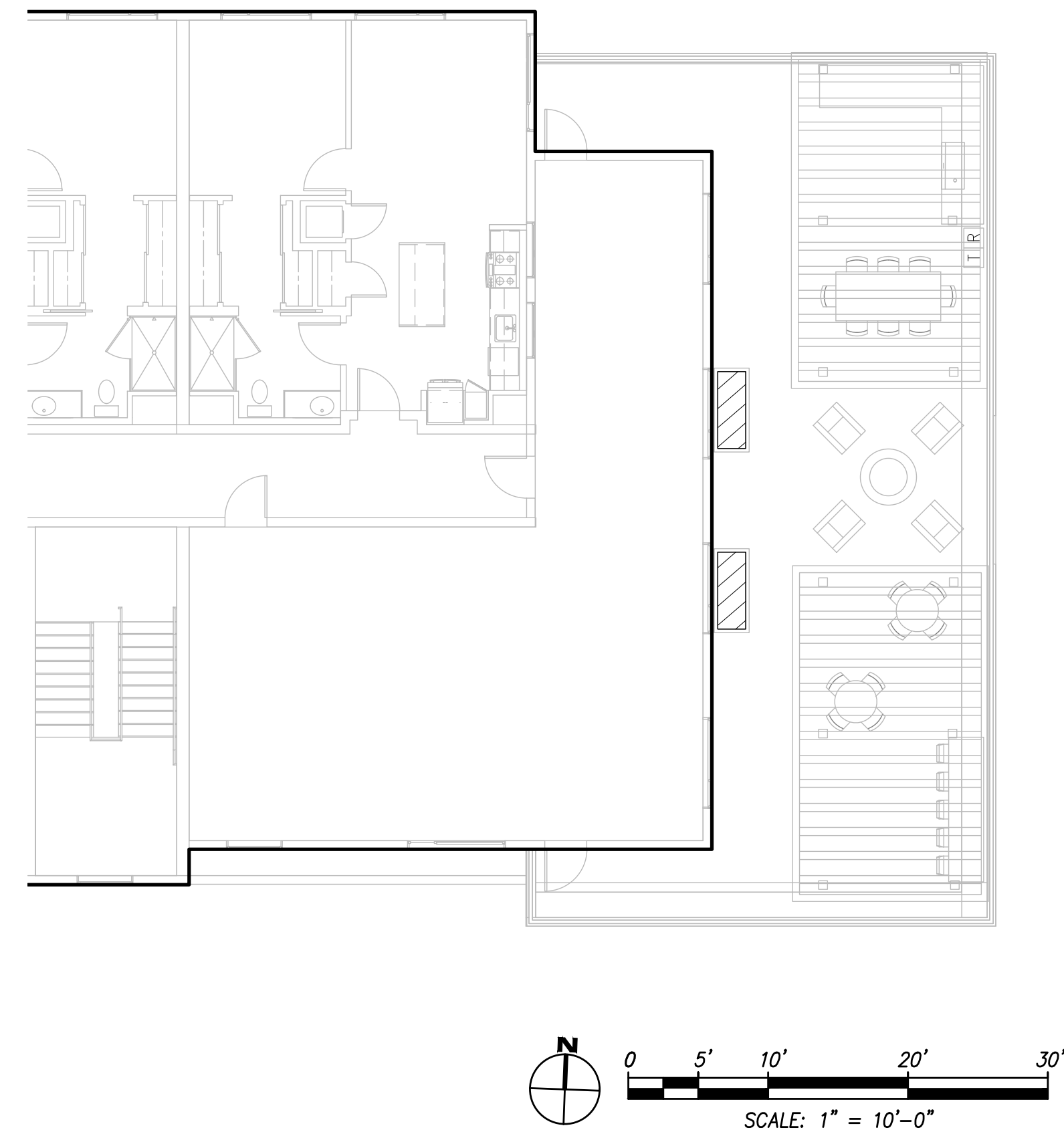
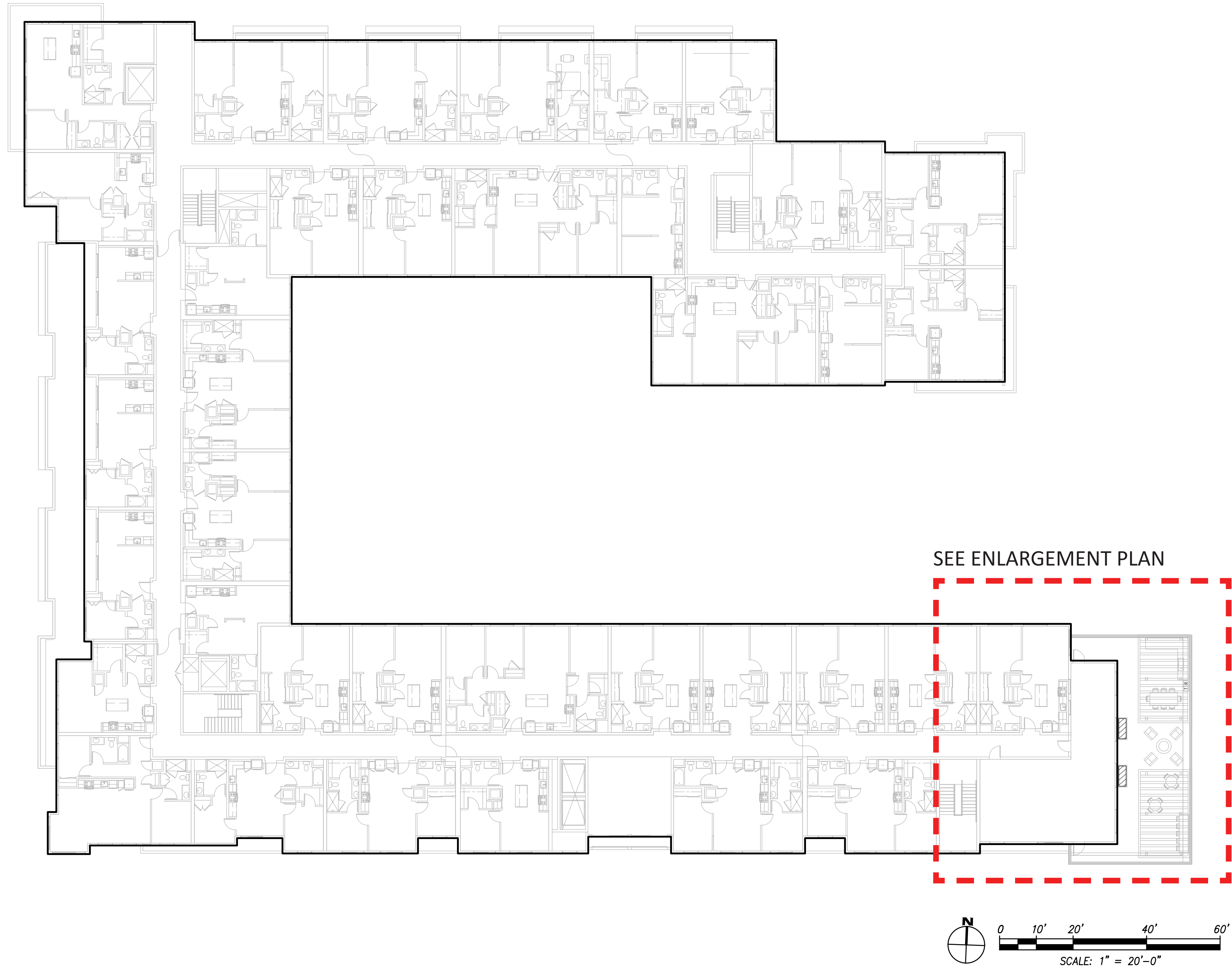




PRELIMINARY PLANT PALETTE							
KEY	SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	WTR USE	QTY
TREES							
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HILLSIDE SUCCESSION AREA				
SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	WTR USE
	AESCULUS CALIFORNICA	CALIFORNIA BUCKEYE	24" BOX	L
	ACER MACROPHYLLUM	BIG LEAF MAPLE	24" BOX	L
	ARBUTUS MENZIESII	PACIFIC MADRONE	24" BOX	L
	CALOCEDRUS DECURRENS	INCENSE CEDAR	24" BOX	L
	CEANOTHUS 'RAY HARTMAN'	WILD LILAC	24" BOX	L
	HESPEROCYPARIS MACROCARPA	MONTEREY CYPRESS	24" BOX	L
	FREMONTODENDRON CALIFORNICUM	FREMONTIA	24" BOX	L

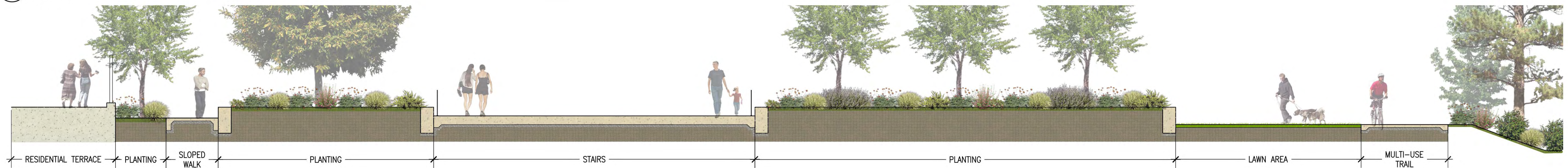
SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	WTR USE
MEDIUM AND SMALL SHRUBS					
	CALAMAGROSTIS FOLIOSA	MENDOCINO REED GRASS	5 GAL	4'-0" OC	L
	EPILOBIUM CANUM 'CATALINA'	CALIFORNIA FUCHSIA	5 GAL	5'-0" OC	L
	HELICTOTRICHON SEMPERVIRENS	BLUE OAT GRASS	5 GAL	5'-0" OC	L
	RIBES SANGUINEUM	PINK FLOWERED CURRENT	5 GAL	5'-0" OC	L
	ROSMARINUS OFFICINALIS	ROSEMARY	5 GAL	4'-0" OC	L
	PITTSOPORUM CRASSIFOLIUM	KARO	5 GAL	5'-0" OC	L
	POLYSTICHUM MUNITUM	WESTERN SWORD FERN	5 GAL	4'-0" OC	L
ACCENT PLANTING					
	AGAVE ATTENUATA	FOX TAIL AGAVE	5 GAL	6'-0" OC	L
	AGNIGOZANTHOS	KANGAROO PAW	5 GAL	4'-0" OC	L
	CIIVA MINIATA	KAFIR LILY	5 GAL	4'-0" OC	L
	LIBERITA PEREGRINANS	ORANGE LIBERTIA	5 GAL	3'-0" OC	L
	SALVIA GREGGII	AUTUM SAGE	5 GAL	3'-0" OC	L
	SENECIO VITALIS	NARROW LEAF CHALKSTICKS	5 GAL	5'-0" OC	L
GROUNDCOVERS					
	ALOE DISTANS	JEWEL ALOE	1 GAL	5'-0" OC	L
	AEONIUM CANARIENSE	HOUSELEEK	1 GAL	3'-0" OC	L
	AJUGA REPETENS	BLUE BUGLE	1 GAL	2'-0" OC	L
	CEANOTHUS	CALIFORNIA LILAC	1 GAL	5'-0" OC	L
	THYMUS	THYME	1 GAL	5'-0" OC	L
STORMWATER PLANTING					
	AHHILLEA MILLEFOLIUM	YARROW	1 GAL	2'-0" OC	L
	CHONDROPETALUM TECORUM	CAPE RUSH	1 GAL	3'-0" OC	L
	ERIOGONUM LATIFOLIUM	COAST BUCKWHEAT	1 GAL	3'-0" OC	L
	LOMANDRA LONGIFOLIA	DWARF MAT RUSH	1 GAL	4'-0" OC	L
	PENSTEMON 'MARGARITA BOP'	BEARD TONGUE	1 GAL	3'-0" OC	L
	CERCIS CANADENSIS 'FOREST PANSY'	EASTERN REDBUD	1 GAL	3'-0" OC	L
TURF					
	-	90/10 TALL FESCUE/ BLUE GRASS BLEND	SOD	-	-
MULCH ONLY AREA					
	3" LAYER OF MULCH	-	-	-	-



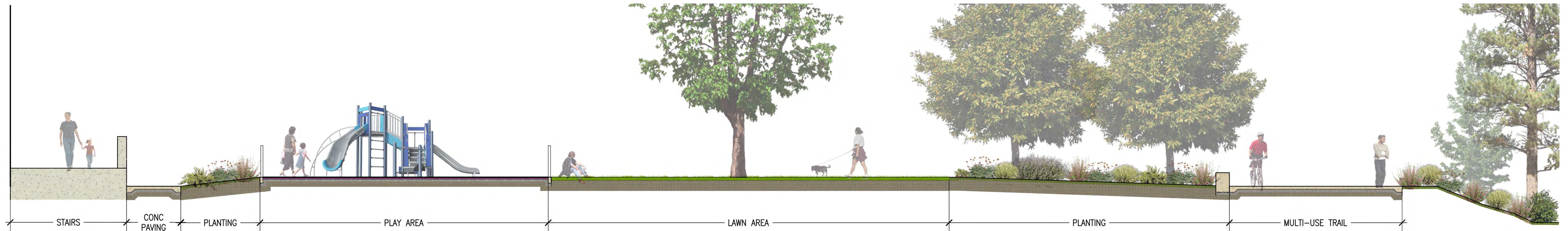
SEE SHEET L-8 FOR FULL PLANTING PLAN PALETTE



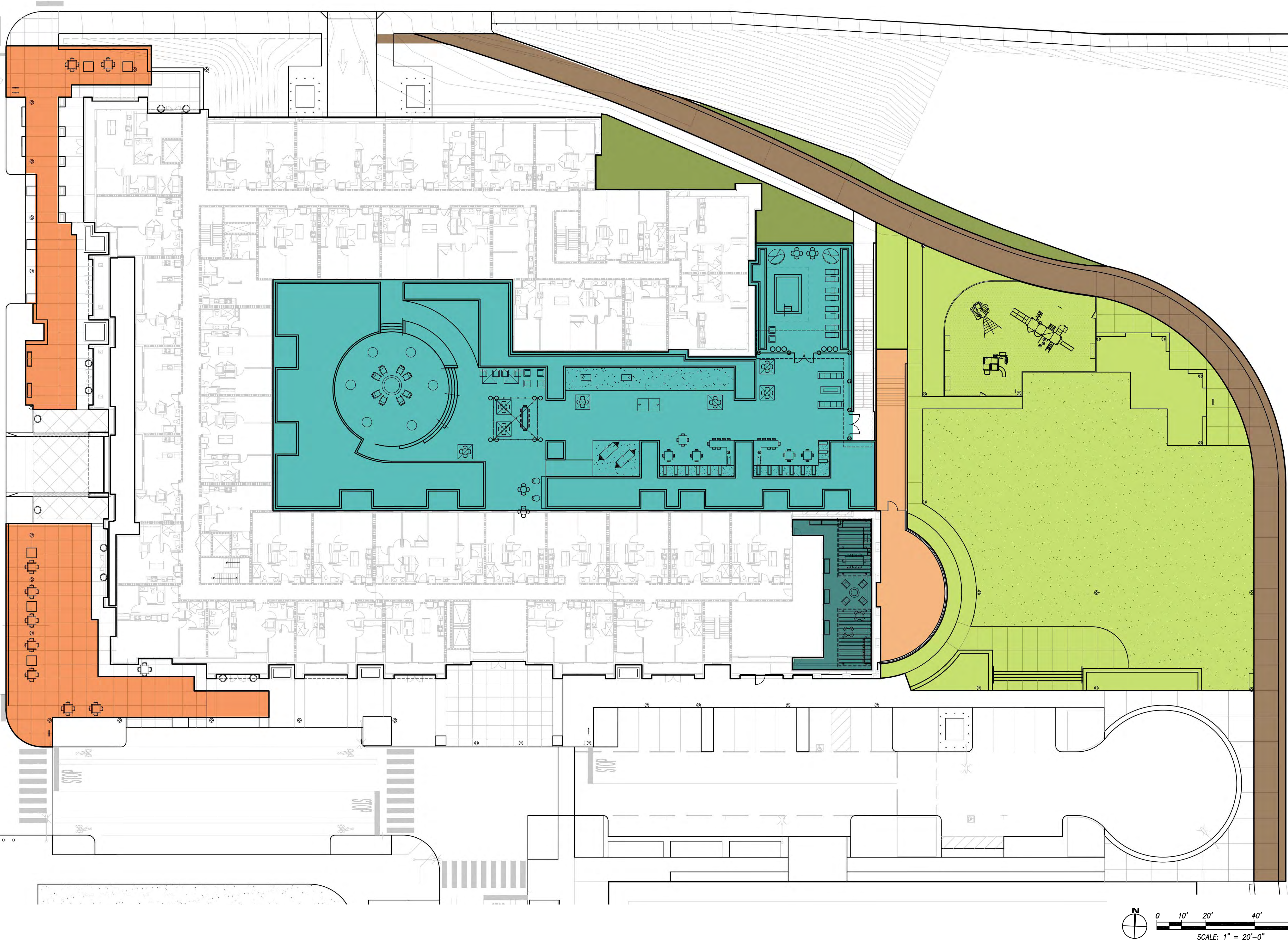
A OVERLOOK PARK SECTION ELEVATION 1
SCALE: 1/8" = 1'-0"



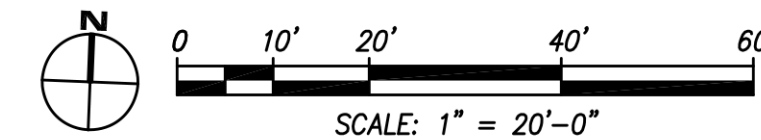
B OVERLOOK PARK SECTION 1
SCALE: 3/16" = 1'-0"

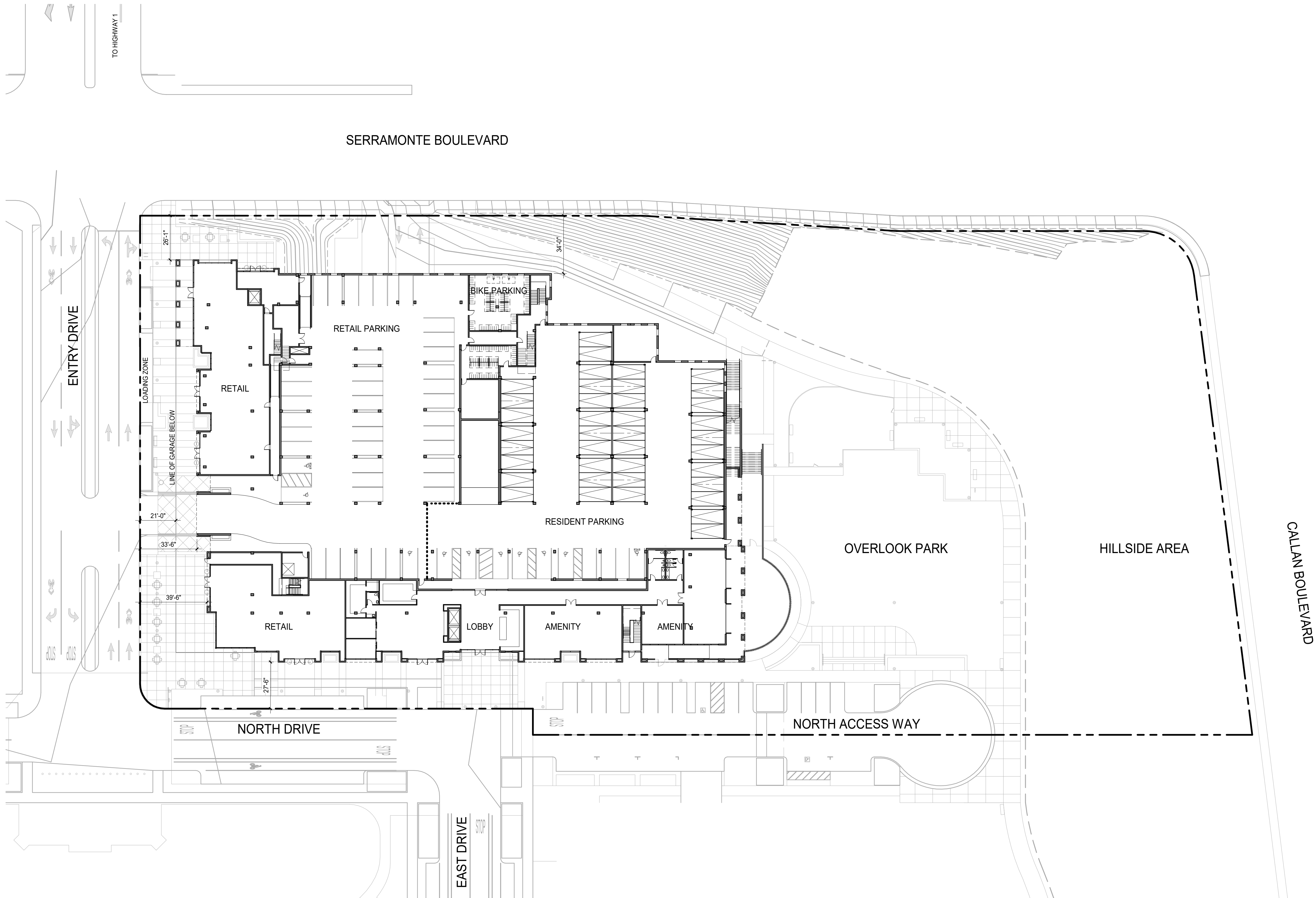


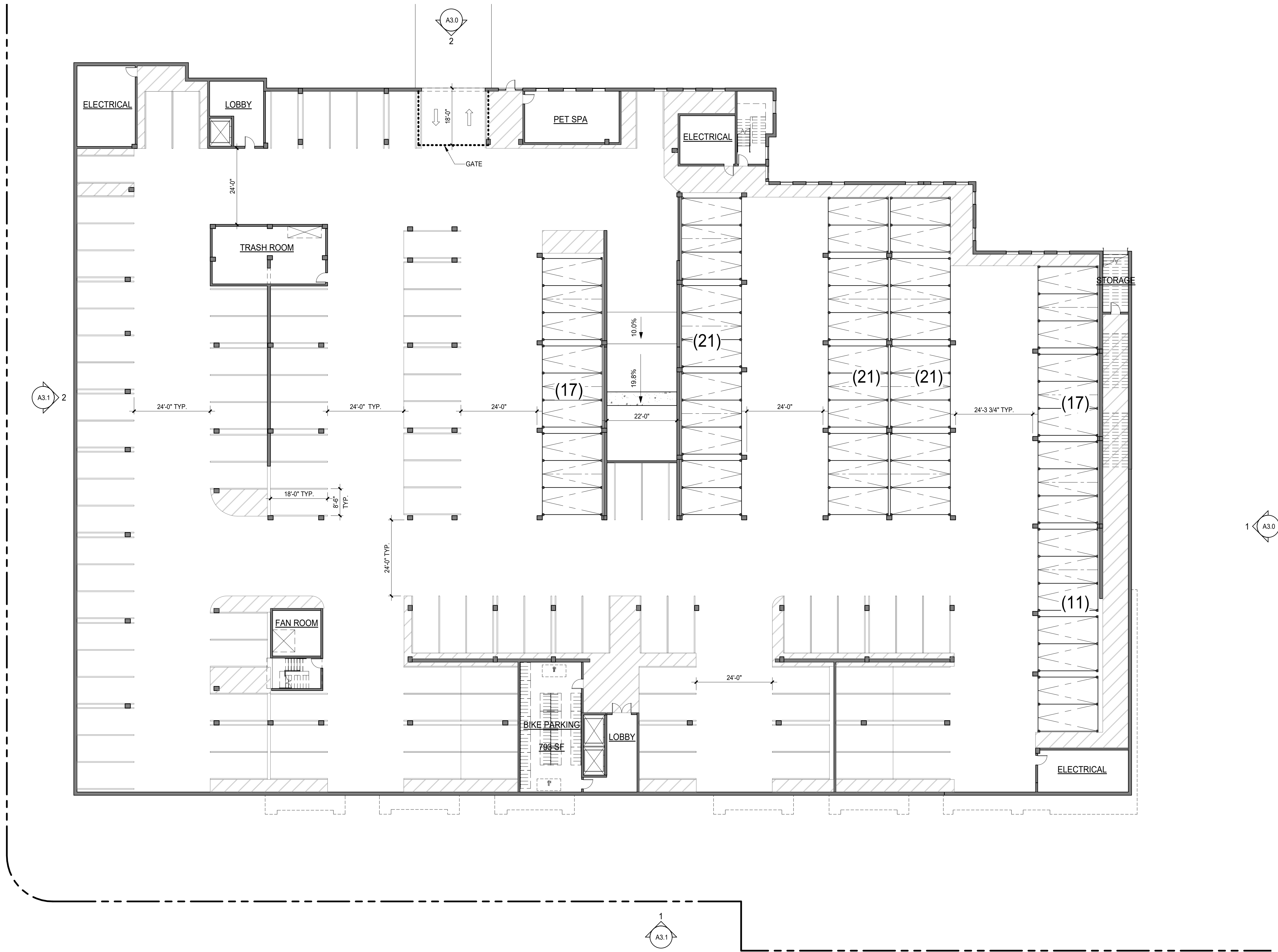
C OVERLOOK PARK SECTION 2
SCALE: 3/16" = 1'-0"

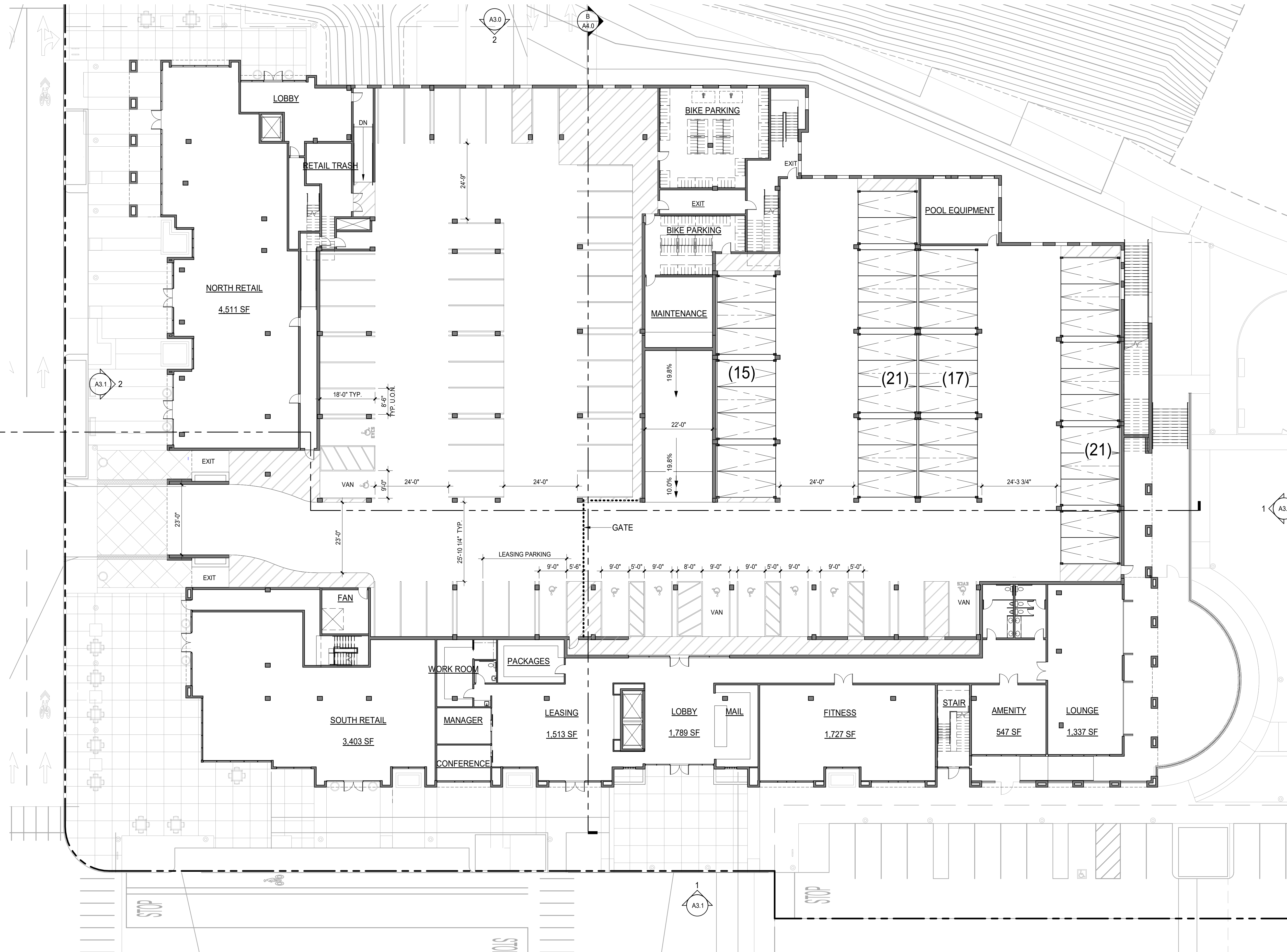


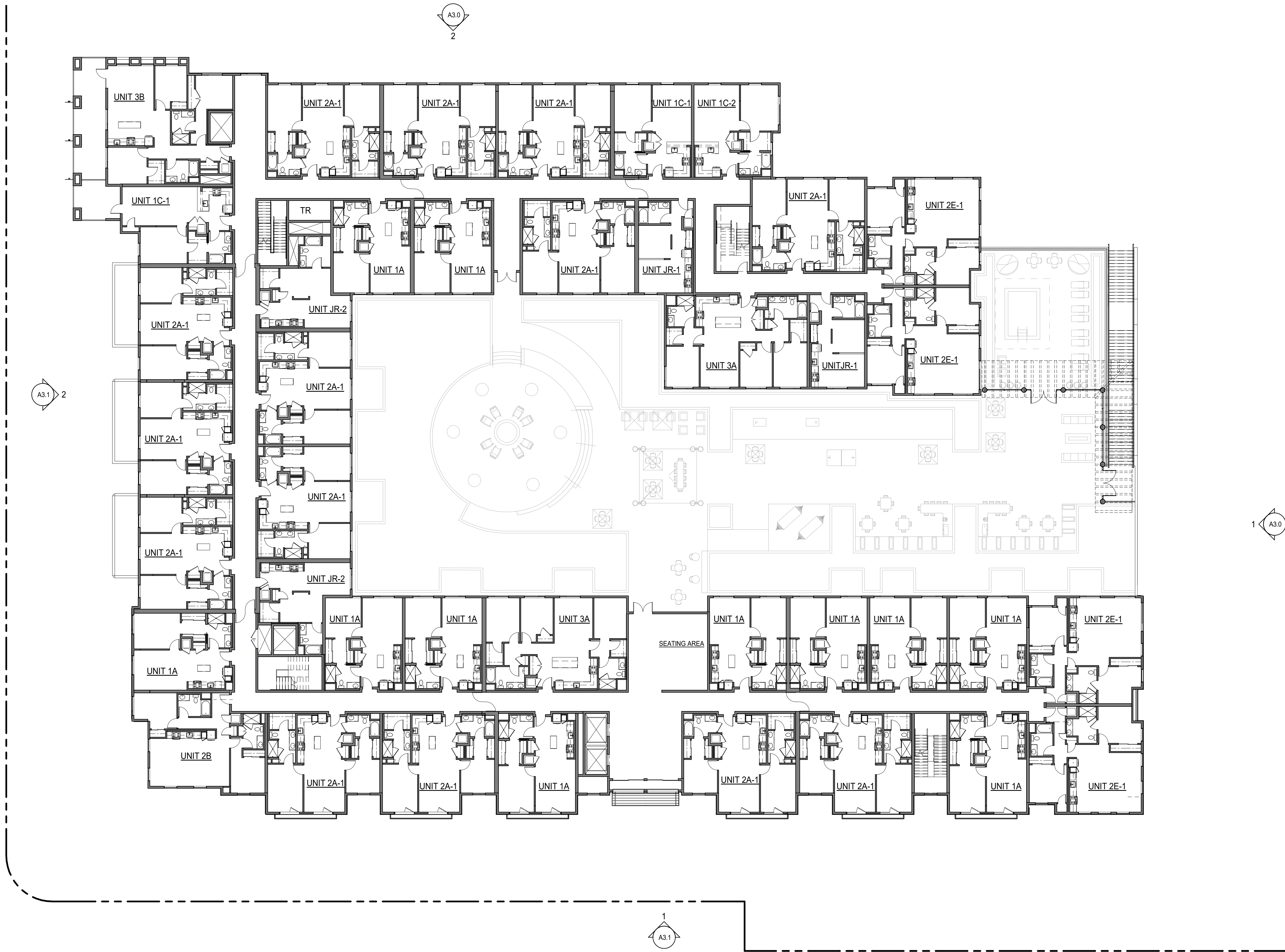
OPEN SPACE SUMMARY			
(SEE ARCHITECTURE DRAWINGS FOR INDIVIDUAL BALCONY AREAS)			
KEY	NAME	AREA	LEVEL
	RETAIL PLAZA	7,050 SF	GROUND FLOOR
	LANDSCAPE (<10%)	2,673 SF	GROUND FLOOR
	TERRACE	2,764 SF	GROUND FLOOR
	2ND FLOOR BALCONIES	504 SF	2ND FLOOR/PODIUM
	COURTYARD	20,353 SF	2ND FLOOR/PODIUM
	3RD FLOOR BALCONIES	504 SF	3RD FLOOR
	5TH FLOOR BALCONIES	779 SF	5TH FLOOR
	ROOF TERRACE	1,346 SF	6TH FLOOR
	SUBTOTAL	35,973 SF	
	PARK (<10%)	22,335 SF	GROUND FLOOR
	TRAIL	6,854 SF	GROUND FLOOR
	SUBTOTAL	29,189 SF	
	TOTAL	65,162 SF	

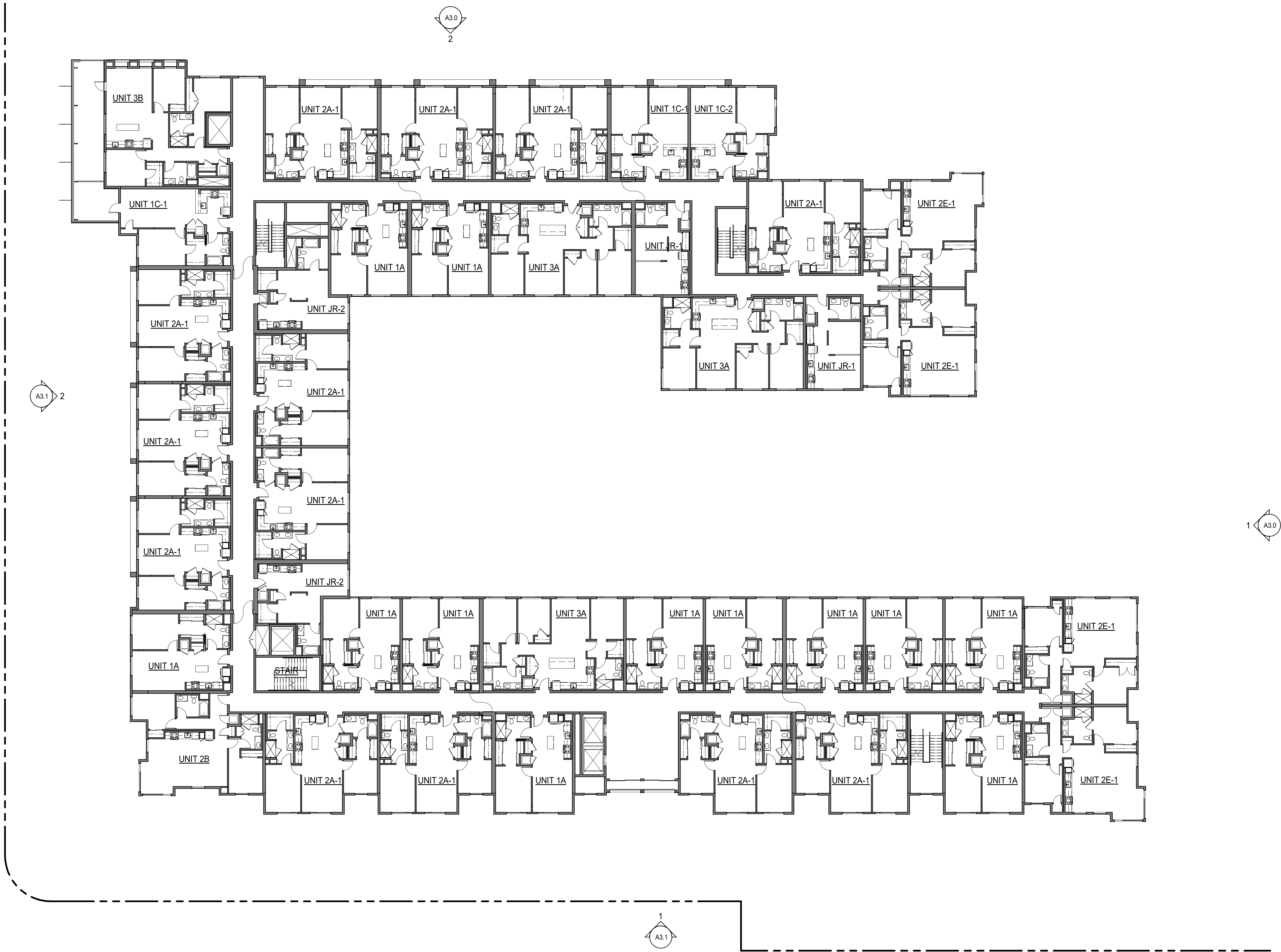


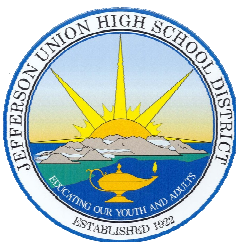
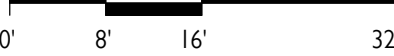
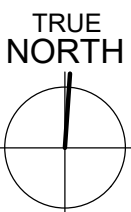
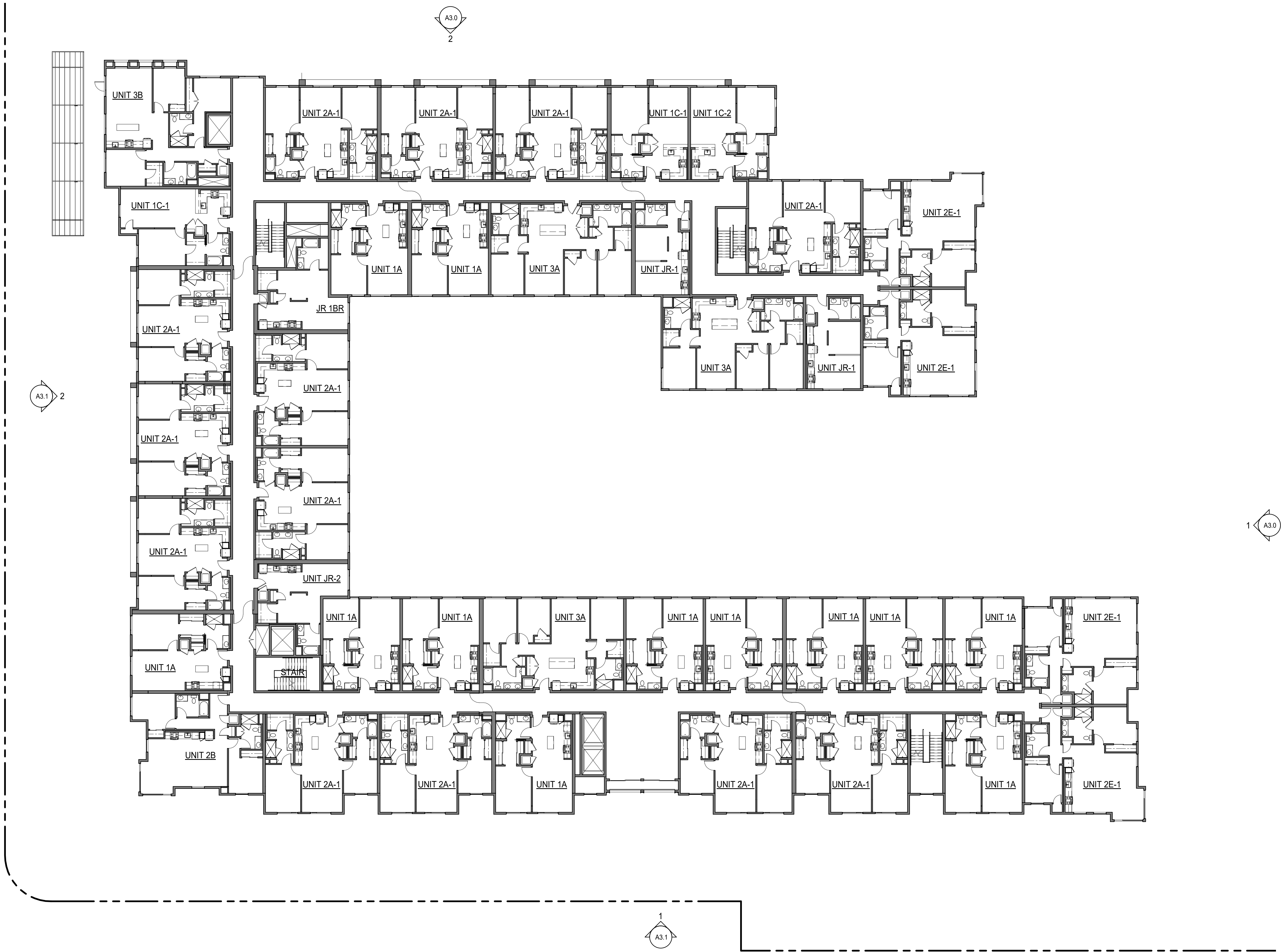


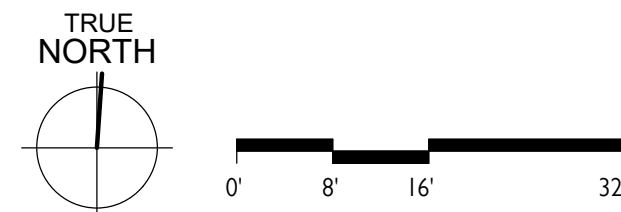
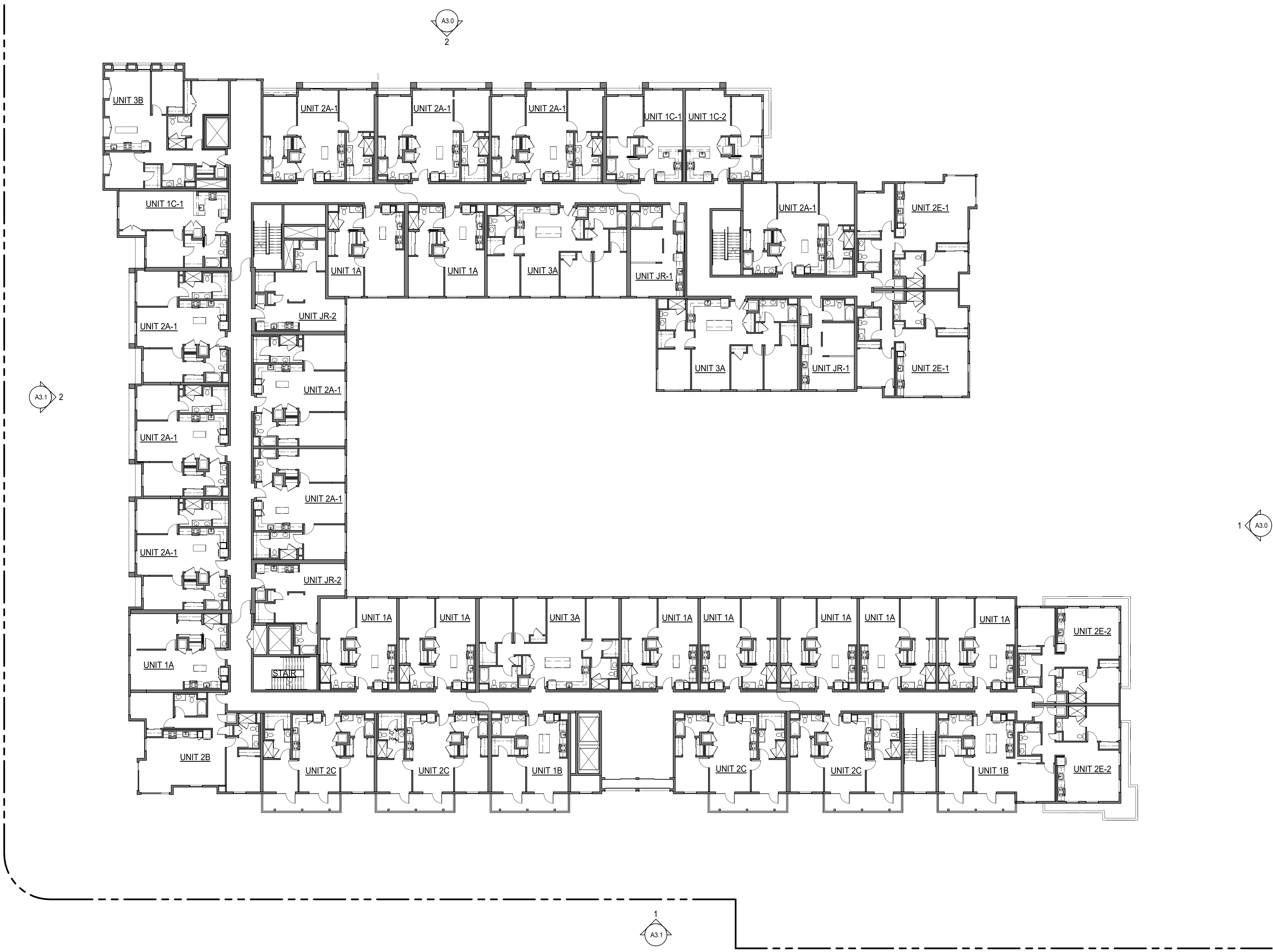


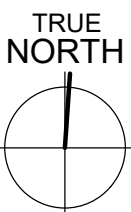
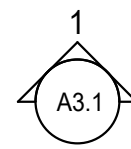
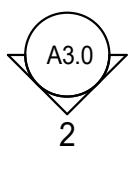
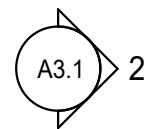
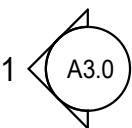




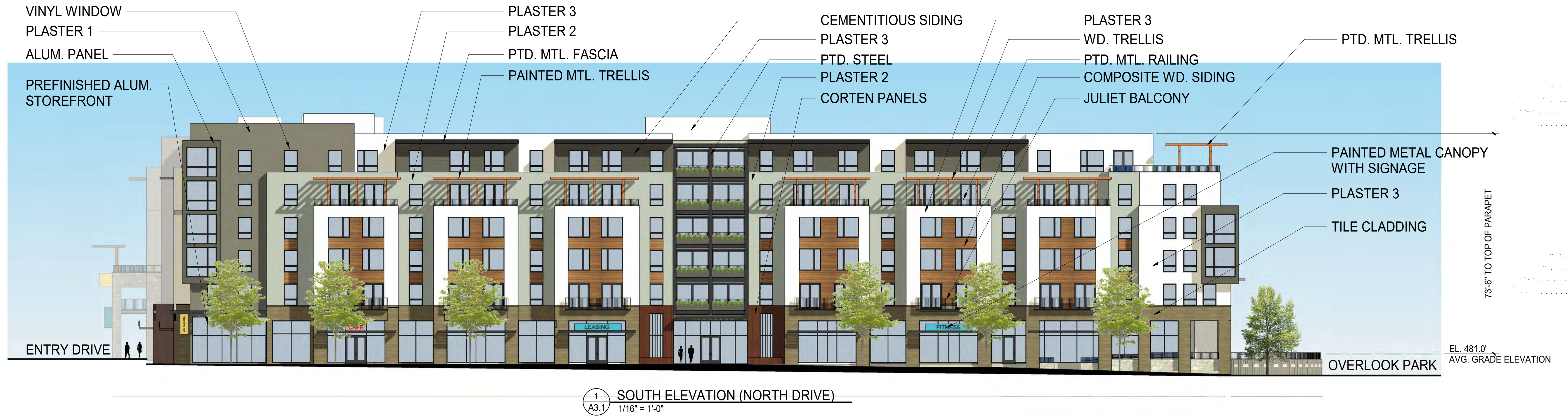






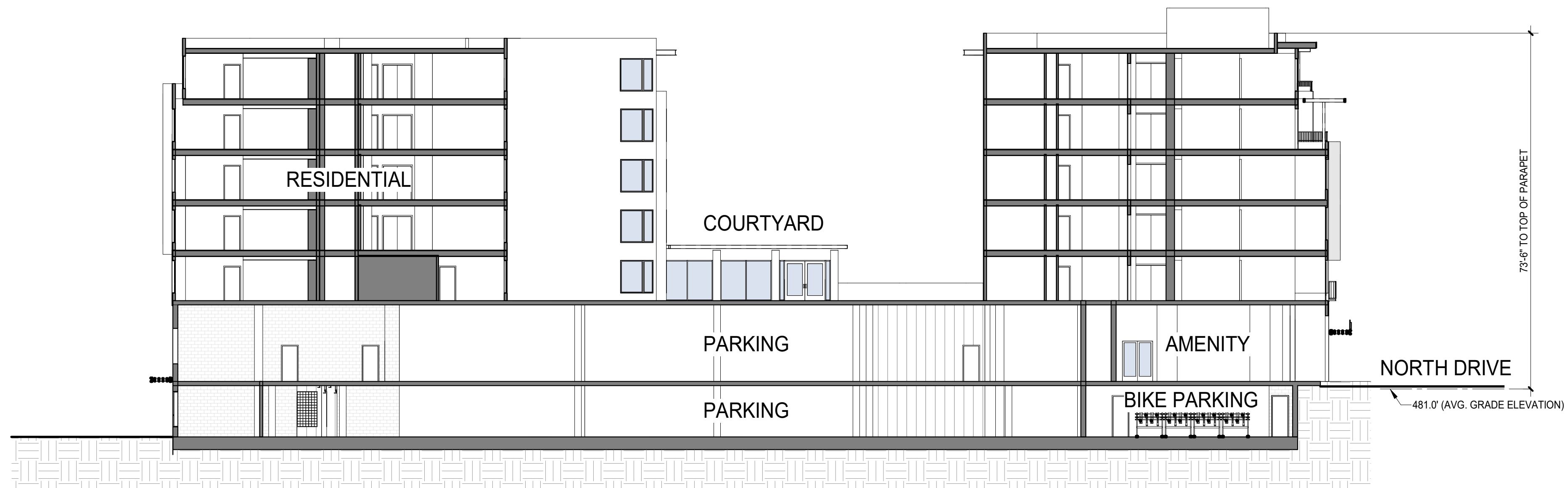




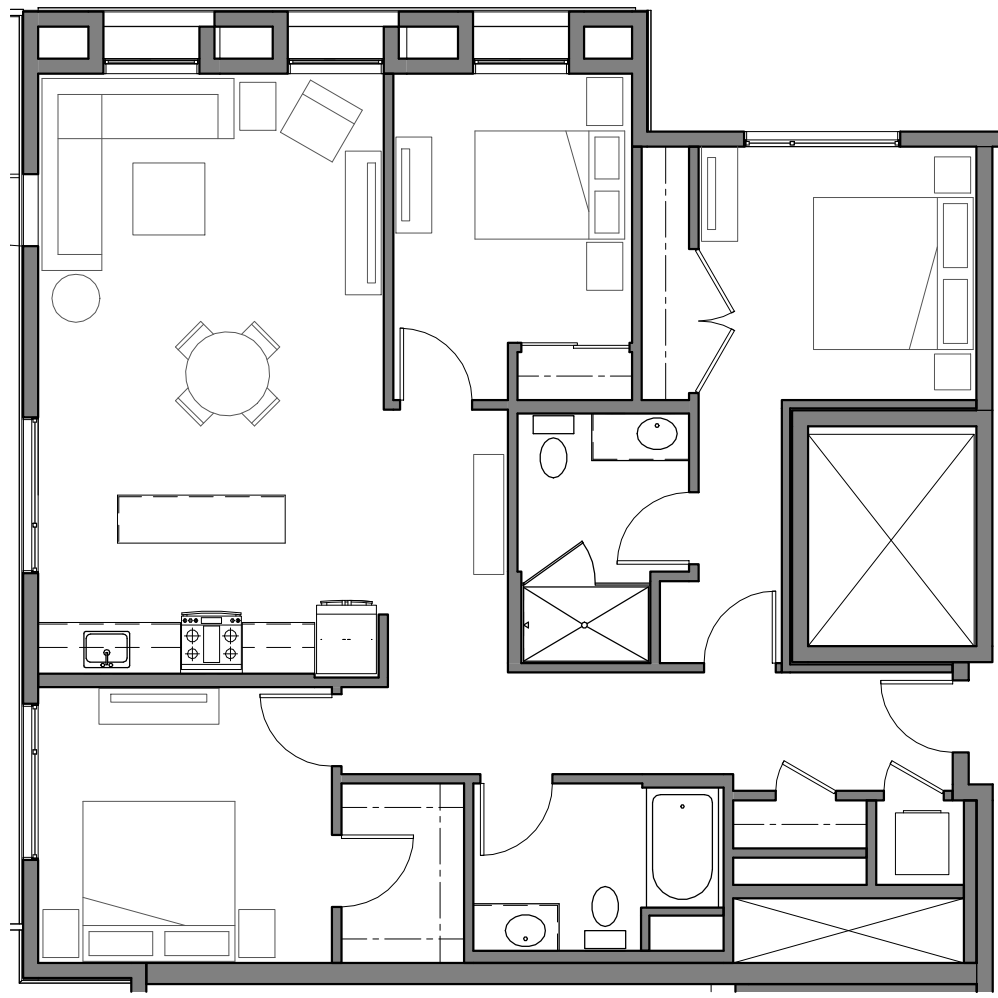




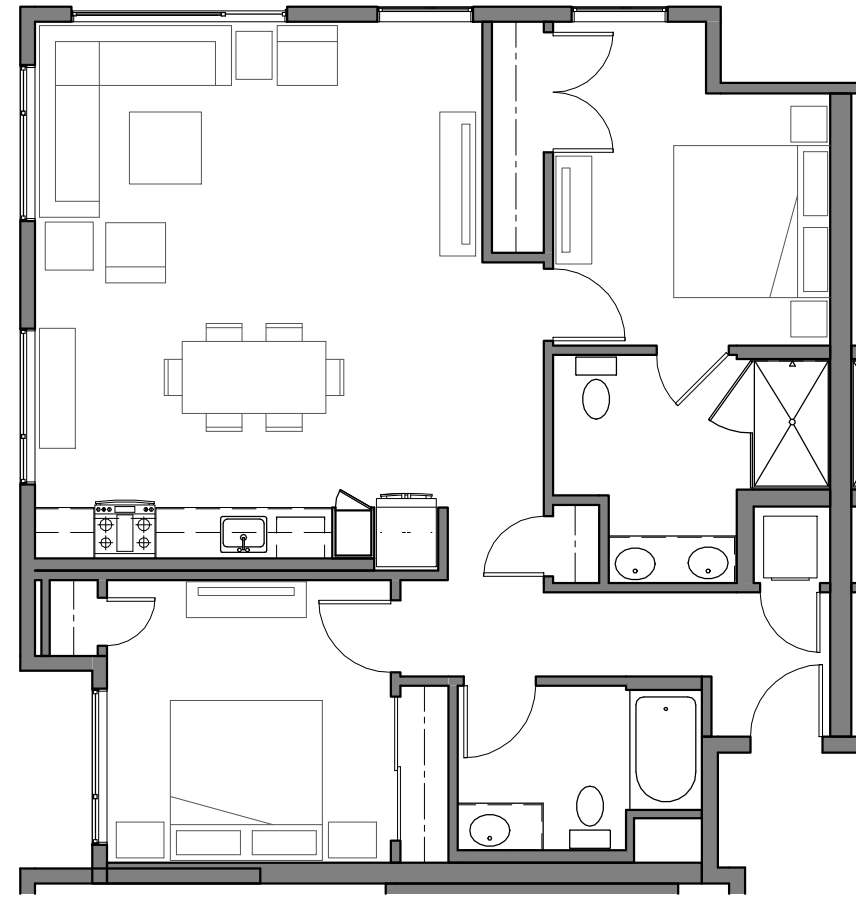
A
A4.0 EAST - WEST SECTION (FACING NORTH)
1/16" = 1'-0"



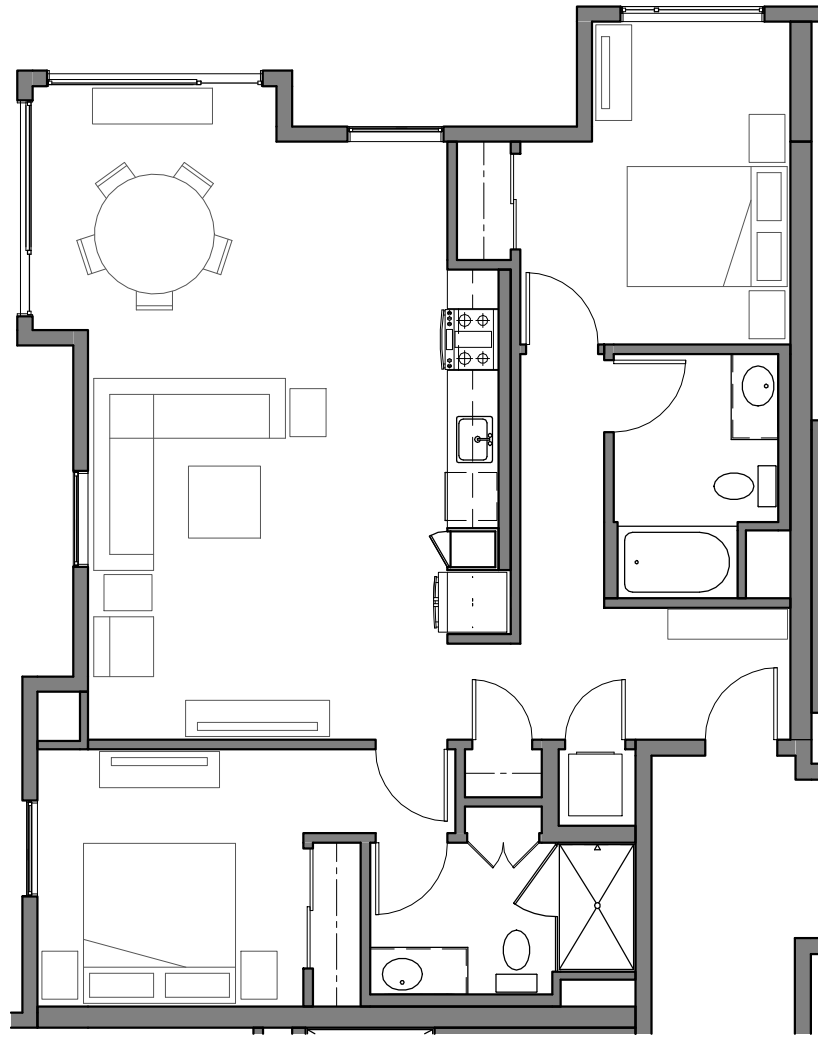
2
A4.0 NORTH - SOUTH SECTION (FACING EAST)
1/16" = 1'-0"



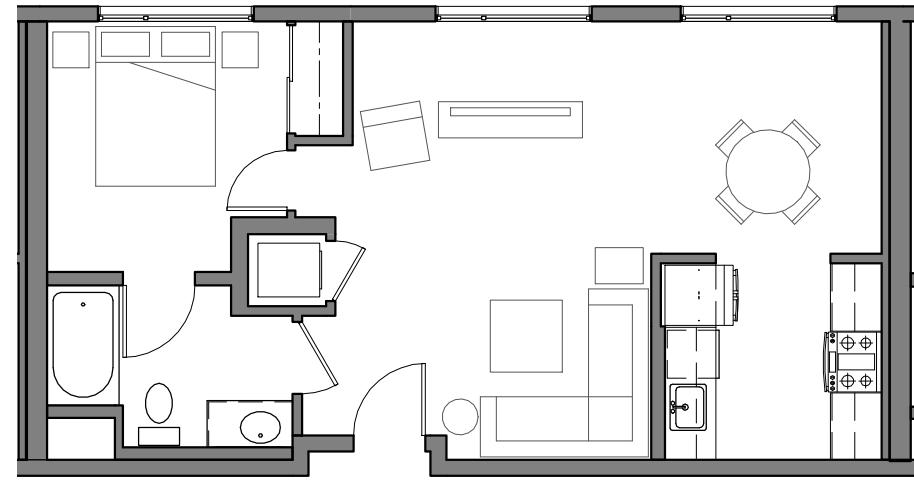
13
A5.0 UNIT 3B
1/8" = 1'-0"



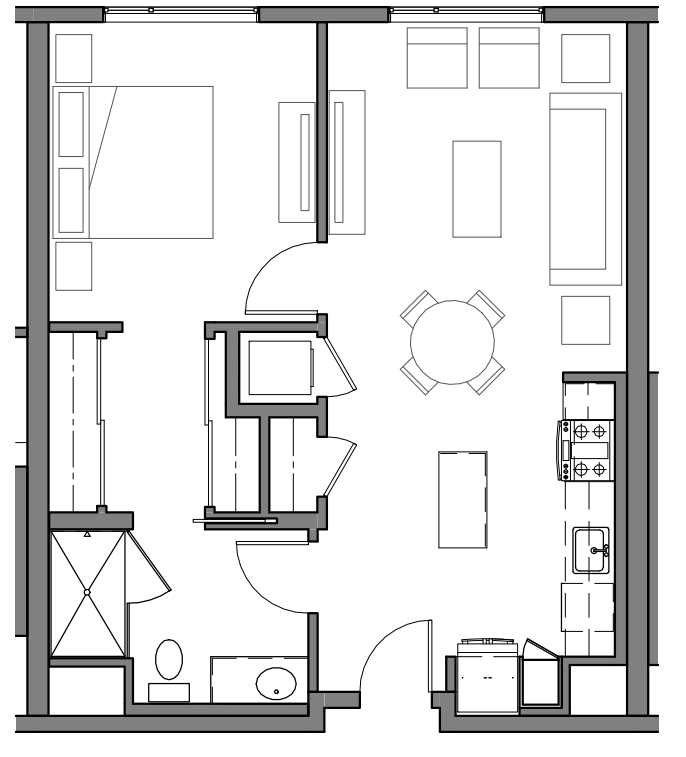
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A5.0 UNIT 2E
1/8" = 1'-0"



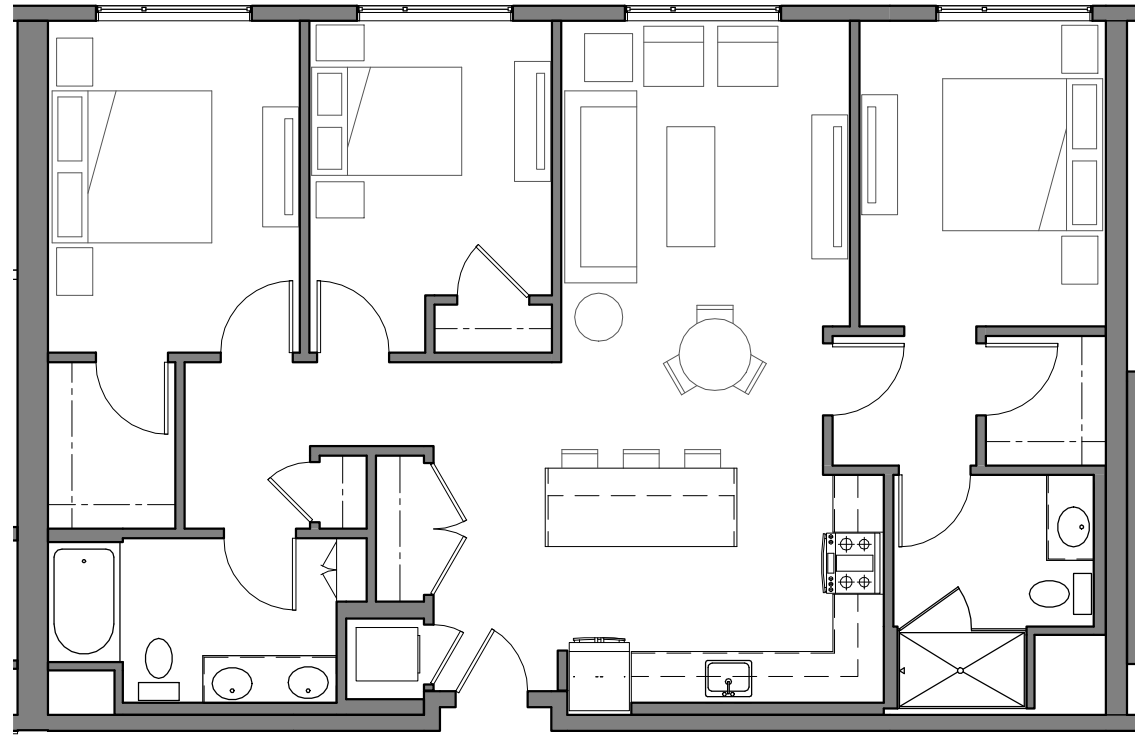
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A5.0 UNIT 2B
1/8" = 1'-0"



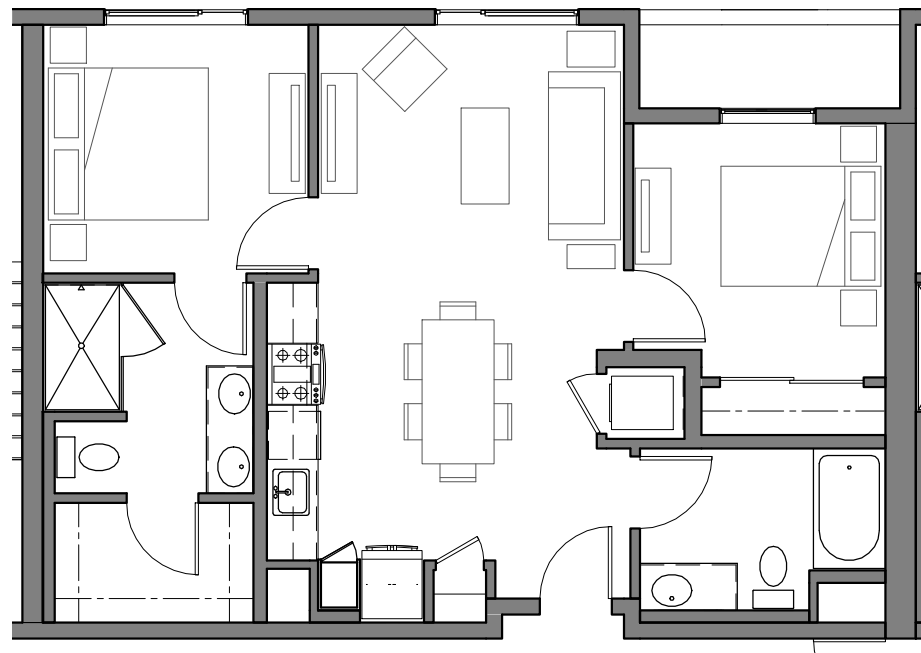
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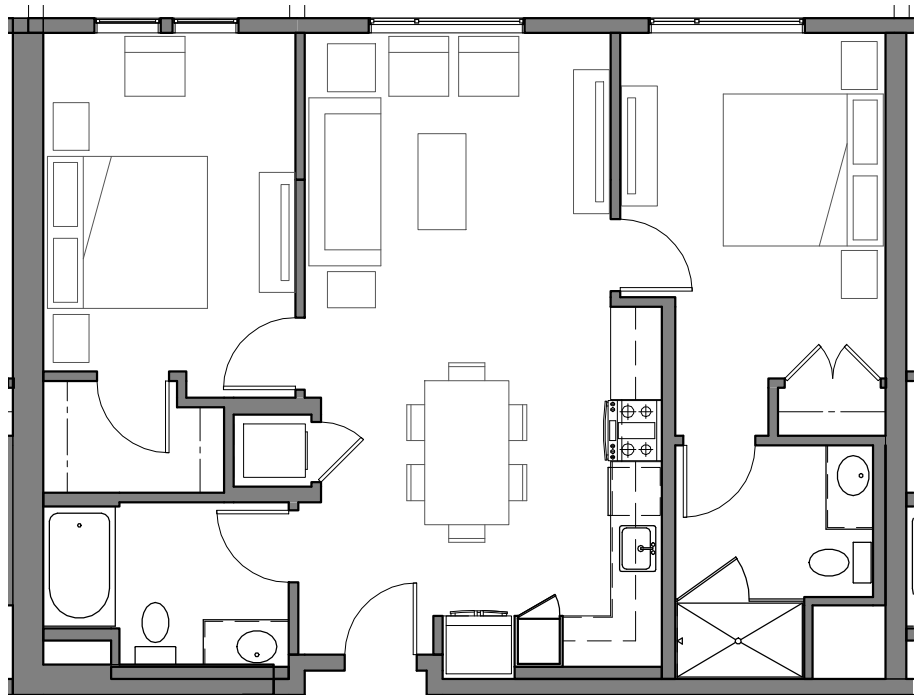
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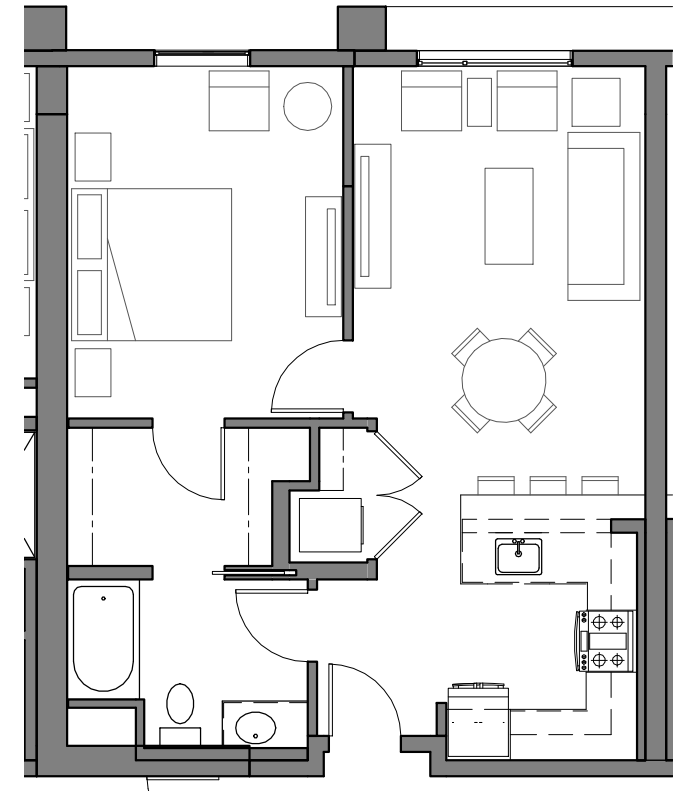
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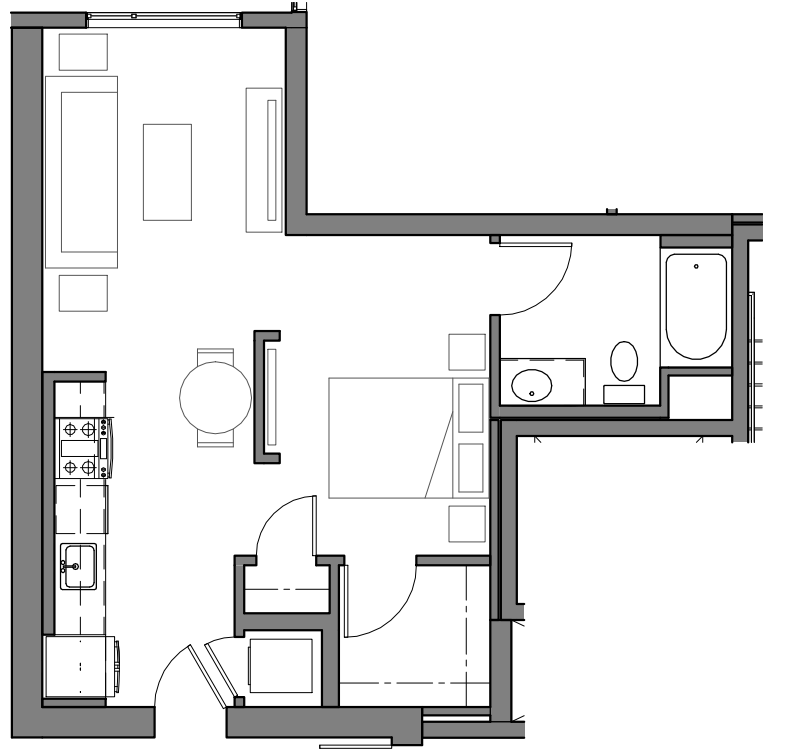
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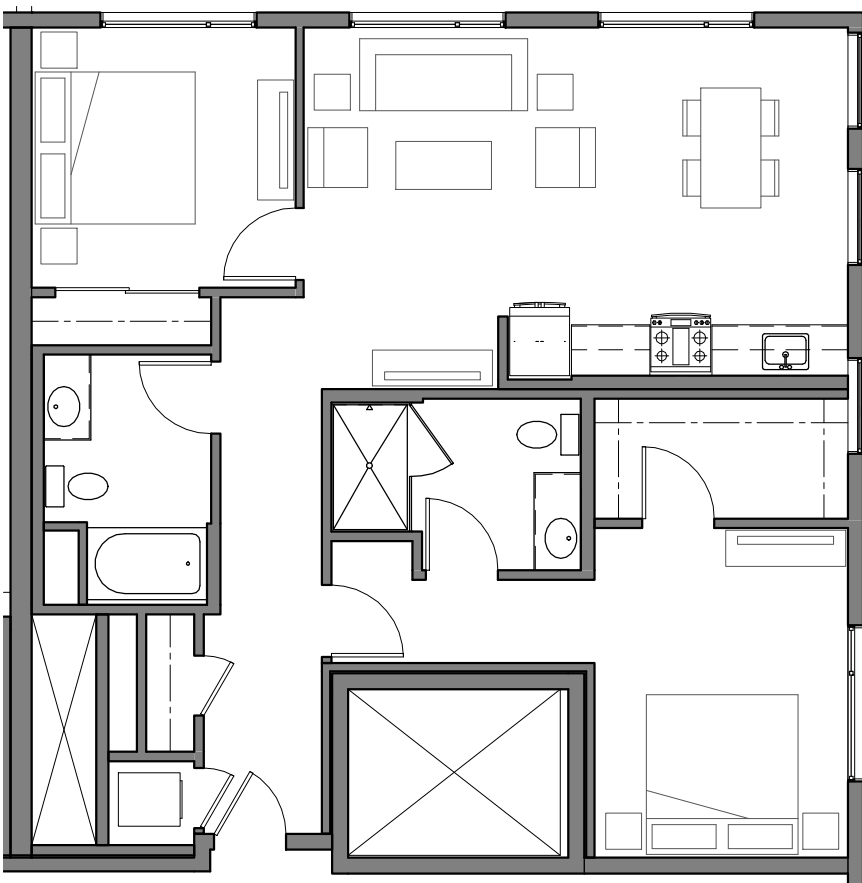
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A5.0 UNIT 2A-2
1/8" = 1'-0"



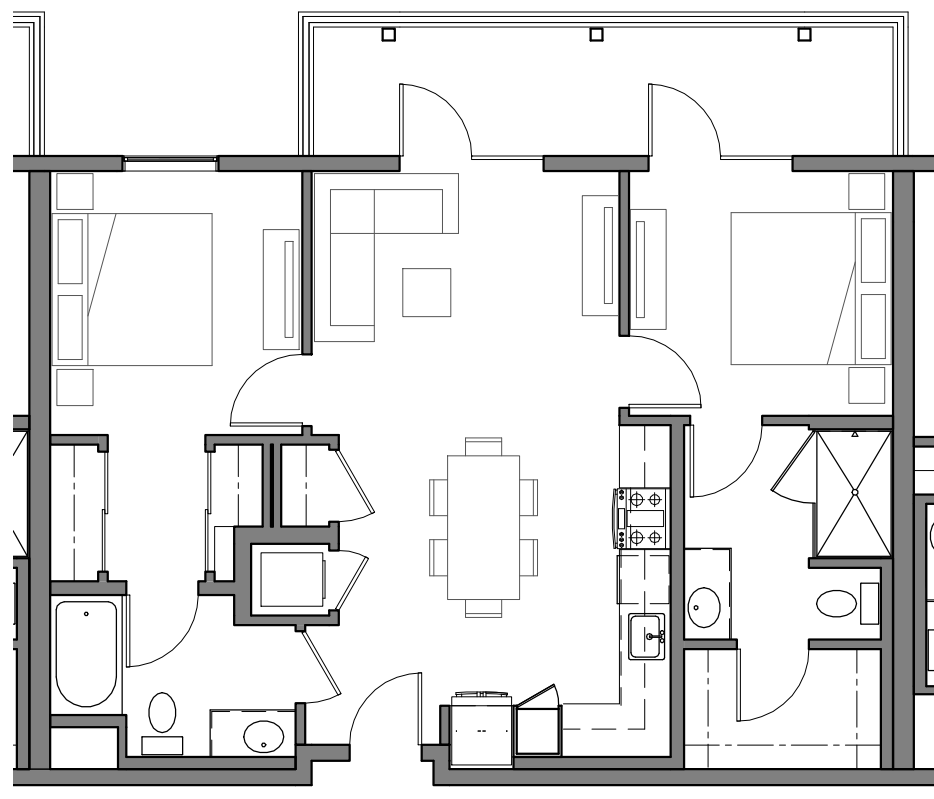
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1/8" = 1'-0"



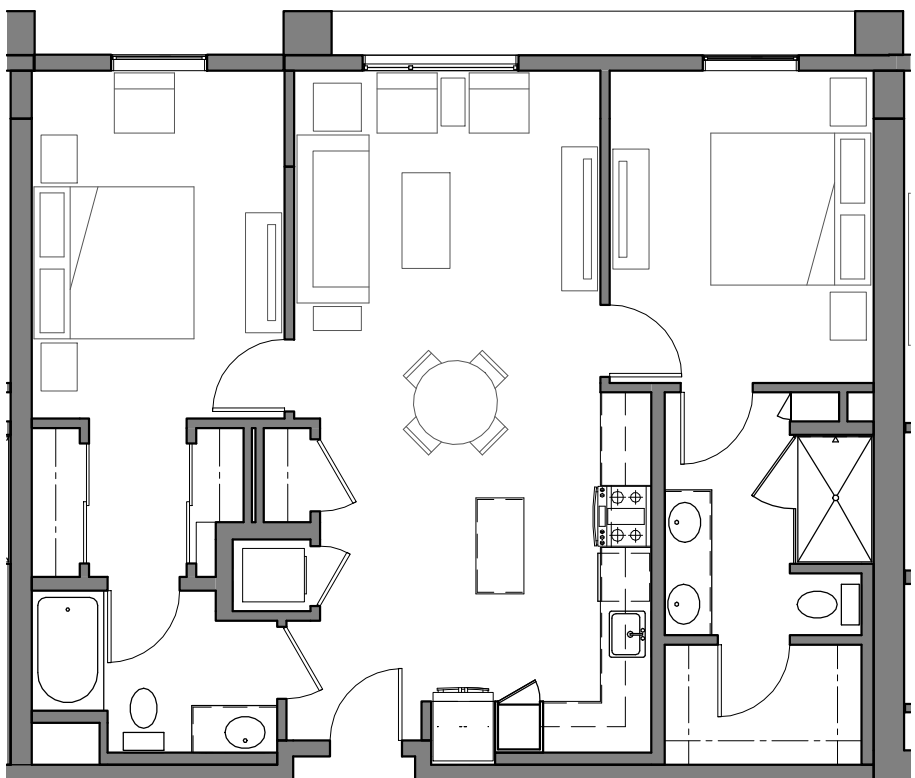
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1/8" = 1'-0"



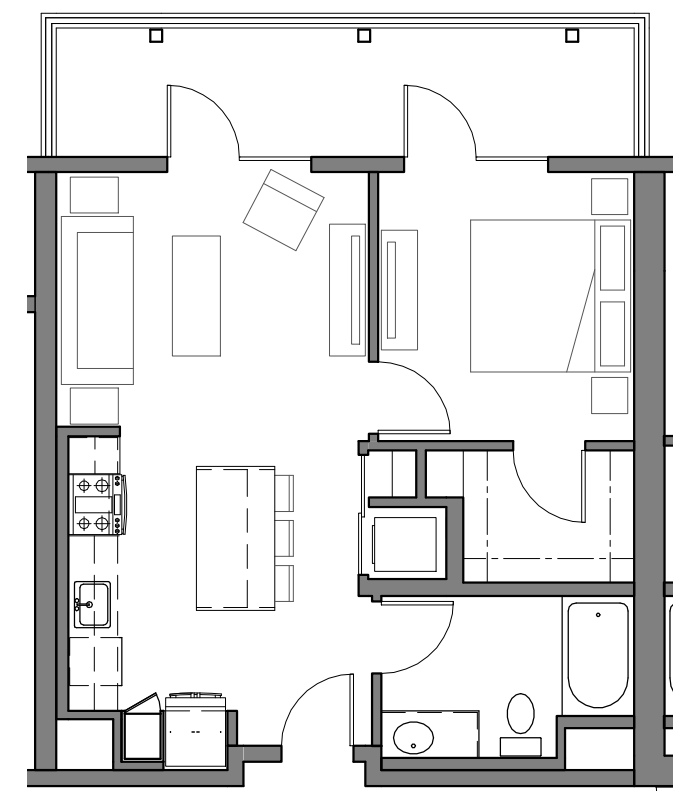
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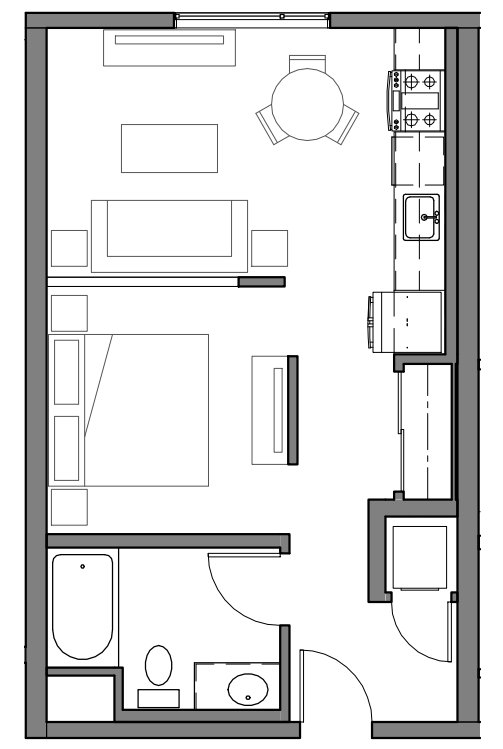
9
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1/8" = 1'-0"



6
A5.0 UNIT 2A-1
1/8" = 1'-0"



4
A5.0 UNIT 1B
1/8" = 1'-0"



1
A5.0 UNIT ST/JR-1
1/8" = 1'-0"

DALY CITY INTER-OFFICE MEMORANDUM

JUHSD COUNCIL COMMITTEE

DATE: July 6, 2021

TO: JUHSD Council Committee
Juslyn Manalo, Mayor
Glenn Sylvester, Councilmember

FROM: Carmelisa Morales, Associate Planner

SUBJECT: General Plan Amendment GPA-04-21-014998
Planned Development PD-04-21-014997
Design Review DR-04-21-015000
Major Subdivision SUB-04-21-014999
699 Serramonte Boulevard – Serramonte Del Rey Campus Redevelopment

BACKGROUND

The Serramonte Del Rey Precise Plan (PD-31) was approved for the Serramonte Del Rey Campus located at 699 Serramonte Boulevard in Daly City in 1985 and allowed up to 175 residential units and approximately 700,000 square feet (sq. ft.) of office space. An amendment to the Precise Plan (PD-31A) was approved in January 2020 for the northwest section of the site (Parcel A) to allow for the construction of a JUHSD faculty and staff housing project which is currently under construction.

The property currently consists of a main building occupied by JUHSD offices and non-profit organizations, temporary buildings, surface parking, and construction activity for JUHSD faculty and staff housing. There is also a school garden located in the southwest corner of the project site. This garden was started 20 years ago and used by JUHSD for adult education as a demonstration garden. Since the garden is used by JUHSD for educational purposes, members of the public must fill out volunteer and liability forms to use the garden.

PROJECT DESCRIPTION

Staff has received an application from Jefferson Union High School District (JUHSD) that proposes a new Precise Plan for the campus (see Attachment A – Draft Precise Plan). The proposed Precise Plan would allow for the redevelopment of the campus to include up to 1,235 units of affordable and market-rate rental housing, up to 14,000 sq. ft. of neighborhood-serving retail/commercial uses, and 1,400 sq. ft. allocated for a Head Start childcare facility. The existing garden would be removed, but JUHSD intends to install raised planter beds at their new adult education building located at 123 Edgemont Drive. The site would be divided into seven development parcels and additional street parcels with public access easements. Build-out of the site is anticipated to be over a ten-year period.

JUHSD is also seeking design review approval for the proposed development on Parcel B, which would include a six-story, 201-unit mixed-use building with approximately 345 parking spaces and approximately 8,000 sq. ft. of retail space, a park, play structure, and various amenities for residents (see Attachment B – Parcel B Project Plans). The building would have a maximum height of 74 feet to the top of the parapet (85 feet to the top of the elevator shaft).

The proposed project requires an amendment to the General Plan to change the designation to Commercial – Mixed Use (C-MU), a new Planned Development due to the significant changes proposed for the site, Design Review and a Major Subdivision. Design review approval for proposed Parcels C through F would occur as subsequent applications.

ENVIRONMENTAL REVIEW

An Environmental Impact Report (EIR) is required for this project. David J. Powers & Associates (DJP&A) has been retained to prepare the EIR. The Notice of Preparation which provides interested parties with the opportunity to provide input regarding the scope and content of the environmental information to be addressed in the EIR was filed with the County and distributed to interested parties on May 6, 2021. Staff received several comments during the 30-day comment period which will be used to develop the scope of the EIR. Staff and DJP&A are currently working with JUHSD to prepare the project description of the EIR and obtain the required information and reports to prepare the EIR. Tribal cultural resources consultation has also started pursuant to the requirements of Senate Bill 18 and Assembly Bill 52.

PRELIMINARY PLAN AND PRECISE PLAN REVIEW

The Preliminary Plan for the proposed project will be scheduled for an upcoming Planning Commission meeting and City Council meeting. At this stage, the Planning Commission and City Council will review the proposed land use, circulation, and overall site design of the proposed project. The Planning Commission may recommend approval, conditional approval, or denial of the Preliminary Plan to the City Council. The Planning Commission's action will be forwarded to the City Council for approval, conditional approval, or denial.

The project will then move forward to the Precise Plan stage where the applicant will finalize their proposal and make any revisions necessary to address comments from the Planning Commission and City Council. The EIR will also be finalized and circulated pursuant to CEQA. The final steps of this stage will be a Planning Commission meeting and City Council meeting. The Planning Commission will make a recommendation on the project and the City Council will make the final determination of approval, conditional approval, or denial of the project.

DEVELOPMENT AGREEMENT

JUHSD also submitted proposed terms for a Development Agreement that will need to be further analyzed by staff and presented to the City Council for approval. The current proposal provides considerations for development phasing, parks and open space requirements, fees, off-site improvements, and most notably affordable housing.

STAFF RECOMMENDATION

Staff recommends that the JUHSD City Council Committee review the information and attachments presented and provide any preliminary comments or concerns.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Carmelisa Morales', written in a cursive style.

Carmelisa Morales
Associate Planner

Attachments

Attachment A – Draft Precise Plan
Attachment B – Parcel B Project Plans

DALY CITY INTER-OFFICE MEMORANDUM

DATE: October 5, 2021

TO: Affordable Housing Committee
Mayor Juslyn C. Manalo
Councilmember Glenn Sylvester

FROM: Tatum Mothershead, Director of Economic and Community Development
Betsy ZoBell, Housing and Community Development Supervisor
Lenelle Suliguin, Housing Coordinator

SUBJECT: Serramonte Del Rey Redevelopment/Affordable Housing

Staff is seeking comments and direction from the Affordable Housing Committee on the proposed affordable housing elements of the Serramonte Del Rey redevelopment proposed by the Jefferson Union High School District.

Background

The JUHSD Precise Plan envisions a multi-phased project that will result in approximately 1,235 rental residential units. In April, and in anticipation of a development agreement stipulating the terms of the development, the Jefferson Union High School District proposed discussion points for a potential Development Agreement relating to the Precise Plan for the 22 - acre Serramonte Del Rey former high school site (See Attachment A to this report). In addition to a description of project phasing, parking ratios and the schedule for planning entitlements the discussion points for a potential Development Agreement describe how the project will provide affordable housing and meet the terms of the City's Inclusionary Housing Ordinance.

The City's Inclusionary Housing Ordinance requires that 10% of the units built in a residential project be designated as Inclusionary Units and made available to lower income households with incomes at or below 80 Percent of the area median. For the JUHSD Precise Plan this would be 124 affordable units..

Additionally, the Ordinance requires that the units shall be provided concurrently with the market rate units and be geographically disbursed in the Project. For a phased development, each phase would be required to include ten percent affordable units.

The provision of affordable housing described in the discussion points for a Potential Development Agreement has implications for the overall Serramonte Del Rey redevelopment site plan. If it is determined that affordable housing arrangements described in the discussion points for a Potential Development Agreement are infeasible or unacceptable to the City, an

overall revision of the proposed Precise Plan will be needed in order for the project to meet the requirements of the City's Inclusionary Housing Ordinance.

JUHSD Affordable Housing Proposal For Serramonte Del Rey

The discussion points for a Potential Development Agreement for the Serramonte Del Rey campus envision a total of 123 affordable units to be developed pursuant to the City's Inclusionary Housing Ordinance at build out. Twelve of these units will be provided within the District staff housing complex currently under construction on Parcel A and are subject to the terms of the Affordable Housing Agreement executed in October 2020. The affordable units provided on Parcel A and memorialized in the Affordable Housing Agreement fully comply with the City's Inclusionary Housing Ordinance.

The majority of the Serramonte Del Rey affordable units (100) would be provided on Parcel C and would be constructed after construction of 313 market rate units on Parcels A and B and prior to occupancy of units proposed for Parcels D, E or F. The affordable units on Parcel C would be provided as a stand-alone affordable housing development.

The remaining 11 affordable units would be provided on Parcels E and/or F. The discussion points for a potential Development Agreement indicate that a Certificate of Occupancy for the 100 affordable units on Parcel C would be issued prior to occupancy of any other units at Parcels D, E and F.

Discussion

Inconsistencies with Inclusionary Housing Ordinance

The affordable housing proposed by JUHSD for the Serramonte Del Rey site is not strictly consistent with the terms of the City's Inclusionary Housing Ordinance in two ways:

1. The City's Inclusionary Housing Ordinance requires that affordable units are phased in at the same time as the market rate units. Subsequent to the development of housing for District staff on Parcel A, the JUHSD proposal envisions completion of 201 market rate¹ units on Parcel B before any affordable housing units for the general public are developed. The result of this phasing is that the 20 inclusionary units required from the 200 units developed on Parcel B, would be delayed for an estimated two years until the 100 affordable units on Parcel C are constructed.
2. The City's Inclusionary Housing Ordinance requires that affordable units are physically distributed equally throughout a development. In the JUHSD proposal, the majority of the affordable units would be concentrated on one of six parcels.

Other Considerations

¹ The District's Discussion Points reference the possibility that the 201 units within Parcel B may be developed as Moderate Income housing. A decision about this will be made later in the development process.

- Affordable Housing Finance - As general rule, affordable housing developments of the sort envisioned for Parcel C require significant local jurisdiction subsidy in order to be financially feasible, typically a minimum of \$50,000 per unit. Since the affordable units are required under the City's Inclusionary Housing Ordinance, it is not anticipated that the City would provide any forms of financial subsidy to the project. JUHSD and/or the developer selected to build the affordable units would be responsible for raising the necessary subsidy financing to complete the affordable housing development. The City may wish to emphasize this point in the development agreement.
- Selection of Affordable Housing Developer - The JUHSD has not selected a developer for the 100 affordable units on Parcel C. The City may wish, as a condition of the Development Agreement, to set basic criteria for the selection of the Parcel C developer as well as confirmation of the proposed project's overall development feasibility.
- Project Phasing - The phasing of units described in the discussion points for a potential Development Agreement does not specifically limit construction of Parcels D, E and/or F until the affordable units within Parcel C have a Certificate of Occupancy. The City may wish to impose stronger restrictions and conditions on the construction of Parcels D, E and or F relative to the development of affordable units on Parcel C. As drafted, the discussion points for a potential Development Agreement could permit construction of units on Parcels D, E and F before construction and occupancy of the affordable units on Parcel C are completed and/or occupied. Rather than linking *occupancy* of units within Parcels D, E and/or F to the Certificate of Occupancy for Parcel C, the City might want to link *issuance of building permit* for these latter phases to the Parcel C Certificate of Occupancy.
- Income Target Clarification - The discussion points to potential Development Agreement make reference to certain units affordable housing at moderate income, an income target not referenced in the City's Inclusionary Housing Ordinance for rental housing. The purpose of this income target needs clarification.
- Obligations and In Lieu Fee - It is not clear from the discussion points to a potential Development Agreement what will happen to the affordable housing obligation created by Parcel B development in the event the 100 percent affordable development envisioned for Parcel C does not go forward. Staff recommends the Development Agreement include language to ensure Parcel B affordable obligations are met regardless of the Parcel C development status. One option would be to require the developer to post a bond that would result in payment of the estimated \$9 million alternative in lieu fee associated with Parcel B in the event the 100 affordable are not built by a specified date.

Recommendation

When we meet on October 18 staff seeks the Committee's comments and direction on the proposed phasing and physical distribution of affordable units proposed plan for providing affordable units within the Serramonte Del Rey redevelopment project.

JUHSD SERRAMONTE DEL REY
DEVELOPMENT AGREEMENT DISCUSSION POINTS
APRIL 21, 2021

ATTACHMENT A

Term

The Term of the Development Agreement (DA) shall be the latter of either:

1. 15 years from the date of the Approvals of the Precise Plan by the City Council of the City of Daly City ("City"), or
2. Upon the issuance of a Certificate of Occupancy by the City if a permit application has been submitted to the Planning Department for review and approval by the Design Review Committee (DRC) prior to 15 years from the date of the Approvals of the Precise Plan by the City Council of the City of Daly City.

This timeline may be extended due to exceptional and unanticipated circumstances that Jefferson Union High School District ("JUHSD") in collaboration with the City reasonably determines a materially negative impact to the Applicant's ability to develop the Project as contemplated in the DA, including, but not limited to, unfavorable market conditions, acts of God (such as pandemics or natural disasters), acts of war or civil unrest, labor stoppages, or boycotts or other limits on the availability of necessary building supplies, or upon mutual consent by both Parties to the Development Agreement.

Development Phasing

The Project is anticipated to be built in three phases:

Phase 1: Parcels A and B.

Phase 1 includes Overlook Park and Entry Plaza

Phase 2: Parcels C (Affordable Housing Parcel) and D.

The Certificate of Occupancy for Parcel C shall be issued concurrent with, or prior to, the issuance of the Certificate of Occupancy for Parcel D.

Phase 2 includes the Head Start Program relocation.

JUHSD, or its designated representative, shall coordinate in a reasonable manner with Head Start and make good faith efforts to work towards the start of operations of the Head Start Program at Parcel C concurrent with move-in of residential tenants at Parcel C. The City and JUHSD acknowledge and agree that their intent is that Head Start would occupy space in Parcel C as a tenant of the Affordable Housing developer, but that this is dependent on Head Start being able to secure funding to pay for such a move into Parcel C space. The City and JUHSD will collaborate to assist the Head Start program in applying for and receiving funding to pay for costs related to occupying space on Parcel C. Permits and certificates of occupancy for Parcels C and D shall not be dependent upon start-up of the Head Start Program at Parcel C.

JUHSD SERRAMONTE DEL REY
DEVELOPMENT AGREEMENT DISCUSSION POINTS
APRIL 21, 2021

ATTACHMENT A

Phase 3: Parcels E and F.

Phase 3 includes Central Green.

Phasing of the development may vary from the scenario noted above, but will comply with the criteria for the timing of the affordable housing outlined in Exhibit A.

Parks & Open Space Requirement

Projects submitted for DRC review and approval shall meet Daly City's current Open Space requirement by providing a minimum of 150 square feet of open space per dwelling unit. The requirement for open space is to be met parcel by parcel through any combination of the following:

1. Open space on-site, to include private balconies serving individual units, common area open space (such as the common area podium level courtyard, common area roof and deck terraces, applicable open space at grade), and
2. Allocation of open space that may be off-site from the specific parcel seeking approval, including the areas designated by easement that includes Overlook Park, Central Green, and the Recreation Trail at parcels B, C and D.

The Recreation Trail, Overlook Park, and Central Green will be counted towards satisfaction of the Open Space requirements for individual parcels as designated by the JUHSD. The allotted Open Space will be assigned to a specific parcel at the time the parcel is submitted for review and approval by the DRC.

The Open Space at the Retail Plaza at Entry Drive is allocated exclusively to Parcel B.

Land that does not meet the City's gradient criteria for usable space (e.g., excessive slopes at the Hillside Area) will not be counted toward satisfaction of Open Space requirements for any parcel.

Affordable Housing

The Affordable Housing Plan (Exhibit A, attached and incorporated by reference) establishes the requirements for the Project's Inclusionary Housing component. Exhibit A includes a detailed description of the phasing of the Project's Affordable Housing and the Plan's consistency with the intent of the City's Inclusionary Housing Ordinance.

Parking

Parking Ratios for Parcels B through F:

- The proposed parking ratio for the Project's market rate housing is at least 1.5 spaces per dwelling unit. By way of example, the Applicant will provide 302

JUHSD SERRAMONTE DEL REY
DEVELOPMENT AGREEMENT DISCUSSION POINTS
APRIL 21, 2021

residential parking spaces for the 201 dwelling units that are proposed in the Project for Parcel B. The breakdown of units at Parcel B is as follows: 10.4% studio/junior one-bedroom units, 37.3% one-bedroom units, 43.3% two-bedroom units, and 9.0% three-bedroom units.

- At Parcel C, the parking ratio for the affordable housing to be provided pursuant to the Precise Plan and the Development Agreement is at least 1.0 parking space per dwelling unit. The affordable housing developer to be selected by JUHSD to develop Parcel C may choose to increase the parking ratio up to 1.5 spaces/unit, or reduce the parking ratio to 0.75 spaces/unit, with the final determination regarding the parking ratio to be included in the documents submitted to the City for the DRC review and approval for Parcel C.
- The parking ratio for retail to be at least 4.0 spaces per 1,000 square feet of rentable retail space.

The above-described parking ratios are based on current conditions and assumptions. The City and JUHSD acknowledge that future parking demand will be in considerable flux over the lifetime of this DA and may increase or decrease significantly. Therefore, JUHSD, or its designees, may request future adjustments to the applicable parking ratios to reflect parking trends and professional recommendations at the time of the individual parcel application and the City shall give reasonable consideration to such requests.

JUHSD, or its designees, may request a parking ratio up to 1.7 spaces per unit on any parcel without requiring additional studies.

If JUHSD requests a reduction in the parking ratios noted above, or to increase the parking ratio above 1.7 spaces per residential unit, the City may require a parking demand study be performed by a traffic engineering firm acceptable to the City that demonstrates the revised parking ratio will be appropriate to accommodate the parking demand to be generated by the Applicant.

When calculating the overall parking supply, the analysis for the residential parking may include parking provided on-street within the Plan Area, if recommended by a traffic engineering firm acceptable to the City and agreed to by City staff.

Parking for pick-up and drop-off for the Head Start Program at Parcel C may be accommodated by on-street parking marked by appropriate signage, with such signage reserving parking spaces for this use during the appropriate hours. Likewise, parking for Head Start Program staff may be accommodated with reserved on-street parking designated by appropriate signage.

Overflow parking for Parcel A may be accommodated within the Plan Area with surface parking, on-street parking, or within future parking podiums or structures on Parcels B through F. Alternatively, to the extent that JUHSD demonstrates that overflow parking is not needed for Parcel A, it will be eliminated as a requirement in the future.

JUHSD SERRAMONTE DEL REY
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APRIL 21, 2021

Parking stall and drive aisle dimensions for each buildable parcel may comply with either approach 1 or 2 below, or a combination of both approaches:

1. The then-current City standards for off-street parking (including the ratio of standard spaces to compact spaces) at the time of the Applicant's submittal for DRC review and approval, and/or
2. A "Uni-stall" standard size parking space which is based upon a stall dimension of 8' – 6" x 18' – 0", unless constrained by a wall on one or both sides, in which case the minimum stall width will be 9' – 0" minimum. The drive aisle shall maintain a minimum of 24' clear.

Residential parking may be accommodated in mechanical puzzle lifts.

No more than 10% of the parking spaces required for residential use may be tandem, and tandem spaces may only be assigned to users of the same dwelling unit. Tandem units may be designed as either front to rear spaces or mechanical lift spaces (stackers).

Unit Count

The Project may not exceed the total dwelling unit count of 1,235 units. Except as specifically set forth herein, JUHSD and selected developers will allocate the units across the parcels. The number of units within any parcel shall not exceed the limits outlined in the Precise Plan Guidelines on a parcel-by-parcel basis.

Fees

JUHSD will be charged administrative fees related to matters such as permit reviews, processing, and issuance at the then-current rate as development applications are submitted. The rates for water, sewer, parks, and other similar development impact fees that are currently assessed on development projects by the City will not increase over the term of the DA. No new fees not imposed by the City at the time that the DA is entered into will be assessed on any development within the scope of this DA for the term of the DA.

Fair Share Fees paid by JUHSD based on a pro rata commitment for utilities and streets will be based on the number of units that are built per parcel and shall be paid at the time of issuance of building permit, Certificate of Occupancy, or at such other time that is customary for the City, on a building-by-building basis.

Offsite Costs, Timing and Responsibilities

The City will serve as the liaison and the responsible party for designing and delivering offsite improvements, including traffic signalization, and water and sewer service capacity to the site. JUHSD will contribute a fair share to these costs as each parcel is built out, the payment for which to occur at the time of issuance of building permit or the Certificate of Occupancy of the units on a per unit basis of the overall unit count of the Project.

JUHSD SERRAMONTE DEL REY
DEVELOPMENT AGREEMENT DISCUSSION POINTS
APRIL 21, 2021

Offsite Work at Serramonte Blvd. will be undertaken upon demolition of the existing H.S building and the construction of Parcel C, pending review of the TIA. Work required for Parcel A is underway and will be completed with the current construction at the site.

Subdivision Map Act Issues

The City and JUHSD agree that the tentative map submitted to the City for approval shall include each of the buildable Parcels A through F in the Precise Plan Area Update, as described herein, and shall reflect the maximum total number of residential units that may be developed in the Precise Plan Area and such subdivision map shall remain valid and fully vested during the full term of the DA. Subsequent to approval of the tentative map for the Precise Plan Area Update, and pursuant to Section 66456 of the Government Code and applicable provisions of the City's municipal code, JUHSD shall cause final subdivision maps to be prepared from time to time as the parcels in the Precise Plan Area are developed.

The City and JUHSD agree that, subject to the minimum and maximum residential unit counts for each parcel, as set forth in the Precise Plan, and the requirements set forth in this DA related to the development of below market rate ("BMR") and affordable units, JUHSD shall have discretion to determine the number of residential units to be developed on each parcel, provided that the maximum number of units authorized to be developed pursuant to the Precise Plan shall not be exceeded.

Timing of City Review and Approvals Process

When an Application for Planning Approvals on a parcel-by-parcel basis is required to be reviewed by the DRC, the application submitted will be reviewed by City staff and go to the DRC within four months of Initial Submittal, along with the staff's recommendations and conditions of approval.

A Planning Submittal will be considered complete and ready for review by the DRC if the checklist that is included in the Precise Plan documentation is completed in its entirety and addresses all items enumerated—both as guidelines and as requirements to be met by the Applicant.

Given the first of its kind nature of this undertaking by the District, having a clear and specific timeframe that the development community can rely upon is necessary to attract development interest—thereby benefiting both the District and the City to the greatest extent.

This four-month timeline is based upon one month for staff review upon receipt of planning application, one month of revisions as needed by the Applicant, one month for a second review by staff, one month for the staff report and scheduling of hearing with the DRC.

JUHSD SERRAMONTE DEL REY
DEVELOPMENT AGREEMENT DISCUSSION POINTS
EXHIBIT A – PHASING FOR INCLUSIONARY HOUSING
APRIL 21, 2021

This **Exhibit A** to the Development Agreement describes how the phasing of the Project's Affordable Housing Plan ("AHP") meets the intent of the City's Inclusionary Housing Ordinance requirements for the 1,113 units of housing--the maximum allowable total number of units on Parcels B through F.

The proposed phasing approach for development of affordable housing on these parcels is designed to accomplish the following:

- Provide the necessary financial flexibility in the timing of the development of affordable housing for JUHSD to provide the overall proposed program of affordable housing, below market rate ("BMR") housing, and faculty and staff housing, in addition to the market rate housing.
- Exceed the City's requirements for the number of BMR units, contribute to Daly City's regional share of housing, and implement the goals/objectives of the City's General Plan and housing element.

Exhibit A addresses the following:

- The synchronization of development of affordable and BMR units and market rate housing units,
- the distribution of the housing types throughout the Project parcels, and
- ensuring the same access to common amenities throughout the Plan Area and bedroom count of affordable/BMR units as the market rate units.

The BMR/Affordable Housing component of the Precise Plan does the following:

1. Exceeds Requirement. The Project, at build-out, will provide more BMR units (@ 70% AMI) than required by the City's Inclusionary Housing Ordinance. With the buildout of the proposed 1,113 dwelling units--representing the maximum number of units that will be developed at Parcels B through F, 111 BMR units (10%) will be provided pursuant to the City's Inclusionary Housing Ordinance at 70% AMI.

The AHP proposes that if the maximum 1,113 dwelling units are built at Parcels B through F, then the obligation for the additional 14 affordable units (@80% AMI) would be provided, bringing the total number of affordable units and BMR Units to 125 over the course of the DA (excluding the units provided at Parcel A)

2. Accelerates development of BMR Units within the City. JUHSD proposes to build 100 BMR Units (@ 70% AMI) at Parcel C as the next component of the Project following the development of Parcel B.
3. Offset of Parcel B Timing. The phasing anticipated per the AHP outlines the requirement that at a minimum, 100 BMR Units will receive their Certificate of Occupancy at Parcel C prior to the occupancy of any other units at Parcels D, E and F. Although this approach postpones the construction of 20 BMR units during the work at Parcel B, this accelerates the

JUHSD SERRAMONTE DEL REY
DEVELOPMENT AGREEMENT DISCUSSION POINTS
EXHIBIT A – PHASING FOR INCLUSIONARY HOUSING
APRIL 21, 2021

construction of 100 BMR units anywhere from three to ten years (depending on the ultimate buildout schedule) than if incorporated on a pro-rata basis with each of the parcels.

In 2027, at the completion of the stand-alone affordable housing project at Parcel C, the build-out of the plan at that time will have 26% of the units being BMR (or 17% if Parcel D is completed at the time that Parcel C is completed), not including the additional affordable housing units provided by the Faculty and Staff housing. In the event that the affordable housing development at Parcel C is delayed or not built during the term of this DA, but the market rate units contemplated for Parcel B are built, JUHSD, at its option, will either cause to be built 20 BMR units, or pay an in-lieu fee corresponding to the number of market rate units built on Parcel B at the rates set forth in the City's then-current Inclusionary Housing Ordinance.

(Table 1 below reflects the percentage of BMR Units that will be built as a percentage of all the units over the timeframe of the full buildout.)

Table 1 Aggregate BMR Units Developed per Phase							
Parcel	Estimated Year of Occupancy	Proposed Market Rate Units	Affordable Units (including Faculty and Staff)	BMR Units (including Faculty and Staff)	Total Residential Units on Parcel(s)	Plan Area Max. Total	BMR as Percent of Total Provided
A	2022	0	110	12	122	122	10%
B	2025	201(*)	0	0	201	323	4%
C	2027	0	0	100	100	423	26%
D	2027	240	0	0	240	663	17%
E	2030	547	14(**)	11	572	1,235	10%
F	2030						

(*) Refer to Item 10

(**) Refer to Item 11

Additional Considerations:

4. Geographic Distribution. Residents of affordable/BMR units and market rate units will have equal access to all common amenities and features of the neighborhood, regardless of which parcel the affordable dwelling units are built on. Affordable housing is distributed in the Plan Area, at Parcels A and C, (as well as possibly Parcels E and/or F) consistent with the City goal for affordable housing to be distributed.
5. Equivalency. BMR units will provide the same ratio for bedroom count per dwelling unit (or exceed the bedroom count per dwelling unit) as the ratio for the market rate units.
6. Initial Parcel C Buildout. JUHSD anticipates building out not less than 100 units of BMR housing in Phase II at Parcel C. The additional 25 affordable units (at 70% AMI and 80% AMI will be built at Parcels E and/or F.

JUHSD SERRAMONTE DEL REY
DEVELOPMENT AGREEMENT DISCUSSION POINTS
EXHIBIT A – PHASING FOR INCLUSIONARY HOUSING
APRIL 21, 2021

7. Pro-rata Buildout of BMR and Affordable Housing. If JUHSD ultimately builds fewer overall dwelling units than the maximum number of dwelling units allowed pursuant to the Precise Plan and the Development Agreement, the Applicant will provide BMR and Affordable Units (at 70% AMI and at 80% AMI) consistent with the ratio utilized as though the Plan Area is fully built out. With the phasing as planned, a minimum of 100 BMR Units will be built at Parcel C prior to other market rate housing. Therefore, the District can build out fewer dwelling units on the remaining parcels than the maximum up to that consistent with the Inclusionary Housing Ordinance.
8. State Housing Waivers. Per the City's BMR Ordinance and the intent of the State's Density Bonus Legislation, an applicant may submit to the City a request for specific incentives, concessions, or variances based on the percentage and income level of affordable units proposed in a development, with the purpose of decreasing the cost of developing affordable housing and increasing the supply of affordable housing. Given the overall number of affordable housing units that are being proposed in the Precise Plan Area, JUHSD is proposing that the phasing of the affordable/BMR housing and the distribution of the affordable/BMR housing be modified from the City's Inclusionary Ordinance.

The unit mix for the Parcel A that will be owned and operated by JUHSD, or its assignee is 12 units at or below 70% AMI, 49 units at or below 80% AMI (low income) and 61 units at or below 120% AMI (moderate income).

The proposed low and moderate-income units qualify for state density bonus incentives to reduce barriers to affordable housing. Although these units are restricted to faculty and staff of the District, they do qualify for the State's density bonus and concessions. Consolidating affordable housing to two sites--Parcel A and C (plus Parcels E and/or F rather than concurrent buildout with each market rate housing development utilizes the State's density bonus legislation.

Table 2 Serramonte Del Rey Plan Area Housing Program						
	% of AMI	Parcels A - F Market Rate Units	Parcel A	Parcels B - F	Total	% of Total
Low Income (BMR per City Ordinance)	Up to 70%	0	12	111	123	10%
Low Income (per State RHNA)	Up to 80%	0	49	14	63	5%
Moderate Income	Up to 120%	0	61	0	61	5%
Market Rate (*)	N/A	988	0	0	988	80%
TOTAL		988	122	125	1235	100%

(*) Refer to Item 10

(Table 2 above provides an overall breakdown of the Affordable, Workforce, and BMR Housing planned for the entire Serramonte Del Rey Neighborhood by percentage as outlined above.)

JUHSD SERRAMONTE DEL REY
DEVELOPMENT AGREEMENT DISCUSSION POINTS
EXHIBIT A – PHASING FOR INCLUSIONARY HOUSING
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ATTACHMENT A

9. RHNA Contribution. The City may apply both the BMR and affordable units that will be provided towards meeting the City's Regional Housing Needs Assessment (RHNA).
10. Moderate Income Units. Rather than build 201 market rate units at Parcel B, at JUHSD's discretion, Parcel B may be financed as an Affordable Housing Parcel at the Moderate Income Level (i.e. at or below 120% AMI). Although this decision will not have been made at the time of the Entitlements and Planning Approvals, a determination will be made by JUHSD based on available capital sources prior to submitting the Project for Building Permit Application.
11. In-lieu Alternative. In lieu of constructing fourteen (14) Affordable Units (at 80% AMI) proposed for Parcels E or F, JUHSD, at its discretion, may contribute to the City's affordable housing Inclusionary In-lieu fund for the development of these units.

DALY CITY INTER-OFFICE MEMORANDUM

DATE: November 15, 2021

TO: Affordable Housing Committee
Mayor Juslyn C. Manalo
Councilmember Glenn Sylvester

FROM: Tatum Mothershead, Director of Economic and Community Development
Betsy ZoBell, Housing and Community Development Supervisor
Lenelle Suliguin, Housing Coordinator

SUBJECT: Serramonte Del Rey Redevelopment/Affordable Housing

Staff is seeking comments and direction from the Affordable Housing Committee on the proposed affordable housing elements of the Serramonte Del Rey redevelopment proposed by the Jefferson Union High School District.

Background

The JUHSD Precise Plan envisions a multi-phased project that will result in approximately 1,235 rental residential units. In April, and in anticipation of a development agreement stipulating the terms of the development, the Jefferson Union High School District proposed discussion points for a potential Development Agreement relating to the Precise Plan for the 22 - acre Serramonte Del Rey former high school site (See Attachment A to this report). In addition to a description of project phasing, parking ratios and the schedule for planning entitlements the discussion points for a potential Development Agreement describe how the project will provide affordable housing and meet the terms of the City's Inclusionary Housing Ordinance.

The City's Inclusionary Housing Ordinance requires that 10% of the units built in a residential project be designated as Inclusionary Units and made available to lower income households with incomes at or below 80 Percent of the area median. For the JUHSD Precise Plan this would be 124 affordable units.

Additionally, the Ordinance requires that the units shall be provided concurrently with the market rate units and be geographically disbursed in the Project. For a phased development, each phase would be required to include ten percent affordable units.

The provision of affordable housing described in the discussion points for a Potential Development Agreement has implications for the overall Serramonte Del Rey redevelopment site plan. If it is determined that affordable housing arrangements described in the discussion points for a Potential Development Agreement are infeasible or unacceptable to the City, an

overall revision of the proposed Precise Plan will be needed in order for the project to meet the requirements of the City's Inclusionary Housing Ordinance.

JUHSD Affordable Housing Proposal For Serramonte Del Rey

The discussion points for a Potential Development Agreement for the Serramonte Del Rey campus envision a total of 123 affordable units to be developed pursuant to the City's Inclusionary Housing Ordinance at build out. Twelve of these units will be provided within the District staff housing complex currently under construction on Parcel A and are subject to the terms of the Affordable Housing Agreement executed in October 2020. The affordable units provided on Parcel A and memorialized in the Affordable Housing Agreement fully comply with the City's Inclusionary Housing Ordinance.

The majority of the Serramonte Del Rey affordable units (100) would be provided on Parcel C and would be constructed after construction of 313 market rate units on Parcels A and B and prior to occupancy of units proposed for Parcels D, E or F. The affordable units on Parcel C would be provided as a stand-alone affordable housing development.

The remaining 11 affordable units would be provided on Parcels E and/or F. The discussion points for a potential Development Agreement indicate that a Certificate of Occupancy for the 100 affordable units on Parcel C would be issued prior to occupancy of any other units at Parcels D, E and F.

Discussion

Inconsistencies with Inclusionary Housing Ordinance

The affordable housing proposed by JUHSD for the Serramonte Del Rey site is not strictly consistent with the terms of the City's Inclusionary Housing Ordinance in two ways:

1. The City's Inclusionary Housing Ordinance requires that affordable units are phased in at the same time as the market rate units. Subsequent to the development of housing for District staff on Parcel A, the JUHSD proposal envisions completion of 201 market rate¹ units on Parcel B before any affordable housing units for the general public are developed. The result of this phasing is that the 20 inclusionary units required from the 200 units developed on Parcel B, would be delayed for an estimated two years until the 100 affordable units on Parcel C are constructed.\
2. The City's Inclusionary Housing Ordinance requires that affordable units are physically distributed equally throughout a development. In the JUHSD proposal, the majority of the affordable units would be concentrated on one of six parcels.

¹ The District's Discussion Points reference the possibility that the 201 units within Parcel B may be developed as Moderate Income housing. A decision about this will be made later in the development process.

Other Considerations

- Affordable Housing Finance - As general rule, affordable housing developments of the sort envisioned for Parcel C require significant local jurisdiction subsidy in order to be financially feasible, typically a minimum of \$50,000 per unit. Since the affordable units are required under the City's Inclusionary Housing Ordinance, it is not anticipated that the City would provide any forms of financial subsidy to the project. JUHSD and/or the developer selected to build the affordable units would be responsible for raising the necessary subsidy financing to complete the affordable housing development. The City may wish to emphasize this point in the development agreement.
- Selection of Affordable Housing Developer - The JUHSD has not selected a developer for the 100 affordable units on Parcel C. The City may wish, as a condition of the Development Agreement, to set basic criteria for the selection of the Parcel C developer as well as confirmation of the proposed project's overall development feasibility.
- Project Phasing - The phasing of units described in the discussion points for a potential Development Agreement does not specifically limit construction of Parcels D, E and/or F until the affordable units within Parcel C have a Certificate of Occupancy. The City may wish to impose stronger restrictions and conditions on the construction of Parcels D, E and or F relative to the development of affordable units on Parcel C. As drafted, the discussion points for a potential Development Agreement could permit construction of units on Parcels D, E and F before construction and occupancy of the affordable units on Parcel C are completed and/or occupied. Rather than linking *occupancy* of units within Parcels D, E and/or F to the Certificate of Occupancy for Parcel C, the City might want to link *issuance of building permit* for these latter phases to the Parcel C Certificate of Occupancy.
- Income Target Clarification - The discussion points to potential Development Agreement make reference to certain units affordable housing at moderate income, an income target not referenced in the City's Inclusionary Housing Ordinance for rental housing. The purpose of this income target needs clarification.
- Obligations and In Lieu Fee - It is not clear from the discussion points to a potential Development Agreement what will happen to the affordable housing obligation created by Parcel B development in the event the 100 percent affordable development envisioned for Parcel C does not go forward. Staff recommends the Development Agreement include language to ensure Parcel B affordable obligations are met regardless of the Parcel C development status. One option would be to require the developer to post a bond that would result in payment of the estimated \$9 million alternative in lieu fee associated with Parcel B in the event the 100 affordable are not built by a specified date.

Recommendation

When we meet on November 15 staff seeks the Committee's comments and direction on the proposed phasing and physical distribution of affordable units proposed plan for providing affordable units within the Serramonte Del Rey redevelopment project.

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APRIL 21, 2021

ATTACHMENT A

Term

The Term of the Development Agreement (DA) shall be the latter of either:

1. 15 years from the date of the Approvals of the Precise Plan by the City Council of the City of Daly City ("City"), or
2. Upon the issuance of a Certificate of Occupancy by the City if a permit application has been submitted to the Planning Department for review and approval by the Design Review Committee (DRC) prior to 15 years from the date of the Approvals of the Precise Plan by the City Council of the City of Daly City.

This timeline may be extended due to exceptional and unanticipated circumstances that Jefferson Union High School District ("JUHSD") in collaboration with the City reasonably determines a materially negative impact to the Applicant's ability to develop the Project as contemplated in the DA, including, but not limited to, unfavorable market conditions, acts of God (such as pandemics or natural disasters), acts of war or civil unrest, labor stoppages, or boycotts or other limits on the availability of necessary building supplies, or upon mutual consent by both Parties to the Development Agreement.

Development Phasing

The Project is anticipated to be built in three phases:

Phase 1: Parcels A and B.

Phase 1 includes Overlook Park and Entry Plaza

Phase 2: Parcels C (Affordable Housing Parcel) and D.

The Certificate of Occupancy for Parcel C shall be issued concurrent with, or prior to, the issuance of the Certificate of Occupancy for Parcel D.

Phase 2 includes the Head Start Program relocation.

JUHSD, or its designated representative, shall coordinate in a reasonable manner with Head Start and make good faith efforts to work towards the start of operations of the Head Start Program at Parcel C concurrent with move-in of residential tenants at Parcel C. The City and JUHSD acknowledge and agree that their intent is that Head Start would occupy space in Parcel C as a tenant of the Affordable Housing developer, but that this is dependent on Head Start being able to secure funding to pay for such a move into Parcel C space. The City and JUHSD will collaborate to assist the Head Start program in applying for and receiving funding to pay for costs related to occupying space on Parcel C. Permits and certificates of occupancy for Parcels C and D shall not be dependent upon start-up of the Head Start Program at Parcel C.

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DEVELOPMENT AGREEMENT DISCUSSION POINTS
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ATTACHMENT A

Phase 3: Parcels E and F.

Phase 3 Includes Central Green.

Phasing of the development may vary from the scenario noted above, but will comply with the criteria for the timing of the affordable housing outlined in Exhibit A.

Parks & Open Space Requirement

Projects submitted for DRC review and approval shall meet Daly City's current Open Space requirement by providing a minimum of 150 square feet of open space per dwelling unit. The requirement for open space is to be met parcel by parcel through any combination of the following:

1. Open space on-site, to include private balconies serving individual units, common area open space (such as the common area podium level courtyard, common area roof and deck terraces, applicable open space at grade), and
2. Allocation of open space that may be off-site from the specific parcel seeking approval, including the areas designated by easement that includes Overlook Park, Central Green, and the Recreation Trail at parcels B, C and D.

The Recreation Trail, Overlook Park, and Central Green will be counted towards satisfaction of the Open Space requirements for individual parcels as designated by the JUHSD. The allotted Open Space will be assigned to a specific parcel at the time the parcel is submitted for review and approval by the DRC.

The Open Space at the Retail Plaza at Entry Drive is allocated exclusively to Parcel B.

Land that does not meet the City's gradient criteria for usable space (e.g., excessive slopes at the Hillside Area) will not be counted toward satisfaction of Open Space requirements for any parcel.

Affordable Housing

The Affordable Housing Plan (Exhibit A, attached and incorporated by reference) establishes the requirements for the Project's Inclusionary Housing component. Exhibit A includes a detailed description of the phasing of the Project's Affordable Housing and the Plan's consistency with the intent of the City's Inclusionary Housing Ordinance.

Parking

Parking Ratios for Parcels B through F:

- The proposed parking ratio for the Project's market rate housing is at least 1.5 spaces per dwelling unit. By way of example, the Applicant will provide 302

JUHSD SERRAMONTE DEL REY
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APRIL 21, 2021

residential parking spaces for the 201 dwelling units that are proposed in the Project for Parcel B. The breakdown of units at Parcel B is as follows: 10.4% studio/junior one-bedroom units, 37.3% one-bedroom units, 43.3% two-bedroom units, and 9.0% three-bedroom units.

- At Parcel C, the parking ratio for the affordable housing to be provided pursuant to the Precise Plan and the Development Agreement is at least 1.0 parking space per dwelling unit. The affordable housing developer to be selected by JUHSD to develop Parcel C may choose to increase the parking ratio up to 1.5 spaces/unit, or reduce the parking ratio to 0.75 spaces/unit, with the final determination regarding the parking ratio to be included in the documents submitted to the City for the DRC review and approval for Parcel C.
- The parking ratio for retail to be at least 4.0 spaces per 1,000 square feet of rentable retail space.

The above-described parking ratios are based on current conditions and assumptions. The City and JUHSD acknowledge that future parking demand will be in considerable flux over the lifetime of this DA and may increase or decrease significantly. Therefore, JUHSD, or its designees, may request future adjustments to the applicable parking ratios to reflect parking trends and professional recommendations at the time of the individual parcel application and the City shall give reasonable consideration to such requests.

JUHSD, or its designees, may request a parking ratio up to 1.7 spaces per unit on any parcel without requiring additional studies.

If JUHSD requests a reduction in the parking ratios noted above, or to increase the parking ratio above 1.7 spaces per residential unit, the City may require a parking demand study be performed by a traffic engineering firm acceptable to the City that demonstrates the revised parking ratio will be appropriate to accommodate the parking demand to be generated by the Applicant.

When calculating the overall parking supply, the analysis for the residential parking may include parking provided on-street within the Plan Area, if recommended by a traffic engineering firm acceptable to the City and agreed to by City staff.

Parking for pick-up and drop-off for the Head Start Program at Parcel C may be accommodated by on-street parking marked by appropriate signage, with such signage reserving parking spaces for this use during the appropriate hours. Likewise, parking for Head Start Program staff may be accommodated with reserved on-street parking designated by appropriate signage.

Overflow parking for Parcel A may be accommodated within the Plan Area with surface parking, on-street parking, or within future parking podiums or structures on Parcels B through F. Alternatively, to the extent that JUHSD demonstrates that overflow parking is not needed for Parcel A, it will be eliminated as a requirement in the future.

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APRIL 21, 2021

ATTACHMENT A

Parking stall and drive aisle dimensions for each buildable parcel may comply with either approach 1 or 2 below, or a combination of both approaches:

1. The then-current City standards for off-street parking (including the ratio of standard spaces to compact spaces) at the time of the Applicant's submittal for DRC review and approval, and/or
2. A "Uni-stall" standard size parking space which is based upon a stall dimension of 8' – 6" x 18' – 0", unless constrained by a wall on one or both sides, in which case the minimum stall width will be 9' – 0" minimum. The drive aisle shall maintain a minimum of 24' clear.

Residential parking may be accommodated in mechanical puzzle lifts.

No more than 10% of the parking spaces required for residential use may be tandem, and tandem spaces may only be assigned to users of the same dwelling unit. Tandem units may be designed as either front to rear spaces or mechanical lift spaces (stackers).

Unit Count

The Project may not exceed the total dwelling unit count of 1,235 units. Except as specifically set forth herein, JUHSD and selected developers will allocate the units across the parcels. The number of units within any parcel shall not exceed the limits outlined in the Precise Plan Guidelines on a parcel-by-parcel basis.

Fees

JUHSD will be charged administrative fees related to matters such as permit reviews, processing, and issuance at the then-current rate as development applications are submitted. The rates for water, sewer, parks, and other similar development impact fees that are currently assessed on development projects by the City will not increase over the term of the DA. No new fees not imposed by the City at the time that the DA is entered into will be assessed on any development within the scope of this DA for the term of the DA.

Fair Share Fees paid by JUHSD based on a pro rata commitment for utilities and streets will be based on the number of units that are built per parcel and shall be paid at the time of issuance of building permit, Certificate of Occupancy, or at such other time that is customary for the City, on a building-by-building basis.

Offsite Costs, Timing and Responsibilities

The City will serve as the liaison and the responsible party for designing and delivering offsite improvements, including traffic signalization, and water and sewer service capacity to the site. JUHSD will contribute a fair share to these costs as each parcel is built out, the payment for which to occur at the time of issuance of building permit or the Certificate of Occupancy of the units on a per unit basis of the overall unit count of the Project.

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Offsite Work at Serramonte Blvd. will be undertaken upon demolition of the existing H.S building and the construction of Parcel C, pending review of the TIA. Work required for Parcel A is underway and will be completed with the current construction at the site.

Subdivision Map Act Issues

The City and JUHSD agree that the tentative map submitted to the City for approval shall include each of the buildable Parcels A through F in the Precise Plan Area Update, as described herein, and shall reflect the maximum total number of residential units that may be developed in the Precise Plan Area and such subdivision map shall remain valid and fully vested during the full term of the DA. Subsequent to approval of the tentative map for the Precise Plan Area Update, and pursuant to Section 66456 of the Government Code and applicable provisions of the City's municipal code, JUHSD shall cause final subdivision maps to be prepared from time to time as the parcels in the Precise Plan Area are developed.

The City and JUHSD agree that, subject to the minimum and maximum residential unit counts for each parcel, as set forth in the Precise Plan, and the requirements set forth in this DA related to the development of below market rate ("BMR") and affordable units, JUHSD shall have discretion to determine the number of residential units to be developed on each parcel, provided that the maximum number of units authorized to be developed pursuant to the Precise Plan shall not be exceeded.

Timing of City Review and Approvals Process

When an Application for Planning Approvals on a parcel-by-parcel basis is required to be reviewed by the DRC, the application submitted will be reviewed by City staff and go to the DRC within four months of Initial Submittal, along with the staff's recommendations and conditions of approval.

A Planning Submittal will be considered complete and ready for review by the DRC if the checklist that is included in the Precise Plan documentation is completed in its entirety and addresses all items enumerated—both as guidelines and as requirements to be met by the Applicant.

Given the first of its kind nature of this undertaking by the District, having a clear and specific timeframe that the development community can rely upon is necessary to attract development interest—thereby benefiting both the District and the City to the greatest extent.

This four-month timeline is based upon one month for staff review upon receipt of planning application, one month of revisions as needed by the Applicant, one month for a second review by staff, one month for the staff report and scheduling of hearing with the DRC.

JUHSD SERRAMONTE DEL REY
DEVELOPMENT AGREEMENT DISCUSSION POINTS
EXHIBIT A – PHASING FOR INCLUSIONARY HOUSING
APRIL 21, 2021

This **Exhibit A** to the Development Agreement describes how the phasing of the Project's Affordable Housing Plan ("AHP") meets the intent of the City's Inclusionary Housing Ordinance requirements for the 1,113 units of housing--the maximum allowable total number of units on Parcels B through F.

The proposed phasing approach for development of affordable housing on these parcels is designed to accomplish the following:

- Provide the necessary financial flexibility in the timing of the development of affordable housing for JUHSD to provide the overall proposed program of affordable housing, below market rate ("BMR") housing, and faculty and staff housing, in addition to the market rate housing.
- Exceed the City's requirements for the number of BMR units, contribute to Daly City's regional share of housing, and implement the goals/objectives of the City's General Plan and housing element.

Exhibit A addresses the following:

- The synchronization of development of affordable and BMR units and market rate housing units,
- the distribution of the housing types throughout the Project parcels, and
- ensuring the same access to common amenities throughout the Plan Area and bedroom count of affordable/BMR units as the market rate units.

The BMR/Affordable Housing component of the Precise Plan does the following:

1. Exceeds Requirement. The Project, at build-out, will provide more BMR units (@ 70% AMI) than required by the City's Inclusionary Housing Ordinance. With the buildout of the proposed 1,113 dwelling units--representing the maximum number of units that will be developed at Parcels B through F, 111 BMR units (10%) will be provided pursuant to the City's Inclusionary Housing Ordinance at 70% AMI.

The AHP proposes that if the maximum 1,113 dwelling units are built at Parcels B through F, then the obligation for the additional 14 affordable units (@80% AMI) would be provided, bringing the total number of affordable units and BMR Units to 125 over the course of the DA (excluding the units provided at Parcel A)

2. Accelerates development of BMR Units within the City. JUHSD proposes to build 100 BMR Units (@ 70% AMI) at Parcel C as the next component of the Project following the development of Parcel B.
3. Offset of Parcel B Timing. The phasing anticipated per the AHP outlines the requirement that at a minimum, 100 BMR Units will receive their Certificate of Occupancy at Parcel C prior to the occupancy of any other units at Parcels D, E and F. Although this approach postpones the construction of 20 BMR units during the work at Parcel B, this accelerates the

JUHSD SERRAMONTE DEL REY
DEVELOPMENT AGREEMENT DISCUSSION POINTS
EXHIBIT A – PHASING FOR INCLUSIONARY HOUSING
APRIL 21, 2021

7. Pro-rata Buildout of BMR and Affordable Housing. If JUHSD ultimately builds fewer overall dwelling units than the maximum number of dwelling units allowed pursuant to the Precise Plan and the Development Agreement, the Applicant will provide BMR and Affordable Units (at 70% AMI and at 80% AMI) consistent with the ratio utilized as though the Plan Area is fully built out. With the phasing as planned, a minimum of 100 BMR Units will be built at Parcel C prior to other market rate housing. Therefore, the District can build out fewer dwelling units on the remaining parcels than the maximum up to that consistent with the Inclusionary Housing Ordinance.
8. State Housing Waivers. Per the City's BMR Ordinance and the intent of the State's Density Bonus Legislation, an applicant may submit to the City a request for specific incentives, concessions, or variances based on the percentage and income level of affordable units proposed in a development, with the purpose of decreasing the cost of developing affordable housing and increasing the supply of affordable housing. Given the overall number of affordable housing units that are being proposed in the Precise Plan Area, JUHSD is proposing that the phasing of the affordable/BMR housing and the distribution of the affordable/BMR housing be modified from the City's Inclusionary Ordinance.

The unit mix for the Parcel A that will be owned and operated by JUHSD, or its assignee is 12 units at or below 70% AMI, 49 units at or below 80% AMI (low income) and 61 units at or below 120% AMI (moderate income).

The proposed low and moderate-income units qualify for state density bonus incentives to reduce barriers to affordable housing. Although these units are restricted to faculty and staff of the District, they do qualify for the State's density bonus and concessions. Consolidating affordable housing to two sites--Parcel A and C (plus Parcels E and/or F rather than concurrent buildout with each market rate housing development utilizes the State's density bonus legislation.

Table 2		Serramonte Del Rey Plan Area Housing Program				
	% of AMI	Parcels A - F Market Rate Units	Parcel A	Parcels B - F	Total	% of Total
Low Income (BMR per City Ordinance)	Up to 70%	0	12	111	123	10%
Low Income (per State RHNA)	Up to 80%	0	49	14	63	5%
Moderate Income	Up to 120%	0	61	0	61	5%
Market Rate (*)	N/A	988	0	0	988	80%
TOTAL		988	122	125	1235	100%

(*) Refer to Item 10

(Table 2 above provides an overall breakdown of the Affordable, Workforce, and BMR Housing planned for the entire Serramonte Del Rey Neighborhood by percentage as outlined above.)

JUHSD SERRAMONTE DEL REY
DEVELOPMENT AGREEMENT DISCUSSION POINTS
EXHIBIT A – PHASING FOR INCLUSIONARY HOUSING
APRIL 21, 2021

ATTACHMENT A

9. RHNA Contribution. The City may apply both the BMR and affordable units that will be provided towards meeting the City's Regional Housing Needs Assessment (RHNA).
10. Moderate Income Units. Rather than build 201 market rate units at Parcel B, at JUHSD's discretion, Parcel B may be financed as an Affordable Housing Parcel at the Moderate Income Level (i.e. at or below 120% AMI). Although this decision will not have been made at the time of the Entitlements and Planning Approvals, a determination will be made by JUHSD based on available capital sources prior to submitting the Project for Building Permit Application.
11. In-lieu Alternative. In lieu of constructing fourteen (14) Affordable Units (at 80% AMI) proposed for Parcels E or F, JUHSD, at its discretion, may contribute to the City's affordable housing Inclusionary In-lieu fund for the development of these units.

JUHSD SERRAMONTE DEL REY
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EXHIBIT A – PHASING FOR INCLUSIONARY HOUSING
APRIL 21, 2021

construction of 100 BMR units anywhere from three to ten years (depending on the ultimate buildout schedule) than if incorporated on a pro-rata basis with each of the parcels.

In 2027, at the completion of the stand-alone affordable housing project at Parcel C, the build-out of the plan at that time will have 26% of the units being BMR (or 17% if Parcel D is completed at the time that Parcel C is completed), not including the additional affordable housing units provided by the Faculty and Staff housing. In the event that the affordable housing development at Parcel C is delayed or not built during the term of this DA, but the market rate units contemplated for Parcel B are built, JUHSD, at its option, will either cause to be built 20 BMR units, or pay an in-lieu fee corresponding to the number of market rate units built on Parcel B at the rates set forth in the City's then-current Inclusionary Housing Ordinance.

(Table 1 below reflects the percentage of BMR Units that will be built as a percentage of all the units over the timeframe of the full buildout.)

Parcel	Estimated Year of Occupancy	Proposed Market Rate Units	Affordable Units (including Faculty and Staff)	BMR Units (including Faculty and Staff)	Total Residential Units on Parcel(s)	Plan Area Max. Total	BMR as Percent of Total Provided
A	2022	0	110	12	122	122	10%
B	2025	201(*)	0	0	201	323	4%
C	2027	0	0	100	100	423	26%
D	2027	240	0	0	240	663	17%
E	2030	547	14(**)	11	572	1,235	10%
F	2030						

(*) Refer to Item 10

(**) Refer to Item 11

Additional Considerations:

4. **Geographic Distribution.** Residents of affordable/BMR units and market rate units will have equal access to all common amenities and features of the neighborhood, regardless of which parcel the affordable dwelling units are built on. Affordable housing is distributed in the Plan Area, at Parcels A and C, (as well as possibly Parcels E and/or F) consistent with the City goal for affordable housing to be distributed.
5. **Equivalency.** BMR units will provide the same ratio for bedroom count per dwelling unit (or exceed the bedroom count per dwelling unit) as the ratio for the market rate units.
6. **Initial Parcel C Buildout.** JUHSD anticipates building out not less than 100 units of BMR housing in Phase II at Parcel C. The additional 25 affordable units (at 70% AMI and 80% AMI will be built at Parcels E and/or F.

DALY CITY INTER-OFFICE MEMORANDUM

JUHSD COUNCIL COMMITTEE

DATE: December 15, 2021

TO: JUHSD Council Committee
Juslyn Manalo, Mayor
Glenn Sylvester, Councilmember

FROM: Carmelisa Morales Lopez, Associate Planner

SUBJECT: General Plan Amendment GPA-04-21-014998
Planned Development PD-04-21-014997
Design Review DR-04-21-015000
Major Subdivision SUB-04-21-014999
699 Serramonte Boulevard – Serramonte Del Rey Campus Redevelopment

UPDATES

A joint Affordable Housing Committee and Jefferson Union High School District (JUHSD) Council Committee meeting was held on October 18, 2021. The JUHSD Council Committee discussed the project with staff and the applicant and provided feedback. The Committee requested additional information related to various topics such as affordable housing, building height, finances and fiscal benefits for the City, open space, the garden on-site, traffic, and tribal consultation. The Committee also requested a zoning comparison of the 1985 Serramonte Del Rey Precise Plan to the proposed Precise Plan. JUHSD provided their responses (see Attachment A – JUHSD Comments and Responses) to the City Council prior to the October 25, 2021 City Council meeting. Staff also prepared the requested zoning comparison which is included as Attachment B – Serramonte Del Rey Campus Zoning Comparison. There was not enough time to discuss the affordable housing component of the project. The Affordable Housing Committee meeting was rescheduled to November 15, 2021.

At the October 25, 2021 City Council meeting, JUHSD presented their project and provided updates and responses to the City Council and public's feedback from the September 27, 2021 City Council meeting. After receiving public comment, the City Council continued review of the Preliminary Plan to the January 10, 2022 City Council meeting to allow for additional time for the City Council to review the project and public comments and the Affordable Housing Committee to meet with the applicant to discuss the Affordable Housing Plan.

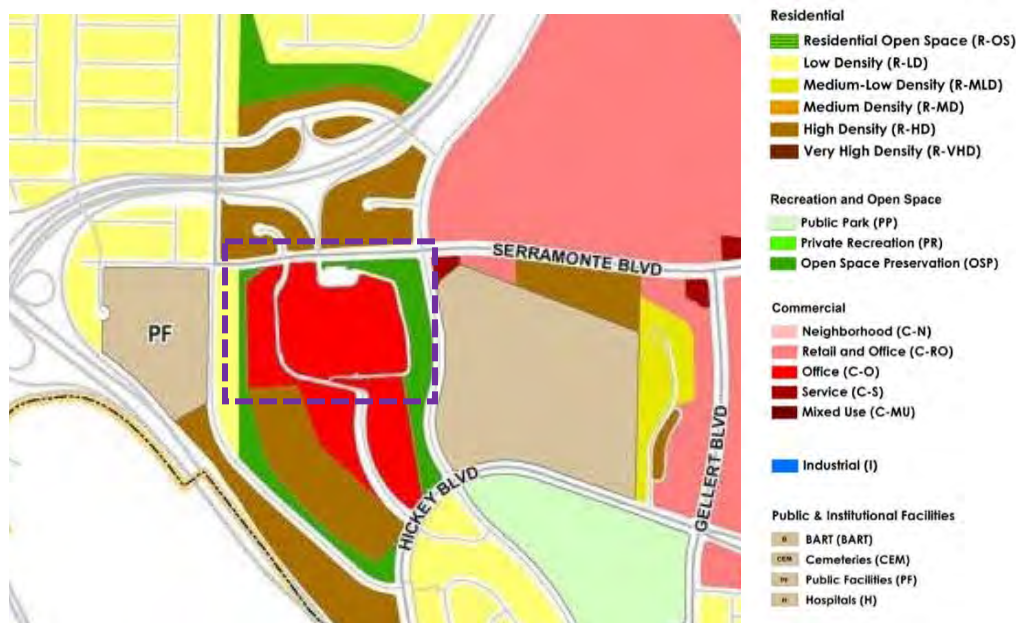
At the November 15, 2021 Affordable Housing Committee meeting, the Committee discussed the project's Affordable Housing Plan with the applicant and staff. The Committee requested additional information from the applicant and another meeting to continue discussions.

Today's meeting is a joint meeting between the JUHSD City Council Committee and Affordable Housing Committee.

BACKGROUND

The Serramonte Del Rey Precise Plan (Planned Development 31 (PD-31)), the zoning for the Serramonte Del Rey campus, was approved in 1985 and allowed up to 175 residential units and

approximately 700,000 square feet (sq. ft.) of office space within the campus area. The General Plan land use designation for the campus is Commercial – Office (C-O) which is compatible with the uses permitted in the 1985 Precise Plan. The hillside areas surrounding the campus are designated for Open Space Preservation (OSP) as shown below. The project area is located within the purple dashed box.



In January 2020, the City Council approved an amendment to the Precise Plan (PD-31A) for the northwest section of the Serramonte Del Rey campus to allow for the construction of a 122-unit (110 market rate and 12 affordable apartment units) housing project for JUHSD faculty, staff, and their families (Parcel A). The approval also included an amendment to the General Plan to change the land use designation of the site to Residential – High Density (R-HD). This project is currently under construction and is expected to be completed in early 2022.

PROJECT DESCRIPTION

In April 2021, staff received an application from JUHSD that proposes a new Precise Plan for the 22-acre campus (see Attachment C – Draft Precise Plan).

Precise Plan

Figure 2.1 below from the Precise Plan shows the campus at full build-out as proposed. JUHSD anticipates build out to take 10-15 years.

Figure 2.1 Illustrative Plan



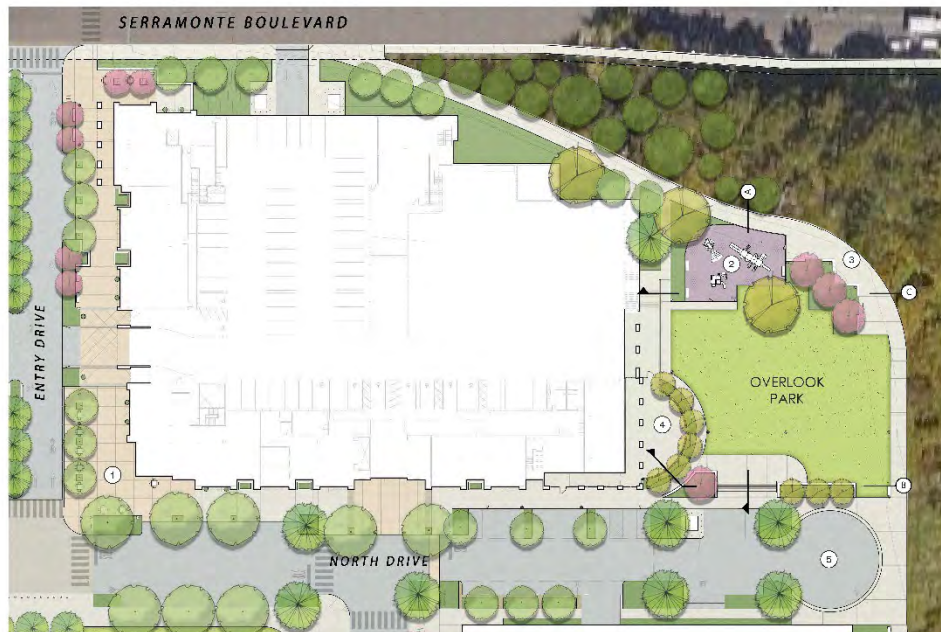
The Precise Plan would allow the campus to be redeveloped to include the following:

- 1,235 units of affordable and market-rate rental housing (inclusive of 122-unit apartment building under construction on Parcel A). Minimum of 10 percent would be affordable housing as required by the City’s Inclusionary Housing Ordinance.
- Up to 14,000 square feet (sq. ft.) of neighborhood-serving retail/commercial uses
- Building heights ranging from 77 to 150 feet. Some buildings would be required to be stepped back at a maximum of 55 feet.
- New Head Start childcare facility on Parcel C
- Public recreational trails and parks (Central Green and Overlook Park)
- Demonstration garden proposed for removal. JUHSD plans to install raised planter beds at their new adult education building located at 123 Edgemont Drive, formerly Westmoor Park. The Office of the State Architect is processing the adult education building project.
- Seven development parcels and additional street parcels with public access easements

Parcel B Development

JUHSD is also seeking design review approval for the proposed development on Parcel B (see Attachment D – Parcel B Project Plans; Landscape Plan from Attachment D also provided below), which would include:

- Six-story mixed-use building with approximately 201 market rate apartment units, 345 parking spaces, 8,000 sq. ft. of retail space, and various residential amenities
- A park that would include a play structure. JUHSD has also informed staff that they plan to add a community garden within the park, but it is not in the current development plans for Parcel B submitted to the City.



REQUIRED ENTITLEMENTS

The proposed project requires the following entitlements:

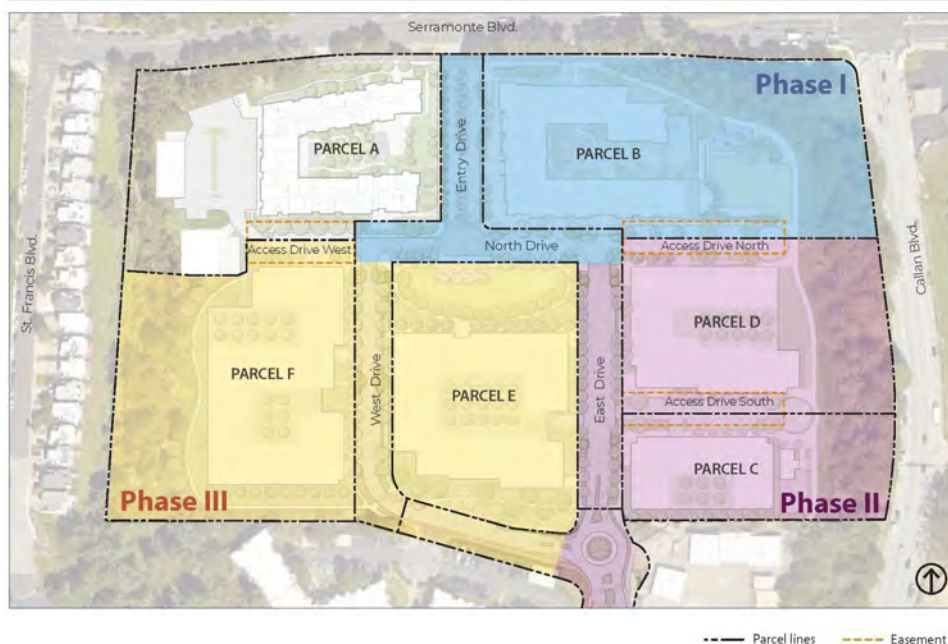
- Amendment to General Plan to change the land use designation to Commercial – Mixed Use
- New Planned Development
- Design Review for proposed Parcel B development
- Major Subdivision
- Certification of the Environmental Impact Report

Design review approval for proposed Parcels C through F would occur as subsequent applications.

PHASING PLAN

Figure 7.1 below shows the phasing plan for the development proposed in the Precise Plan. As mentioned in the sections above, the JUHSD faculty and staff housing project (Parcel A) is under construction. The proposed development on Parcel B is the next project slated for construction.

Figure 7.1 Phasing



TIMELINE

The following timeline outlines events and activities related to the proposed project:

1985	Original Precise Plan (PD-31) approved by City Council
2001	Garden for JUHSD Adult Education course started (Source: JUHSD); locally known as the Serramonte Therapeutic Day School Garden.
2019	Garden listed as a “Community Garden” by San Mateo County without the knowledge/permission of JUHSD. Designation was later removed. (Source: JUHSD)
Jan. 2020	PD-31A, General Plan Amendment, and JUHSD Faculty & Housing Project (Parcel A) approved by City Council
July – Oct. 2020	JUHSD submitted Pre-Application for proposed Precise Plan. Staff provided preliminary feedback to JUHSD on proposal.
Oct. – Nov. 2020	JUHSD conducted neighborhood and community outreach for proposed Precise Plan (Source: serramontedelrey.org)

Dec. 2020	JUHSD conducted Community Outreach Meetings for proposed Precise Plan
April 2021	Entitlement Application for proposed Precise Plan and Parcel B development submitted
May – June 2021	Notice of Preparation Comment Period for Environmental Impact Report. Public Scoping Meeting conducted on May 19, 2021
July 2021	JUHSD City Council Committee Meeting (see Attachment E – July 6, 2021 JUHSD City Council Committee Meeting Staff Report)
Aug. 3, 2021	Planning Commission Review of Preliminary Plan (Recommended Approval)
Sept. 27, 2021	City Council Review of Preliminary Plan (Continued to Date Certain)
Oct. 18, 2021	City Council JUHSD & Affordable Housing Committee Meeting
Oct. 25, 2021	City Council Review of Preliminary Plan (Continued to Date Certain)
Nov. 15, 2021	City Council Affordable Housing Committee Meeting
Dec. 15, 2021	City Council JUHSD & Affordable Housing Committee Meeting
Jan. 10, 2022	City Council Review of Preliminary Plan (Scheduled)

ZONING & GENERAL PLAN

As discussed in the previous sections above, JUHSD is proposing to redevelop the campus into a new commercial-mixed use neighborhood. The proposed Precise Plan would create a new Planned Development for the campus.

Regarding the General Plan, the proposed Precise Plan would allow commercial uses on the ground level and residential uses on the upper levels of buildings proposed on each parcel with the exception of the future Head Start facility on Parcel C. JUHSD is therefore requesting to change the land use designation on the entire campus to Commercial – Mixed Use (C-MU).

ENVIRONMENTAL REVIEW

David J. Powers & Associates (DJP&A) has been retained to prepare the Environmental Impact Report (EIR). The EIR is currently being prepared and must be circulated and finalized prior to Precise Plan review of this project. Tribal cultural resources consultation was also completed pursuant to the requirements of Senate Bill 18 and Assembly Bill 52. Staff did not receive any

consultation requests from the list of tribes provided by the Native American Heritage Commission.

PRELIMINARY PLAN & PRECISE PLAN REVIEW

During the Preliminary Plan of the proposed project, the Planning Commission and City Council review the proposed land use, circulation, and overall site design of the proposed project.

If approved by the City Council on January 10, 2022, the project will then move forward to the Precise Plan stage where the applicant will finalize their proposal and make any revisions necessary to address comments from the Planning Commission and City Council. The EIR will also be finalized and circulated pursuant to CEQA.

The final steps of this stage will be a Planning Commission meeting and City Council meeting. The Planning Commission will make a recommendation on the project and the City Council will make the final determination of approval, conditional approval, or denial of the project.

DEVELOPMENT AGREEMENT

JUHSD also submitted proposed terms for a Development Agreement that will need to be further analyzed by staff and presented to the City Council for approval. The current proposal provides considerations for development phasing, parks and open space requirements, fees, off-site improvements, and most notably affordable housing.

STAFF RECOMMENDATION

Staff recommends that the JUHSD City Council Committee review the information and attachments presented and provide any preliminary comments or concerns.

Respectfully submitted,



Carmelisa Morales Lopez
Associate Planner

Attachments

- Attachment A – JUHSD Comments and Responses
- Attachment B – Serramonte Del Rey Campus Zoning Comparison
- Attachment C – Draft Precise Plan
- Attachment D – Parcel B Project Plans
- Attachment E – July 6, 2021 JUHSD City Council Committee Meeting Staff Report
- Attachment F – October 18, 2021 JUHSD City Council Committee Staff Report

**COMMENTS AND RESPONSES:
CITY COUNCIL PRELIMINARY PLAN REVIEW
SERRAMONTE DEL REY PRECISE PLAN
SEPTEMBER 27, 2021**

1. *What are the Trade-Offs to Preserve the Garden in Current Location?*

- Units Displaced. Keeping the garden in its current size and location, and retaining the Central Green, displaces up to 300 units of housing. Redesigning the project to accommodate the garden (and eliminating the Central Green) would displace approximately 150 housing units, which is 13.5% of the 1,113 units (Parcels B through F) of the plan. Reducing the number of housing units significantly impacts necessary revenues to the District.
- Impact to Neighborhood Livability. Keeping the garden in its current location and size would require a redesign of the project. To minimize the loss of housing units, the garden would displace the Central Green, the community heart and main public gathering space of the plan. This results in an oversized garden amenity serving a few neighbors, rather than create a central public space with broad community appeal. The current plan is based on efficient use of the land that maximizes the value of the revenue to the District. Eliminating the central feature of the plan and creating irregular/atypical parcel sizes would reduce the project's marketability to the development and investment community compared to the current design.
- Density. There are no other sites to locate high-rise construction in the plan to increase density and accommodate units displaced by keeping the garden. Successful development of the first two phases would be a condition for market acceptance of high-rise construction (up to fourteen stories) in the last phase. Increasing building heights beyond what is currently planned would be infeasible due to a change in construction type that results in higher construction costs than the current and anticipated real estate market can build.
- District Proposed Community Garden. The District is proposing a community garden in the first phase of the project at Overlook Park, available for resident and community use. This minimizes loss of housing, does not displace the central park and avoids costly redesign. This is an efficient use of the site, rather than an oversized amenity serving a few neighbors at the periphery of the plan.

2. *What is the District's Affordable Housing Plan in addition to the faculty and staff housing?*

- Faculty and Staff Housing. Faculty and Staff Housing is the first step to relocate District offices, redevelop the site and create a new neighborhood. The Faculty and Staff Housing is not a stand-alone project with teachers living in isolation on an abandoned school site. It is part of a neighborhood with community serving retail, park space, and larger residential community. 12 of the 122 units of Faculty and Staff Housing are deed restricted as low-income units with rent set at up to 70% AMI.
- Affordable Housing Plan.
 - Plan provides more low-income rental housing than required (111 units at or below 70% AMI + 14 units at or below 80% AMI = 125 low-income units out of 1,113 units = 11%).

**COMMENTS AND RESPONSES:
CITY COUNCIL PRELIMINARY PLAN REVIEW
SERRAMONTE DEL REY PRECISE PLAN
SEPTEMBER 27, 2021**

- Develops affordable housing before it is required – 100+ units at Parcel C are built out before parcels D, E, and F are built.
- Brings an affordable housing developer to the team to build the affordable housing. They are experts at affordable housing finance solutions and at delivering necessary supportive services to residents and further streamlines coordination with the City and City reporting.
- Requests that the 20 BMR units from the proposed 201 unit first phase Parcel B project be built with Parcel C.
- At build-out, 20 percent of the entire 1,235 unit neighborhood will include rental housing affordable to low- and moderate-income individuals and families, including teachers and staff who want to live in Daly City. *Please refer to item 3 below.*

3. *What is the Percent Affordable for other disadvantaged populations?*

- Intellectual or Developmental Disabilities. The District is discussing allocating a portion of the affordable housing units to individuals with intellectual or developmental disabilities. Rents for these units would likely be considered to be extremely low or very low income.

4. *Can the District Continue Community Dialogue to meet the District's goals and Preserve the Garden?*

- The District is open to continuing a dialogue with the garden advocates and is proposing to build a new community garden in a different location. Key points for consideration are:
 - The area has never been a community garden. It is an adult and special education instructional garden initiated by JUHSD.
 - The District has met numerous times with garden advocates regarding their activities on District property to transform an instructional garden into a community garden.
 - Gardeners are to be volunteers in support of instructional use of the garden; not utilized by the few individuals who are appropriating school property for private use and claim it is for community use.
 - The instructional garden started 15 years ago over the tennis courts; it was never an organic, natural landscape. The hillside and site were mass graded in 1965.
 - The few garden advocates are continuing to expand the garden area without permission of the District, regard for hillside stability, or respect for the District's insurance liability. They have been using District water to flood the area. Recent expansion of the garden area under hillside trees could create a fire hazard adjacent to the homes along Saint Francis Boulevard.
 - There has been homeless living there and illicit activity. Staff have found needles and other drug paraphernalia and the police were brought in to investigate a realistic looking firearm that turned out to be a bb gun. There has also been harassment and intimidation of staff and teachers to the point that they do not feel

**COMMENTS AND RESPONSES:
CITY COUNCIL PRELIMINARY PLAN REVIEW
SERRAMONTE DEL REY PRECISE PLAN
SEPTEMBER 27, 2021**

it is safe for themselves or their students. As it is, the space can no longer be used for instruction.

- o There are no historic, archaeological, cultural, or Native American resources on site, and there were no tribal consultations requested by any tribal representatives per the noticing requirements of SB 18, AB 52 California and federal statutes.

5. *Why, What, When and Where regarding High Rise Buildings*

- District Revenue. High rise rental housing enables a higher number of units to be built at higher land lease revenues for the District.
- Height and Location. High rise construction is up to 14 stories and 150 feet in height. This is the height permitted per the City Council adopted 1985 Precise Plan and is 105 feet lower than the height permitted for the recently approved Serramonte Views project (255 feet). The high rise towers are organized east-west to minimize visibility to residents on St. Francis Boulevard. The two 14 story buildings are set back from Serramonte Boulevard to minimize visibility from the street. Increasing building heights would be infeasible due to a change in construction type that results in a higher construction cost. There are no other sites in phase one and two to locate high-rise construction in the plan to accommodate units displaced by keeping the garden.
- Market Appeal. The master plan parcelizes the site based on real-world building types to appeal to the development and investment community. Market appeal is essential to attract private investment in an unproven environment and maximize ground lease revenue thru public/private partnerships. Successful development of the first two phases is a condition for market acceptance of two high-rise buildings to be constructed in the last phase.

6. *What is the estimated revenue from the Development that the District anticipates?*

- Due to the confidential nature of such discussions, JUHSD recommends meeting individually with City Council members to discuss project finances.

7. *Respect Ohlone/Indigenous interests (Can't just move the garden)*

- Acknowledgement. The District acknowledges the history of the Ramaytush Ohlone, and the loss of ancestral lands along the Peninsula. The District is committed to ongoing discussions with those of Native American descent. The District reached out to all Ohlone who are officially recognized to represent tribal interests per the California Native American Heritage Commission, to discuss District plans. As mentioned previously, there were no tribal consultations requested by any tribal representatives per SB 18, AB 52 California and federal statutes.
- No Resources On-Site. Per Tribal consultation per SB 18, there are no sacred lands, archaeological remains or historic cultural practices on site.
- Offerings. The District is open to a collaborative dialogue with Native American descendants. Offers have been made to discuss ways to promote cultural awareness and to provide designated locations for gatherings.

**COMMENTS AND RESPONSES:
CITY COUNCIL PRELIMINARY PLAN REVIEW
SERRAMONTE DEL REY PRECISE PLAN
SEPTEMBER 27, 2021**

8. *What is the Cost/Benefit to City?*

- Fiscal Benefits. BAE Urban Economics has performed a Fiscal Impact Analysis of the project which is attached. BAE estimates the net fiscal impact to Daly City, after accounting for services provided by Daly City to the project residents, to range from \$800,000 to \$1.3M per year at full build out.

9. *What Daly City income levels can afford the market rate housing?*

- This has not yet been determined.

10. *Protect seasonal wetland at community garden?*

- There has been no determination as to whether wetlands exist within the garden area; and will likely require input from the California Regional Water Quality Control Board. The small area in question is currently being addressed in the biological resources studies as a component of the EIR.

11. *Traffic?*

- This topic is being addressed in the EIR, which is currently underway.

Project Endorsements

- California Federation of Teachers
- Housing Leadership Council of San Mateo
- Jefferson Council PTA
- Josh Becker, State Senator
- Turner Center for Innovative Housing, U.C. Berkeley
- Bay Area Council

**COMMENTS FROM 2x2 MEETING
OCTOBER 18, 2021**

1. *Is Parcel A in the Precise Plan?*

Yes. Parcel A is included in the Precise Plan, and the total dwelling unit count of 1,235 units includes Parcel A. Parcel A, along with Parcel B, are considered the first phase of the Development.

2. *Are there Changes to the Plan?*

Yes. JUHSD proposes a Community Garden in the first phase of the project, located at Overlook Park, available for resident and public/community use. It is a community gathering place that will be inviting, attractive, and accessible for families and children. Gardeners will have their own plots to grow organic fruits and vegetables. There is outdoor space for meetings, classes and outdoor education, directly visible and accessible for community use.

3. *Is the Central Green Park Publicly Accessible?*

Yes. The Central Green is a public neighborhood park, accessible for use by anyone. Other publicly accessible parks and open spaces in the project include Overlook Park, Recreation Trail, and Retail Plaza, among others.

4. *Why is the EIR happening before approval of the Preliminary Plan?*

The Environmental Impact Report is prepared as part of the application for project approval to inform decision-making on the potential environmental effects of the project. Starting the EIR early in the process enables early public notice of the project and early input to identify potential impacts for analysis.

5. *What are the parking impacts of the residents of 1,235 units? Is parking subterranean?*

The parking is not subterranean. Rather, the proposed design guidelines anticipate that most of the parking will be built under each residential project. The parking study prepared by Fehr and Peers, traffic and parking consulting engineers, recommended that the proposed parking ratio of 1.5 spaces per dwelling unit for the overall project results in an appropriate parking supply for the multi-family housing to be built. Parking for the retail and Head Start is also provided on-site and is in addition to the residential parking supply.

6. *Can a solution be achieved with the garden advocates to preserve garden facilities at the current location as the District accommodated Head Start to remain on-site?*

Preserving the garden in its current location and size would prohibit the District from developing a financially feasible plan. The District is proposing a new community garden on-site, relocated to a more visible, accessible and inviting location as part of Overlook Park. It will be built in the first phase of development.

Preserving Head Start in its current location also would have prohibited the District from developing a financially feasible plan. Head Start agreed to relocate their facilities on-site, in a safer and more accessible location adjacent to affordable housing, where daycare and services can be co-located. This enabled the District is efficiently located buildings, streets and open space on-site.

Unlike Head Start, the garden advocates are indifferent to the District's financial needs. They are unwilling to explore alternative locations for the garden. They claim that the garden must remain in its current location, adjacent to and part of the hillside setting. The District understands their desire to have a natural setting for the garden. The District has located a community adjacent to the east hillside in a neighborhood park with a children's play area and open space connected to and part of the east hillside woodland ecological area.

7. *Why are high-rises needed at this site?*

The proposal calls for up to two high rise towers with building heights not exceeding the building heights (150') permitted under the precise plan approved by the City Council in 1985. These two buildings are expected to provide the density needed to make the overall undertaking financially viable for the District. We expect that these two high rise residential towers will be built out in the third phase of the project on Parcels E and F, when the community is established and can support the proposed amenities of the site.

8. *What is the status of the Fire Department review of the Plan? Is there a plan for the trucks to service a fire? What are the other buildings in Daly City that have been built or approved that are high rise construction?*

The District's team met with the North County Fire Authority to review life safety requirements and receive feedback on project plans. The District updated plans per County Fire Authority feedback regarding life safety and emergency access requirements. As part of the project approval process, the District and the Authority will continue working together to ensure that fire apparatus and personnel can effectively provide emergency services.

High-rise buildings (where the top habitable floor is above 75') in Daly City include Seton Medical Center, DC Station, and the recently approved Serramonte Views.

9. *What is the outreach to Native American Tribes in the EIR? What is the Documentation? How did they Respond?*

The District reached out to all Ohlone descendants who are officially recognized to represent tribal interests per the California Native American Heritage Commission to discuss District plans. There were no responses. The City, as part of the EIR process, also reached out to Ohlone representatives per California SB 18 and AB 52 statutes. Again, there were no tribal consultations requested by any tribal representatives. The cultural resources study by Origer & Associates found that there are no sacred lands, archaeological remains or historic cultural practices on site.

10. *What is the record on Ohlone land prior to JUHSD? Can I see a Title Search?*

Please see the attached Cultural Resources Study prepared by Eileen Barrow of Origer & Associates. She gives an ethnographic history of the Ramaytush linguistic group of the Ohlone/Costanoan people who lived along the San Francisco Peninsula, as well as a brief history of the impact of Spanish missionaries, land grants and private ownership of the area.

Although all of San Mateo County, including the site, were lands occupied by the Ohlone people prior to Spanish settlement, the attached Title Report gives no indication that any Native Americans have a claim to ownership or use of this site as recognized by California law.

11. *What are the sizes of the Existing and Proposed Gardens?*

The existing instructional garden was approximately 13,000 square feet in 2005 when built and grew to approximately 30,000 square feet when the faculty and staff housing project was approved in 2019. Garden advocates are continuing to expand it to 35,000 square feet, and they continue expand their use of the area daily, without consultation or approval of the District.

The proposed Community Garden has been right sized to 3,400 square feet based on the anticipated demand, as part of more than 30,000 total square feet of publicly accessible parks and open space in Phase 1 including Overlook Park and Retail Plaza. At full buildout, the Serramonte Del Rey Neighborhood will provide approximately 1.9 to 2 acres (80,000 to 90,000 square feet) of publicly accessible parks and open space. This is in addition to privately accessible green space.

In comparison to comparable community gardens including Bay Meadows, the proposed Community Garden in Overlook Park is sized appropriately relative to the residential units to be built in Phase 1. As phases 2 and 3 are built, the Community Garden in Overlook Park could be expanded to accommodate additional gardening plots if demand exceeds the plots provided in Phase 1.

12. *Are the Garden Plots Assigned? Are They open to Residents and Community Members?*

As is consistent with other community gardens, gardening plots in the proposed Community Garden will be assigned to individual gardeners. The plots will be available to residents of the housing in the Serramonte Del Rey Neighborhood, as well as any Daly City resident. We are open to discussing reserving a percentage of the plots for neighbors and other community members to ensure they are able to garden.

13. *How does the proposed Precise Plan vary from the 1985 Plan?*

We understand that Daly City Planning Staff will provide a zoning comparison of the Precise Plan to the 1985 PD, but generally, the old plan was primarily for office and the new plan is primarily residential. The building heights are the same and the new plan provides significantly more publicly accessible parks and open space.

14. *How does the Plan contribute to greenhouse gases and Daly City's ability to meet the requirements of SB 32?*

The purpose of the EIR is to disclose potential environmental impacts of the project. Per California Environmental Quality Act guidelines, the project's impact on greenhouse gas emissions will be analyzed to determine if there is a significant impact, and if so, what mitigations would be required to reduce the significance of the impacts. The City's EIR consultant is undertaking this work.

15. *What is the status of the EIR?*

The City's EIR consultant, David J. Powers & Associates, is under contract and the District has paid fees for them to conduct the work. The Notice of Preparation was issued May 6, 2021. The initial public scoping meeting was conducted on May 19, 2021. The consultants are working on the administrative draft document which is estimated to be complete before the end of the year.

16. *Has the issue of bicycle safety been addressed at the Parcel B Driveway?*

**COMMENTS FROM 2x2 MEETING
OCTOBER 18, 2021**

Yes, while there has been a concern raised about this driveway, the District's transportation consultants, Fehr and Peers, nationally respected experts in multi-modal transportation, reviewed the pedestrian, bicycle and vehicular safety of the Parcel B Driveway. The design has incorporated their best practice suggestions:

- All vehicular traffic in and out of parking will be only right turn in and right turn out on to Serramonte Boulevard.
- No left turns for vehicles are permitted in and out of the garage.
- The garage is only for residents who are familiar with the project thereby reducing risk of inexperienced driver behavior.
- All retail customers will use the driveway at the Retail Plaza for parking, not along Serramonte Boulevard.
- Obstructions to view for bicyclists and drivers are eliminated.
- Outdoor queuing space is provided for vehicles leaving the garage to increase driver visibility of pedestrians and bicyclists.

17. *Is there EV charging infrastructure?*

Yes. Every building will meet or exceed both the city's municipal code and the state of California's code requiring EV charging infrastructure. At least 25% of the market-rate units will have Level 2 EV ready charging infrastructure. All other market-rate units will be provided with Level 1 EV ready charging infrastructure.

18. *Has a parking demand study been completed?*

Yes. Fehr and Peers has analyzed future parking demand and supply to ensure there will be sufficient parking in the plan area for all uses. A parking survey will be performed at completion of Phase 1 to confirm the parking supply meets parking demand. If there is any imbalance, the District will work with the City to adjust the amount of parking needed with the build out of the plan area.

19. *Affordable housing concerns*

We look forward to discussing the proposed Affordable Housing Plan with the City Council's Affordable Housing Subcommittee at your earliest convenience.

Attachments:

Fiscal Impact Analysis
Title Report
Cultural Resources Study
Parking Demand Study



Fiscal Impact Analysis and Market Study for the Serramonte Del Rey Precise Plan Area

Prepared for Jefferson Union High School District and Brookwood Advisors
April 16, 2021

bae urban economics

April 16, 2021

Ms. Tina Van Raaphorst
Associate Superintendent
Jefferson Union High School District

Mr. Chris White
Vice President and Development Manager
Brookwood Advisors

Dear Ms. Van Raaphorst and Mr. White:

BAE Urban Economics, Inc. ("BAE") is pleased to submit this fiscal impact analysis and market study for the proposed Serramonte Del Rey Project in Daly City. We look forward to any comments that the City of Daly City might have and after their receipt we can issue a final report.

Sincerely,



David Shiver
Principal



Stephanie Hagar, MCP
Associate Principal



Chelsea Guerrero, MCP
Senior Associate

San Francisco
2560 9th St., Suite 211
Berkeley, CA 94710
510.547.9380

Sacramento
803 2nd St., Suite A
Davis, CA 95616
530.750.2195

Los Angeles
448 South Hill St., Suite 701
Los Angeles, CA 90013
213.471.2666

Washington DC
1140 3rd St. NE, 2nd Floor
Washington, DC 20002
202.588.8945

New York City
234 5th Ave.
New York, NY 10001
212.683.4486

www.bae1.com

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EXECUTIVE SUMMARY

The Jefferson Union High School District (“JUHSD”) and Brookwood Advisors engaged BAE to prepare both a fiscal analysis of the JUHSD’s proposed Del Rey Precise Plan at 699 Serramonte Boulevard in the City of Daly City, California (“Project”) and a market study that evaluated the level of market support for office/R&D use which is large component of the current permitted use of a 22-acre site that the JUHSD seeks to change to residential use.

The Project would include construction of up to 1,113 residential units (beyond the 122 units currently under construction) and up to 14,000 square feet of community-serving commercial retail space, with a current assumption being 8,000 square feet of retail in the Project. This report first presents the fiscal impact analysis (“FIA”) and the FIA is followed by the market analysis.

FIA Findings

Selected FIA findings are summarized in the following table. In addition to the base scenario, the FIA also evaluates an alternate program that would rely on bond financing as a funding mechanism, which JUHSD is considering for Parcel B. The physical development program would be consistent between both scenarios, with the difference being that the base case program includes 990 market-rate units and 123 affordable units, while the alternate program includes 780 market-rate units and 123 affordable units along with an additional 210 moderate income units on Parcel B.

As shown below, the FIA estimates that both program scenarios would have a positive net fiscal impact on the City of Daly City’s annual General Fund operating budget. The base case program would result in a net positive fiscal impact of nearly \$1.3 million per year once the project achieves stabilized occupancy. This net impact is equal to approximately 1.4 percent of the City’s total 2019/20 Fiscal Year Adopted General Fund budget. The alternate program would result in a net positive annual fiscal impact of approximately \$822,200, which equates to approximately 0.9 percent of the 2019/20 Fiscal Year Adopted General Fund operating budget.

Currently, the site generates approximately \$365,300 ad valorem property tax revenue towards the General Fund with no prospective additional development viable under the site’s existing permitted uses.¹

¹ See the Market Study section of this report for an analysis of the market support for the existing permitted office use.

Selected Net Fiscal Impact Findings for the Project at Buildout

All figures in 2021 dollars

<u>ANNUAL GENERAL FUND IMPACTS</u>	<u>Base Case Program</u>	<u>Alternate Program</u>
New Revenues	\$2,814,031	\$2,338,179
New Expenditures	<u>(\$1,515,933)</u>	<u>(\$1,515,933)</u>
Net Fiscal Impact	\$1,298,098	\$822,246

See report for explanation of Project, methodology, and limiting conditions.

Source: BAE, 2021.

Market Study Findings

Based upon a site inspection, neighborhood tour, careful review of market data and evaluation of historic and current office development trends, BAE finds that the JUHSD's Serramonte Del Rey site is not a competitive location to attract office development. **The site has no overall potential for office development whether that is Class A, back office, biotech and/or medical office use undertaken by either commercial developers or corporate end users.** This conclusion is based upon the site's characteristics as well as Daly City's relative position in the regional economy and San Mateo County office market. Office development has been a permitted use at the site since 1985, yet only one medical office building was built in the ensuing 35 years. If office demand and rents would support developing new buildings, it would have occurred during the multiple real estate market cycles that have occurred since 1985.

BAE based its analysis on real estate market data as of the end of 2019 and market research conducted during February and March of 2020. The economic impacts of the Covid-19 pandemic have been significant and abrupt with short-term reduction of office demand driven by shelter-in-place orders. The long-term impact of the pandemic on the regional office market demand is uncertain and will likely change the regional office market dynamics, both in terms of overall demand and space design, but likely not in a manner that would change the finding that the JUHSD site is not a viable office development location.

JUHSD Site Characteristics

BAE has identified key office location criteria that are used by commercial developers and end users to select sites for office development (see Figure 1, below). These criteria are based upon BAE's ongoing discussions with commercial developers active in the Peninsula Market and technology company real estate representatives, as well as upon BAE's recent experience with other commercial projects for public agencies and private parties on the Peninsula. BAE evaluated both the JUHSD site and other alternative locations in the market area against these criteria.

- **Critical Mass.** At 22 acres, the site lacks the size to accommodate the scale of office development necessary to establish a new successful employment center with a distinct identity. An example of critical mass is South San Francisco's 500-acre life science district east of Highway 101. This city has continued to strengthen its role as a biotech cluster, adding 1.6 million square feet of new Class A office over the past ten years along with additional new development planned by Genentech, its anchor end user. Other large sites for new office development can be found in San Francisco south of Mission Bay, Redwood City, the Peninsula/Highway 101 Corridor, and potentially elsewhere in Daly City.

Figure 1: Office Location Criteria

		JUHSO Site	Daly City BART Area	Redwood City	Peninsula/ 101 Corridor	San Francisco/ SOMA
1	Available Land for Project w/ Critical Mass?		Potential	✓	✓	✓
2	Walkable to BART/Caltrain Transit		✓	✓	✓	✓
3	Employment Center		✓	✓	✓	✓
4	101 Corridor			✓	✓	✓
5	Authenticity/ Placemaking		Potential	✓	✓	✓
6	Tech Company Appeal/ Cool Factor		Potential	✓	✓	✓
7	No Cap on Office Development	✓	✓		✓	
8	Rents Justify New Office Construction?		Potential	✓	✓	✓

Source: BAE, 2020.

- **Walkable to BART/Caltrain.** Proximity to public transit, in particular BART and Caltrain, is highly desirable to office tenants. While the site is served by Samtrans bus service, it is over two miles from the Colma BART Station, well beyond the typical half-mile that otherwise, everything else being equal, would make the site attractive as a mixed-use, transit-oriented development that is preferred by office tenants. Reflecting market demand for office space near transit, Daly City's own Class A office inventory is adjacent or near the Daly City BART Station.

- **Employment Center.** Office businesses like to be near other office businesses –this is an agglomeration effect that is seen throughout the Bay Area. The site is not located in a recognized employment center and it is located in a primarily residential neighborhood with multi-family residential developments defining the northern and southern gateways after exiting Highway 1 to reach Serramonte Boulevard. The site is set back approximately 400 feet south of Highway 1 and a half-mile from Interstate 280. An office project here cannot offer visibility and identity that is often desired by corporate end users and/or tenants.
- **Highway 101/Caltrain Corridor.** Almost all existing, planned, and proposed Class A office space in the Northern San Mateo County market is located along the Highway 101 and Caltrain corridor. As of the end of 2019, seven million square feet of new office projects were under construction along this portion of the corridor along. An additional 30 million square feet are under construction, entitled, or proposed from Hunters Point and Candlestick Point in San Francisco through the corridor to Menlo Park at the southern end of San Mateo County, reflecting its strong gravitational market pull. The Serramonte Del Rey site is at a distinct disadvantage by not being located on this corridor.
- **Authenticity/Placemaking.** Commercial office developers and end users increasingly seek locations that offer a sense of urban or small-town authenticity and a mix of uses including office with residential and retail goods and services. The City of Redwood City has successfully leveraged its historic downtown and Caltrain Station to accommodate significant new office (as well as residential) development. The City of San Mateo has successfully guided the redevelopment of the Bay Meadows racetrack as a new attractive location for technology offices, in walkable, transit-oriented locations with new housing. The JUHSD site does not offer the same opportunity for placemaking due to its location away from the BART, or Caltrain stations, or the City's Top of the Hill commercial district. Daly City itself has opportunities for mixed use office development at its BART Station and other high visibility sites.
- **Tech Company Appeal/Cool Factor.** Developers are building office space to meet the changing office needs of employers. Technology and life science companies in the Bay Area fiercely compete for skilled labor and tend to cluster to make job changes less costly and disruptive to the employee. To be competitive and attract top talent, employers tend to select facilities that provide a 'cool factor,' e.g., unique setting, site design, architecture, and package of amenities that are attractive to the Millennial and Generation Z workforce. The JUHSD site is not well suited to be competitive due to its small size, relatively inferior location, and lack of visibility.
- **No Cap on Office Development.** Cities such as San Francisco and Redwood City have adopted legislation that places a cap on office development that serves as a barrier to

entry for new office development. The Serramonte Del Rey site has an advantage by its location in Daly City that has no overall city-wide cap of office space. There is no barrier to developing the office space that was entitled for the site in 1985.

- **Rents Justify New Office Construction?** Financial feasibility is driven by the relationship between the rents a developer can charge and the cost to develop their office project. While office rents have been strong enough to justify new construction along the Highway 101/Caltrain corridor and, potentially at Daly City's BART Station, the locational disadvantages of the Serramonte Del Rey site would likely result in a project not being able to achieve the rents necessary to support project development costs and provide a market rate of return to investors.

Daly City Office Market Trends

Located outside the Highway 101/Caltrain Corridor, the office sector in Daly City has failed to gain traction over the past few decades despite the presence of two BART stations and City efforts and investment to stimulate Class A office development during the longest economic expansion in U.S. history. This finding is based upon the following observations:

- Daly City has only two Class A office buildings that are located at the Daly City BART Station and together they comprise 438,000 square feet. The Redevelopment Agency project, Pacific Plaza development, is an example of modest success of attracting Class A office space after utilizing its redevelopment tools (including site assemblage and subsidies). However, a recent sale of the property in 2018 was for significantly less than its replacement cost which indicates continued weakness in the Class A sector despite adjacency to a BART station.
- Both Class A buildings changed ownership recently and have experienced increasing occupancy and rents as they benefited from their location in proximity to BART. However, Daly City recently marketed three sites near the Daly City BART station to the commercial developer community; the City has reported that these sites did not receive interest for office use.

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FISCAL IMPACT ANALYSIS

This section of the report presents the FIA for the Project.

Purpose and Background

The Project site is a portion of a larger 50-acre site that was entitled for 500,000 to 700,000 square feet of office space and residential uses in 1985. The project would include the redevelopment of a portion of the larger 50-acre site into multifamily residential and ancillary retail uses with a mix of market rate and affordable housing.

Like most new development, the proposed project is expected to increase demands on local government services and infrastructure and generate new revenues for local government through additional taxes and fees. This FIA provides an analysis of the effects that the proposed project will have on the City of Daly City's revenues and municipal service costs in order to estimate the net fiscal impact that the proposed project would have on the City's General Fund. Except as otherwise noted in the text, the annual ongoing fiscal impact of the Project is described in constant 2021 dollars, based on the future point in time when the Project would be fully built out and would have achieved stabilized operations.

Project Development Program

The Project analyzed in this FIA would include construction of 1,113 residential units and 8,000 square feet of community-serving commercial retail space. The Project site currently contains 140,000 square feet of existing office, religious, and educational uses. The existing buildings would be demolished as part of the Project.

Table 1 on the next page summarizes the existing uses on the site and the development program for the proposed Project at full buildout. This analysis evaluates the potential fiscal impacts of two alternative development program scenarios. The total amount of development is the same in each scenario with the differences driven by the affordability mix of the residential units. As shown below, the base case program would consist of 123 affordable units and 990 market rate units. The alternate program would provide an additional 210 moderate income units, resulting in a total of 333 affordable units and 780 market rate units at full buildout.

Table 1 also includes assumptions about the anticipated resident population, employment, and service population associated with the Project. Accepted practice in fiscal impact analysis is to define a City's service population as all residents plus one third of the workers who work within the City. Calculating service population in this way reflects the fact that employees, who generally spend less time in the community than residents, tend to generate a smaller share of

demand for services. As shown, the proposed project is anticipated to accommodate 2,752 new residents and 27 employees at full buildout, or a net increase of 2,705 service population members after accounting for the estimated existing employment on the site (167 employees).

Table 1: Development Program at Buildout

	Base Case Program	Alternate Program
Residential Units		
Affordable Units	123	333
Studio	0	17
1-Bedroom	55	155
2-Bedroom	62	135
3-Bedroom	6	26
Market Rate Units	990	780
Studio	81	64
1-Bedroom	471	371
2-Bedroom	343	270
3-Bedroom	95	75
Total New Residential Units	1,113	1,113
Commercial Square Feet		
New Retail Square Feet	8,000	8,000
Existing Office Square Feet	(140,000)	(140,000)
Net Change in Commercial Square Feet	(132,000)	(132,000)
Service Population		
New Residents (a)	2,752	2,752
New Employees (b)	27	27
New Service Population (c)	2,761	2,761
Existing Employees (Estimate)	(167)	(167)
Existing Service Population (Estimate) (c)	(56)	(56)
Net Change in Service Population (c)	2,705	2,705

Notes:

(a) Resident population estimate is based on the average number of residents per unit by unit type:

Studio: 1 resident per unit
 1-Bedroom: 2 residents per unit
 2-Bedroom: 3 residents per unit
 3-Bedroom: 4 residents per unit

(b) Employee estimate is based on average employment density:

300 square feet per employee

(c) Service population equals the resident population plus a portion of the employee population to reflect the reduced service demand from commercial uses. To estimate service population, each employee is multiplied by: 1/3

Sources: Brookwood Advisors; BAE, 2021.

General Fund Fiscal Impacts

This section of the FIA summarizes the projected ongoing annual fiscal impacts from the proposed Project. The analysis is focused on Daly City's General Fund, as this represents the portion of the City's budget that finances key public services. To pay for these services, the City's General Fund is dependent on discretionary revenue sources such as property taxes, sales taxes, transient occupancy taxes, and various local fees and taxes. The following sections detail the scope of the analysis and the underlying methodologies and assumptions used to estimate fiscal impacts from the Project.

Fiscal Impact Analysis Methodology

This FIA uses a variety of methods to estimate the projected change in City revenues and service costs that would be associated with the Project. The cost of providing municipal services is often based on the number of persons served, as are some sources of municipal revenues. In general, as the "service population" increases, there is a need to hire additional public safety and other government employees, as well as a need to increase spending on equipment and supply budgets. Some municipal revenues, such as franchise fees and fines, also generally increase as the service population increases. The analysis therefore relies in large part on an average cost and average revenue approach, based on the City's current costs and revenues per member of the current service population. This approach is based on the key assumption that future development will generate costs and revenues at the same average rate as the existing service population.

As shown in Table 2, the Daly City's current daytime population consists of 109,142 residents and 22,350 employees, resulting in a service population of 116,592 (100 percent of residents plus one-third of workers). The fiscal impact analysis uses this service population figure to derive current expenditures and revenues per service population member.

Table 2: Current Daly City Service Population, 2020

Daly City	2020
Residents (a)	109,142
Employment (b)	22,350
Service Population (c)	116,592

Notes:

(a) Estimate per CA Dept. of Finance, 2020.

(b) Estimate per Esri.

(c) Service population equals the resident population plus a portion of the employment population to reflect reduced demand from commercial uses. To estimate service population, each employee is multiplied by:

1/3

Sources: California Dept. of Finance; Esri; BAE, 2021.

While an average revenue approach is appropriate for some revenue sources, the fiscal analysis presented in this report bases projected revenues from most major sources of revenue on statutory requirements and other factors governing each source of revenue. The projections for property tax, property tax in-lieu of vehicle license fees, and sales tax revenue are based on the specific attributes of the proposed project and factors used to allocate revenues from these sources to the City of Daly City. Additional methodological details and assumptions are provided in the discussions of individual cost and revenue projections below.

All cost and revenue projections are expressed in constant 2021 dollars at a future point in time when the Project would be fully built out.

Projected Annual Revenue Impacts

The following subsections provide an overview of the major City General Fund revenue sources that would be impacted by the Project and the estimated revenue that the proposed project would generate from each source. This section also details the assumptions and methodology used to estimate the revenue impacts associated with the Project.

Property Taxes/Possessory Interest Taxes. The property taxes that accrue to a City are a function of the assessed value of real property and the City's share of the property tax collected for each parcel. Property in California is subject to a base 1.0 percent property tax rate, which is shared among local jurisdictions including the County, City, and special districts. The State requires that a portion of property tax revenues also be allocated to countywide Education Revenue Augmentation Funds ("ERAF") to offset state expenditures on local public schools. In addition to the base 1.0 percent tax rate, additional taxes and special assessments apply to most properties to pay for local voter-approved debt or other special purposes. These additional taxes and charges vary by location and are restricted for specific uses. This analysis evaluates impacts to the City's General Fund operating budget, which receives a share of the base 1.0 percent property tax but does not receive revenue from additional taxes and special assessments.

Table 3 shows the current taxable assessed value of the Project site net of existing property tax exemptions for the nonprofit owner-occupant and the nonprofit tenants on site. The Project site is owned by the JUHSD, which is exempt from property tax. Many of the existing tenants on the site are nonprofit and governmental entities that also qualify for a property tax exemption, and therefore the space that these tenants occupy does not generate any property tax revenue. However, a small number of tenants on the site are not exempt from property tax liability. For these entities, the County Assessor charges possessory interest tax based on the value of each entity's interest in the site and the property tax that would typically apply to this value. As shown, the current net taxable assessed value of the Project site totaled \$2.0 million as of the 2020-2021 tax year.

Table 3: Current (2020) Assessed Value of Project Site

Parcel Number	Assessed Value, 2020			Exemptions	Taxable Net Value
	Improvements	Land	Total Value		
091-211-230	\$0	\$1,285,000	\$1,285,000	\$0	\$1,285,000
Unsecured Bill Number					
2020-003502	\$197,000	\$184,152	\$381,152	\$0	\$381,152
2020-004768	\$40,000	\$40,000	\$80,000	\$0	\$80,000
2020-010959	\$8,000	\$8,000	\$16,000	\$0	\$16,000
2020-010960	\$123,500	\$123,500	\$247,000	\$0	\$247,000
2020-007186	\$9,000	\$9,000	\$18,000	\$18,000	\$0
2020-014485	\$29,000	\$29,000	\$58,000	\$58,000	\$0
2020-005766	\$15,000	\$15,000	\$30,000	\$30,000	\$0
2020-004442	\$52,000	\$52,000	\$104,000	\$104,000	\$0
2020-005261	\$7,500	\$7,500	\$15,000	\$15,000	\$0
2020-000934	\$12,000	\$12,000	\$24,000	\$24,000	\$0
2020-002971	\$159,500	\$159,500	\$319,000	\$319,000	\$0
Total Net Taxable Value (2020)					\$2,009,152

Note: Excludes assessments for personal property & fixtures

Sources: San Mateo County Treasurer-Tax Collector; BAE, 2021.

The JUHSD plans to retain ownership of the Project site and to pursue development of the proposed Project under long-term ground leases. While JUHSD will continue to receive a property tax exemption for the site, any non-exempt uses on the site, including market-rate residential units, will be responsible for paying possessory interest tax in place of a property tax payment. The annual possessory interest tax revenue that would accrue to the City of Daly City will depend on the value of each non-exempt entity's interest in the site and the property tax split that typically applies to the Project site.

The San Mateo County Assessor determines the value of a possessory interest using three different metrics: (i) the construction cost approach; (ii) the comparables approach; and (iii) the income approach. The construction cost approach values the possessory interest of new improvements based on the construction cost for new development on a site and adds an estimated land value based on comparable land sales to get to a total value for the site. The comparables approach values the possessory interest based on recent sales of similar developments. The income approach values the possessory interest based on the capitalized value of the income that the property generates. The County Assessor could use a combination of these three metrics to determine the value of the possessory interest for the project site. In some cases, the Assessor applies a discount to the value of the possessory interest of property subject to a ground lease because the land and improvements revert back to the property owner at the end of the ground lease. However, the Assessor would likely not apply a reversion in the case of the proposed Project because the site would be offered under a long-term ground lease.

Like privately-owned property, possessory interests in California are subject to a 1.0 percent base tax rate on the assessed value, which is shared among various local jurisdictions and special districts. The specific distribution of the base 1.0 percent base tax depends on the tax rate area (TRA) where the property is located. To estimate future property tax revenues resulting from the Project, this analysis estimates the new assessed value that the County assessor would assign to the property and then applies the applicable tax rate.

BAE used rent estimates provided by the applicant and standard development assumptions to estimate the market value of the market rate residential and commercial components of the Project at full buildout and stabilization, based on a capitalized value approach. This analysis assumes that the affordable residential component of the Project would be exempt from possessory interest tax due to the property tax exemption for affordable housing. The estimated valuation is presented in 2021 dollars and is based on the projected net operating income for each use type, using market rental rates provided by the applicant and standard assumptions regarding occupancy, operating expenses, and cap rates. Based on the assumptions shown in Table 4, the estimated assessed market value is approximately \$747.7 million for the base case program and approximately \$590.1 million for the alternate program. Based on the City's share of property tax revenues (18 percent) from the project site, the net change in assessed value at buildout and stabilization after accounting for the existing site net taxable value would result in a net increase of approximately \$1.4 million in annual possessory interest tax revenue to the City's General Fund under the base case program. The alternate program would result in a net increase of approximately \$1.1 million at buildout and stabilization. The alternate program would generate less possessory interest tax than the base program because the alternate program has a larger share of affordable units, and thus a larger share of units that are exempt from possessory interest tax.

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Table 4: Projected Change in Annual Property Tax Revenue at Buildout and Stabilization

	Base Case Program	Alternate Program
Projected New Assessed Value (a)	\$747,689,432	\$590,055,916
Less: Existing Assessed Value	(\$2,009,152)	(\$2,009,152)
Net Change in Assessed Value	\$745,680,280	\$588,046,764
1% Property Tax Base	\$7,456,803	\$5,880,468
Net Change in City Property Tax Revenue	\$1,355,883	\$1,069,255

Assumptions

Daly City Share of 1% Property Tax in TRA 05-036	18%
--	-----

Assessed Value Assumptions	Base Case	Alternate
Market-Rate Residential		
Number of Units	990	780
Average Monthly Rent (b)	\$4,268	\$4,268
Vacancy Rate	5%	5%
Average Annual Expense per Unit	\$13,000	\$13,000
NOI (per unit)	\$35,655	\$35,655
Commercial		
NNN Rent (per sq. ft. per year)	\$36.00	\$36.00
Vacancy Rate	5%	5%
NOI (per sq. ft.)	\$34.20	\$34.20
Residential NOI	\$35,298,648	\$27,811,056
Residential Capitalization Rate	4.75%	4.75%
Commercial NOI	\$273,600	\$273,600
Commercial Capitalization Rate	6.00%	6.00%
Estimated Market Value	\$747,689,432	\$590,055,916

Notes:

(a) The estimated market value of the Project is based on the projected net operating income for each use type, using current market rents and standard assumptions regarding occupancy, operating expenses, and cap rates.
(b) Average market-rate rent based on an assumed rent equal to \$5 per square foot per month, based on information provided by the project applicant.
Sources: San Mateo County Treasurer-Tax Collector; Brookwood Group; BAE, 2021.

Property Tax In-Lieu of Vehicle License Fee Revenues. Beginning in FY 2005-2006, the State ceased to provide “backfill” funds to counties and cities in the form of Motor Vehicle In-Lieu Fees (VLF) as it had through FY 2004-2005. As a result of the financial restructuring enacted as part of the State’s budget balancing process, counties and cities now receive revenues from the State in the form of what is known as property tax in-lieu of vehicle license fees, or ILVLF. This State-funded revenue source is tied to a city’s total assessed valuation. In FY 2005-2006, former VLF revenues were swapped for ILVLF revenues, which set the local jurisdiction’s ILVLF “base.” The base increases each year thereafter in proportion to the increase in total assessed valuation within the jurisdiction. For example, if total assessed valuation increases by five percent from one year to the next, the ILVLF base and resulting revenues would increase by five percent.

As shown in Table 5, in fiscal year 2015-16 the City received approximately \$8.6 million in property tax ILVLF revenue. This amounts to approximately \$0.84 per \$1,000 in assessed value. Given the projected net change in taxable assessed value associated with each scenario shown below, annual General Fund ILVLF revenues would increase by approximately \$629,300 under the base case program and approximately \$496,300 under the alternate program.

Table 5: Projected Change in Annual Property Tax In-Lieu of Vehicle License Fee Revenue at Buildout and Stabilization

	Base Case Program	Alternate Program
Projected Net Change in Assessed Value	\$745,680,280	\$588,046,764
Net Change in ILVLF Revenue	\$629,281	\$496,254
Assumptions		
In-Lieu of Vehicle License Fee (ILVLF) Revenue, FY 2015-16		\$8,624,640
Total Citywide Assessed Value, FY 2015-16		\$10,219,953,118
ILVLF Revenue per \$1,000 in Assessed Value		\$0.84

Sources: San Mateo County Assessor; BAE, 2021.

Sales Taxes. The Project would generate sales tax revenue for the City of Daly City as new residents and workers make taxable purchases in Daly City. In addition, the new commercial space that is included in the proposed Project would generate City sales tax revenue to the extent that new and existing workers, residents, and other individuals make taxable purchases at businesses that occupy these spaces. Taxable sales in these new commercial spaces would be supported at least in part by spending among the new residents and workers that are associated with the Project, and therefore this analysis does not include an estimate of sales tax revenue from the new commercial space. In other words, the FIA calculates sales tax revenue from new resident and employee spending and does not separately calculate revenues from new commercial space to avoid double counting these revenues. In addition to avoiding double-counting, this approach is more reasonable than estimating taxable sales from new commercial space because the mix of tenants in future commercial spaces is currently unknown and could include a high share of tenants that generate little or no taxable sales.

Taxable transactions that take place in the City of Daly City are subject to a 9.25-percent sales tax. This total includes the statutory 1.0-percent Bradley-Burns sales tax, of which 95 percent (i.e., 0.95 percent of the sale price) accrues to the City of Daly City while the remaining five percent (i.e., 0.05 percent of the sale price) accrues to San Mateo County. Apart from the City's share of the Bradley-Burns sales tax, all other sales tax revenues from taxable transactions that take place in Daly City accrue to other governmental agencies, including the State of California.

Taxable Sales from Resident Spending. According to data from the California Department of Tax and Fee Administration shown in Table 6, annual taxable retail sales averaged \$10,193 per person in Daly City and \$15,812 per person in San Mateo County in 2019. Consistent with this data, the analysis assumes that San Mateo County residents, including residents of Daly City, average approximately \$15,812 per person in annual taxable purchases. An evaluation of sales leakage by category suggests that Daly City residents generally leave the City to make at least some purchases in most retail categories, likely due to the limited availability of goods in the City in these categories. Consistent with the City's capture rates, the analysis assumes that Daly will capture little spending in these high leakage categories. To be conservative, the analysis assumes a maximum capture rate of 85 percent of sales in all categories, with a lower capture rate for those categories with an estimated current capture rate under 85 percent. This results in an estimate that new residents will spend approximately \$9,637 per person in taxable expenditures in Daly City each year (see Table 6). This amount provides an estimate of annual average taxable expenditures by Daly City residents at outlets located in Daly City, and is lower than the total taxable sales per capita in Daly City because the total City taxable sales figure includes purchases by people who do not live in Daly City.

Table 6: Estimated Annual Taxable Expenditures per Resident

Business Category	Taxable Sales Per Capita		Sales Leakage (b)	Estimated % of Sales in City (c)	Estimated New Sales in Daly City (d)
	Daly City	San Mateo County			
Retail and Food Services					
Motor Vehicle and Parts Dealers	\$1,769	\$2,581	-31%	69%	\$1,769
Home Furnishings and Appliance Stores	\$328	\$1,202	-73%	27%	\$328
Bldg. Matrl. and Garden Equip. & Supplies	\$597	\$1,389	-57%	43%	\$597
Food and Beverage Stores	\$721	\$941	-23%	77%	\$721
Gasoline Stations	\$1,299	\$1,525	-15%	85%	\$1,299
Clothing and Clothing Accessories Stores	\$1,542	\$1,160	33%	85%	\$986
General Merchandise Stores	\$938	\$1,706	-45%	55%	\$938
Food Services and Drinking Places	\$2,339	\$3,167	-26%	74%	\$2,339
Other Retail (e)	<u>\$661</u>	<u>\$2,140</u>	-69%	31%	<u>\$661</u>
Total	\$10,193	\$15,812			\$9,637

Notes:

(a) 2019 data inflated to 2020 dollars. Population estimates from the CA Department of Finance were used to calculate 2019 per capita sales:

Daly City: 109,710

San Mateo County: 774,231

(b) Retail spending by Daly City residents is assumed to be equal to per capita spending patterns in San Mateo Co. If fewer dollars per capita are spent in Daly City than in San Mateo County, the analysis assumes the difference leaks out to other retailers in the County. A zero percent leakage indicates that Daly City residents can get all their shopping needs met in the City. Negative figures indicate Daly City receives a net injection, i.e. more sales than are likely attributable to just City residents.

(c) Based on data in column (b); estimates the percentage of resident spending within a category that will occur in Daly City. While zero percent leakage indicates residents could meet their shopping needs within the City, shoppers are still likely to seek goods and services outside of Daly City. To be conservative, the maximum capture has been estimated at 85 percent of taxable sales per resident.

(d) Equals (Taxable Sales per Capita in San Mateo County) x (Estimated % of Residents' Sales in City). Estimates assume the City will capture most or all of new residents' retail spending in categories with low/no leakage and little spending in high leakage categories.

Sources: CA State Dept. of Finance; CA Dept. of Tax and Fee Administration; U.S. Bureau of Labor Statistics; BAE, 2021.

Taxable Sales from Worker Spending. To estimate taxable expenditures made by workers, this analysis uses data from the International Council of Shopping Centers (ICSC) survey of office worker spending. The ICSC survey provides estimates of worker spending near work by store category, including both taxable and non-taxable purchases. The taxable expenditure estimate used in this analysis reflects adjustments to the ICSC survey findings to remove a portion of spending at drug and grocery stores, most of which is typically not subject to sales tax under California State law, as well as all spending on services and entertainment, which is generally not taxable. The analysis makes a conservative assumption that Daly City will capture one-half of the estimated total annual worker spending on taxable purchases. This results in an estimate that workers in Daly City spend an average of approximately \$3,074 per year on taxable purchases within Daly City.

Net Change in General Fund Sales Tax Revenue from Resident and Worker Spending. Table 7 shows the estimated net change in total taxable sales from resident and worker spending in Daly City that would be attributable to the proposed Project. As shown, new residents in the Project would spend an estimated \$26.5 million per year on taxable purchases in Daly City under both program scenarios. Annual taxable expenditures among workers would decrease by approximately \$431,400 due to the net loss in on-site employment following demolition of the existing buildings on-site. Based on the resulting net change in annual taxable sales in Daly City (approximately \$26.1 million) and the City's share of sales tax revenue, annual General Fund sales tax revenue would increase by approximately \$247,800 at stabilization.

Table 7: Projected Net Change in Annual General Fund Sales Tax Revenue from Resident and Worker Spending at Buildout and Stabilization

	Base Case Program	Alternate Program
Resident Spending		
Net Change in Residents	2,752	2,752
Per Capita Taxable Sales in Daly City (a)	\$9,637	\$9,637
Net Change in Annual Taxable Resident Spending	\$26,519,719	\$26,519,719
Worker Spending		
Net Change in Workers	(140)	(140)
Taxable Sales in Daly City per Worker (b)	\$3,074	\$3,074
Net Change in Annual Taxable Worker Spending	(\$431,433)	(\$431,433)
Annual Sales Tax Revenue		
Net Change in Annual Citywide Taxable Sales	\$26,088,287	\$26,088,287
Daly City Share of Sales Tax Receipts	0.95%	0.95%
Net Change in General Fund Sales Tax Revenue	\$247,839	\$247,839

Notes:

(a) See Table 6.

(b) Based on data from International Council of Shopping Centers (ICSC), Office-Worker Retail Spending in a Digital Age, 2012. Spending estimates were adjusted to 2020 dollars and adjusted to remove non-taxable spending on services and entertainment as well as a portion of spending at drug and grocery stores. Figures assume that retail establishments in Daly City capture 50 percent of total employee spending.

Sources: ICSC, 2012; CA Department of Finance; CA Department of Tax and Fee Administration; BAE, 2021.

Business License Fees. Business license fees are charged to businesses operating in the City at varying rates based on the type of business. Most businesses, including retail outlets and commercial/office rental properties, are charged at a rate of \$1.10 per every \$1,000 in annual gross receipts. Residential rental properties pay fees equal to \$5.50 per every \$1,000 in annual gross receipts. Qualifying non-profits are exempt from paying business license taxes.

BAE relied on rental rate data provided by the applicant to estimate the total annual gross receipts from the market-rate rental apartments and commercial property included in the Project. An average sales per square foot assumption was used to estimate the annual gross receipts tax that would be paid by the new retail tenants occupying the new commercial space. The analysis assumes that existing uses on the project site generate little or no business license tax revenue because the site is owned by a nonprofit entity and most tenants are nonprofit entities. Based on these assumptions shown in Table 8, the base case program is projected to result a net increase of approximately \$268,700 in annual business license tax revenue at stabilization. Although the alternate program is expected to generate less business license tax revenue due to the fewer number of market-rate rental units, the projected net change in annual business license tax revenue is still significant, exceeding \$212,500 annually at stabilization.

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Table 8: Projected Change in Annual Business License Tax Revenue at Buildout and Stabilization

	Base Case Program	Alternate Program
New Business License Tax Revenue	\$268,749	\$212,552
Market-Rate Apartments	\$264,928	\$208,731
Commercial Leases	\$301	\$301
New Retail Establishments	\$3,520	\$3,520
Existing Business License Tax Revenue	N/A (a)	N/A (a)
Net Change in Business License Tax Revenue	\$268,749	\$212,552
Assumptions		
Business License Tax Schedule (tax per \$1,000 in total gross receipts)		
General Businesses		\$1.10
Residential Rental Property		\$5.50
Commercial/Office Leases		\$1.10
	Base Case	Alternate
Est. Total Annual Gross Receipts - Rental Apartments		
Number of New Market-Rate Rental Units	990	780
Weighted Average Monthly Rent per Unit (b)	\$4,268	\$4,268
Vacancy Adjustment	5%	5%
Est. Total Annual Gross Receipts from Rental Apartments	\$48,168,648	\$37,951,056
Est. Total Annual Gross Receipts - Commercial Leases		
New Commercial Square Feet	8,000	8,000
NNN Rent (per sq. ft. per year) (b)	\$36.00	\$36.00
Vacancy Adjustment	5%	5%
Est. Total Annual Gross Receipts from Commercial Leases	\$273,600	\$273,600
Est. Total Annual Gross Receipts - New Retail Establishments		
New Commercial Square Feet	8,000	8,000
Annual Sales per Square Feet	\$400	\$400
Est. Total Annual Gross Receipts from New Retail Establishments	\$3,200,000	\$3,200,000

Notes:

(a) This analysis assumes that the project site currently generates little or no business license tax revenue because the site is owned by a nonprofit entity and most tenants are nonprofit entities.

(b) Commercial and market-rate apartment rents are based on information provided by the project applicant. Apartment rents assume an average rent equal to \$5 per square foot per month.

Sources: City of Daly City; Brookwood Advisors; BAE, 2021.

Other Revenues. According to the FY 2019-20 Adopted Budget, the City generates approximately six percent of General Fund revenues from Utility User Tax ("UUT"), five percent of General Fund revenues from franchise fees, and four percent of General Fund revenues from fines and forfeitures. All of these revenue sources tend to increase as the City's service population grows. UUT revenues are generated from the usage of gas, electricity, telephone and cable television services and are primarily dependent on service population. Franchise fees are generally set as a percentage of gross receipts and increase as expenditures on utilities, such as gas and electricity, increase. Fine revenues are primarily collected by the Police Department from parking and traffic citations and would be expected to increase as the residential base of the City grows. As shown in Table 9, General Fund revenues from these three sources combined totaled approximately \$13.5 million in FY 2019-20, or \$115.44 per member of the service population. Assuming a commensurate increase in the amount of

revenue collected each year, the Project would generate additional revenues of approximately \$312,300 per year at buildout and stabilization under both scenarios.

Table 9: Projected Change in Annual UUT, Franchise Fee, and Fines Revenues at Buildout and Stabilization

	Base Case Program	Alternate Program
Net Change in Service Population from Project (a)	2,705	2,705
Annual Revenue per Service Population	\$115.44	\$115.44
Net Change in UUT, Franchise Fee, and Fines Revenue	\$312,280	\$312,280
Assumptions		FY 2019-20
Annual UUT Revenue		\$5,753,754
Annual Franchise Fee Revenue		\$4,236,246
Annual Fines and Forfeitures Revenue		\$3,468,904
Total Annual Revenue		\$13,458,904
Citywide Service Population (a)		116,592
Annual Revenue per Service Population		\$115.44

Note:

(a) Service population equals the resident population plus one-third of the employee population.

Sources: City of Daly City; BAE, 2021.

Summary of Annually Recurring General Fund Revenues

As shown in Table 10, the base case program would result in a net increase of approximately \$2.8 million in annual General Fund revenues to the City of Daly City at buildout and stabilization. The total annual General Fund revenue attributable to the alternate program is estimated to total \$2.3 million. Most of these revenues would be from property tax and property tax in lieu of vehicle license fees. Revenues from sales tax, franchise fees, and fines would make up approximately 29 percent of the total under the base case program and approximately 33 percent of the total under the alternate program.

Table 10: Summary of Net Change in Annual General Fund Revenues at Buildout and Stabilization

	Base Case Program	Alternate Program
Property Tax	\$1,355,883	\$1,069,255
ILVLF	\$629,281	\$496,254
Sales Tax	\$247,839	\$247,839
Business License	\$268,749	\$212,552
UUT, Franchise Fees, and Fines	\$312,280	\$312,280
Total General Fund Revenue	\$2,814,031	\$2,338,179

Source: BAE, 2021.

Projected Annual Service Cost Impacts

As the City's service population increases, the City typically needs to increase General Fund expenditures in order to maintain existing levels of service, with some exceptions for General Fund expenditures that tend to be relatively fixed and do not need to increase to respond to changes in the service population. To estimate the costs that would likely increase as the service population increases, BAE analyzed the City's budgeted General Fund expenditures from the 2019/2020 Fiscal Year adopted budget. Adjustments were made to deduct the portion of costs that would not be expected to be impacted by the proposed Project. The analysis also accounts for the charges for service and other department revenues that offset variable costs in each department. Table 11 shows the resulting estimated variable costs, net of these adjustments and offsetting revenues. As shown, the City's net variable costs currently total an estimated \$560.37 annually per member of the service population. This means that the City would need to add \$560.37 to its annual budget for each new member of the service population (i.e., \$560.37 per resident and \$186.79 per worker) to maintain current levels of service.

Table 11: Daly City General Fund Operating Expenditures, FY 2019-20 Budget

General Fund	FY 2019-20 General Fund Expenditures	Less: Offsetting Revenue (a)	Net Gen. Fund Expenditures	% Variable Due to Growth (b)	Net Variable General Fund Expend. (c)	General Fund Expenditures per Service Population (d)
General Government						
City Council	\$263,230	\$0	\$263,230	10%	\$26,323	\$0.23
City Clerk	\$542,879	(\$120,025)	\$422,854	10%	\$42,285	\$0.36
City Attorney	\$1,115,955	\$0	\$1,115,955	10%	\$111,596	\$0.96
City Manager	\$1,881,254	(\$164,607)	\$1,716,647	10%	\$171,665	\$1.47
City Treasurer	\$48,585	\$0	\$48,585	10%	\$4,859	\$0.04
Econ. & Community Dev.	\$4,110,198	(\$3,635,564)	\$474,634	10%	\$47,463	\$0.41
Finance & Admin Svcs	\$2,605,581	(\$17,600)	\$2,587,981	10%	\$258,798	\$2.22
Fire	\$21,214,159	(\$1,537,497)	\$19,676,662	95%	\$18,692,829	\$160.33
Human Resources	\$1,127,030	\$0	\$1,127,030	10%	\$112,703	\$0.97
Library & Recreation	\$10,673,211	(\$1,680,279)	\$8,992,932	90%	\$8,093,639	\$69.42
Police	\$36,873,842	(\$554,681)	\$36,319,161	95%	\$34,503,203	\$295.93
Public Works	\$4,137,945	(\$724,356)	\$3,413,589	80%	\$2,730,871	\$23.42
Non-Departmental	\$5,699,001	(\$311,553)	\$5,387,448	10%	\$538,745	\$4.62
Total Expenditures	\$90,292,870	(\$8,746,162)	\$81,546,708		\$65,334,978	\$560.37

Notes:

(a) Some expenditures are directly recovered through charges for services, license fees, and permit fees.

(b) Assumes that a percentage of costs will not be impacted by growth; variable costs are assumed to increase as the service population increases.

(c) Expenditures less departmental revenue less fixed costs.

(d) Service population equals the resident population plus one-third of the employee population.

2020 Citywide service population: 116,592

Sources: Daly City FY 2019-20 Operating Budget; BAE, 2021.

Table 12 applies the current net variable costs per member of the service population to the service population associated with the Project to estimate the General Fund expenditure impacts associated with the Project. The projected expenditures account for increases in ongoing operating costs (e.g., salaries), but do not account for any one-time capital

improvements that would be necessary to serve the Project. As shown, the base program and alternate program would both increase the City's total annual General Fund expenditures by approximately \$1.5 million, which equates to approximately 1.7 percent of the total FY 2019-20 Adopted Budget General Fund operating budget. Police Department expenses account for roughly one-half of the total net increase in expenditures associated with the Project. Fire department expenditures account for approximately 29 percent of the total new costs.²

Table 12: City of Daly City General Fund Expenditure Impacts from the Project

General Fund	General Fund Expenditures per Service Population (a)	Base Case Program		Alternate Program	
		Total (b)	% of Total	Total (b)	% of Total
General Government					
City Council	\$0.23	\$611	0.0%	\$611	0.0%
City Clerk	\$0.36	\$981	0.1%	\$981	0.1%
City Attorney	\$0.96	\$2,589	0.2%	\$2,589	0.2%
City Manager	\$1.47	\$3,983	0.3%	\$3,983	0.3%
City Treasurer	\$0.04	\$113	0.0%	\$113	0.0%
Economic & Community Dev	\$0.41	\$1,101	0.1%	\$1,101	0.1%
Finance & Admin Services	\$2.22	\$6,005	0.4%	\$6,005	0.4%
Fire	\$160.33	\$433,720	28.6%	\$433,720	28.6%
Human Resources	\$0.97	\$2,615	0.2%	\$2,615	0.2%
Library & Recreation	\$69.42	\$187,792	12.4%	\$187,792	12.4%
Police	\$295.93	\$800,559	52.8%	\$800,559	52.8%
Public Works	\$23.42	\$63,363	4.2%	\$63,363	4.2%
Non-Departmental	\$4.62	\$12,500	0.8%	\$12,500	0.8%
Total Expenditures	\$560.37	\$1,515,933	100%	\$1,515,933	100%

Notes:

(a) See Table 11.

(b) Equal to net General Fund operating expenditures per service population multiplied by the net new service population associated with the proposed Project.

Sources: Daly City FY 2019-20 Operating Budget; BAE, 2021.

Summary of Net Fiscal Impact to the City of Daly City General Fund

Table 13 summarizes the annual recurring net General Fund fiscal impact of the Project at full build out and stabilized occupancy in 2021 dollars. As shown, both programs would generate a positive net fiscal impact at buildout and stabilization. The base case program would increase the City's annual General Fund revenues by approximately \$2.8 million and increase the City's annual General Fund expenditures by approximately \$1.5 million, resulting in a net positive fiscal impact of almost \$1.3 million per year once the project achieves stabilized occupancy. This net impact is equal to approximately 1.4 percent of the City's total 2019/20 Fiscal Year Adopted General Fund budget. The alternate program would result in a net positive annual fiscal impact of approximately \$822,000, which equates to approximately 0.9 percent of the 2019/20 Fiscal Year Adopted General Fund operating budget. The alternate program

² The following page discusses impacts to the North County Fire Authority in more detail.

has a lower net positive fiscal impact only because it provides a larger number of affordable units, which results in a larger share of the units being eligible for a property tax exemption and a business license tax exemption.

Table 13: Annual Net Fiscal Impact to the City of Daly City General Fund

	Base Case Program	Alternate Program
Total General Fund Revenue	\$2,814,031	\$2,338,179
Property Tax	\$1,355,883	\$1,069,255
ILVLF	\$629,281	\$496,254
Sales Tax	\$247,839	\$247,839
Business License	\$268,749	\$212,552
UUT, Franchise Fees, and Fines	\$312,280	\$312,280
Total General Fund Expenditures	(\$1,515,933)	(\$1,515,933)
General Government	(\$8,277)	(\$8,277)
Economic & Community Dev.	(\$1,101)	(\$1,101)
Finance & Admin Services	(\$6,005)	(\$6,005)
Fire	(\$433,720)	(\$433,720)
Human Resources	(\$2,615)	(\$2,615)
Library & Recreation	(\$187,792)	(\$187,792)
Police	(\$800,559)	(\$800,559)
Public Works	(\$63,363)	(\$63,363)
Non-Departmental	(\$12,500)	(\$12,500)
Net Fiscal Impact	<u>\$1,298,098</u>	<u>\$822,246</u>

Source: BAE, 2021.

North County Fire Authority Fiscal Impacts

The North County Fire Authority is a Joint Powers Authority that was established in 2003 to provide joint management, administration, and training for the fire department personnel in the cities of Brisbane, Daly City, and Pacifica. The Authority was established to provide more efficient and cost-effective fire services to member cities and better utilize available resources. The range and levels of services provided by the Authority are determined at the local level by each individual member agency. Each City is responsible for providing the financial and other resources needed to provide fire services within its own jurisdiction. Currently there are five fire stations located in the City of Daly City. The project site is located within Station 94's primary response area. Although the Project is anticipated to increase the demand for fire services in Daly City, the overall fiscal impact to the Authority from the Project would be neutral because the City of Daly City would be responsible for covering any additional costs needed to maintain levels of service. Therefore, the additional cost for fire services due to the Project would be borne by the City, rather than the Fire Authority. As shown in Table 12 of this report, the City's costs to provide fire services to the Project would total an estimated \$435,000 per year, which would be paid to the Fire Authority to offset the additional cost for fire services attributable to the Project.

MARKET STUDY

The proposed Project would change the existing permitted office use to a higher number of permitted residential units with limited retail commercial use. This section of the report presents an evaluation of the level of market support for the existing permitted office use since it represents a significant use under the site's existing entitlements.

Site Description and Location

Daly City Location

The Site is located within Daly City, the largest city in San Mateo County with a population of 109,122. The American Community Survey by the Census for 2018, identified 64,871 Daly City residents in the labor force. Of those, almost one third worked in Daly City. The City has a significant retail and commercial tax and employment base with two major shopping centers.

Site Location and Adjacent Uses

Within the Serramonte neighborhood of Daly City, the Site is situated in the northern portion of the Precise Plan area, bounded by Serramonte Boulevard, Callan Boulevard, Hickey Boulevard and St. Francis Boulevard. (See Figure 2 on next page). It has a sloped topography and existing groves of evergreen trees creating a buffer from the neighboring uses. To the east is the Chinese Cemetery, to the north medium density apartment complexes, and to the west, single-family homes. To the south are medium density apartments and medical office uses.

Generally framed by Interstate 280 and State Routes 35 and 1, the Serramonte neighborhood of Daly City was developed in the late 1960s and early 1970s as a residential neighborhood with commercial uses near Interstate 280. The Serramonte Plaza shopping center is a successful 1.1 million square foot regional shopping center, which expanded by 250,000 square feet in 2018 and is currently undergoing additional redevelopment. While the Site is within walking distance of the Serramonte Plaza and easily accessed from the neighboring highways, it is over 2 miles from a BART station.

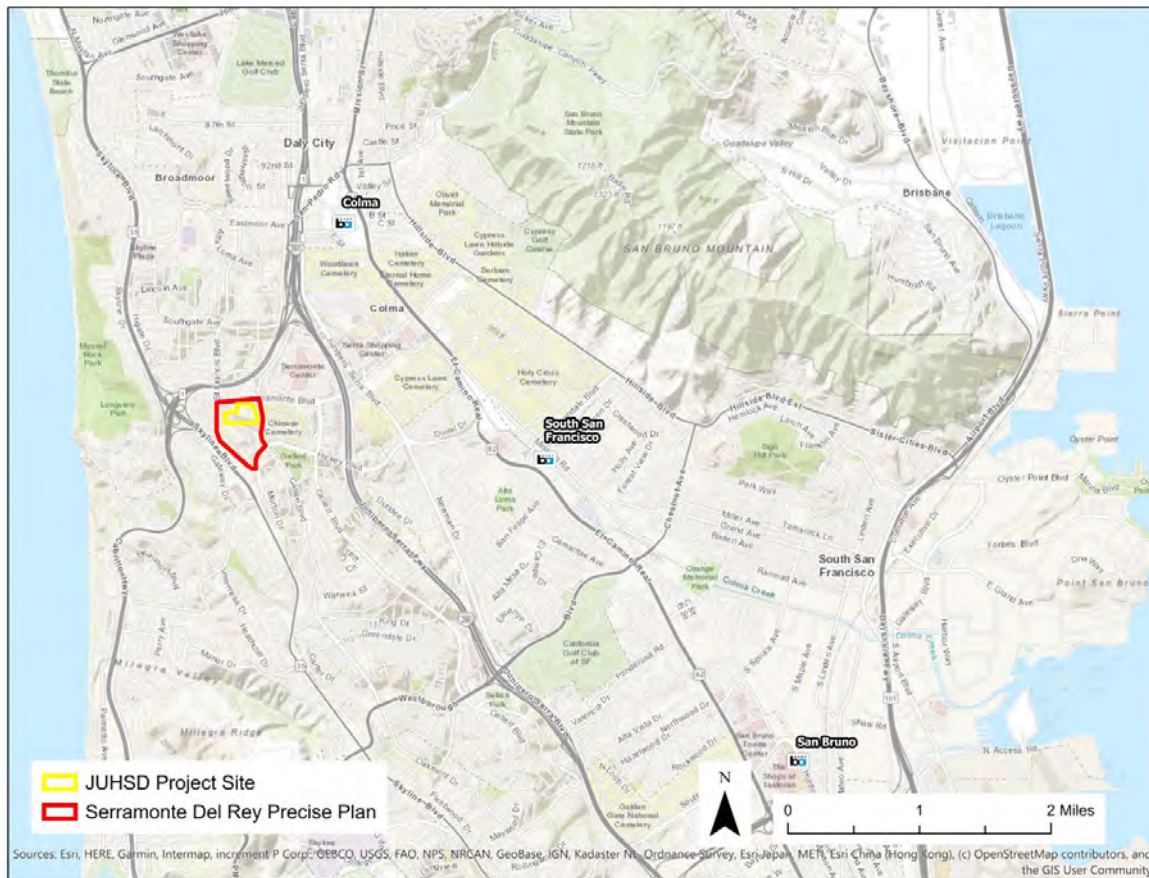
1985 Precise Plan

In 1985, Daly City adopted the Serramonte Del Rey Precise Plan ("Precise Plan") that delineated land uses for the 50-acre site owned by JUHSD and ground leased to a real estate developer, Southwest Diversified. The Precise Plan permitted a phased, mixed-use project on the 30 developable acres with between 200 to 575 housing units and between 740,000 and 1.2 million square feet of office space. Several parcels were designated to be either office or residential. Three to twelve story buildings are allowed in the Precise Plan. In January 2020, Daly City revised the Precise Plan to include the JUHSD faculty and staff housing project at the northwest corner of the Serramonte Del Rey site.

Development and Leasing History

The underlying concept when the Precise Plan was adopted in 1985 to create a first-class office park that could attract build-to-suit corporate tenants seeking office space at larger floor plates and lower prices than could be found in San Francisco. An apartment complex, Serramonte Ridge, was developed in 1987 on 9.6 acres and has 396 units in six three-story buildings. One office building of 76,000 square feet, 901 Campus Drive, was built in the Precise Plan area in 1990 on 2.77 acres and is leased for medical uses. The initial developer constructed the apartments and the 901 Campus Drive office building but did not exercise their option to develop the second phase on the northern portion of the site. In the intervening decades, JUHSD closed the high school, moved in its district offices, and leased space to a mix of tenants.

Figure 2: Site Location, Daly City



More recently, 2.7 acres were leased to a charter high school that opened in 2019, on a site designated for office use. Under construction now are 122 units of housing for employees of JUHSD on 3.9 acres at the northwest corner of the plan area.

The analysis below addresses the remaining development capacity of the site identified for as much as 700,000 square feet of office.

Daly City Office Market

Overall Daly City Office Market

Daly City has an inventory of approximately 1.5 million square feet of office space in 81 office buildings, according to data obtained from the CoStar Group, a national real estate market data provider. The 16 buildings larger than 20,000 square feet. include 1.2 million square feet as shown in Table 14 below. Medical office buildings account for a significant amount of Daly City's office inventory, including those which are part of the Seton Hospital Campus and the Kaiser Medical Office building at 395 Hickey Blvd, built in 2002. The office building at the site, 901 Campus Drive, a three-story, 75,000 square foot Class B office building, was built in 1990. It is a medical office building anchored by the Palo Alto Medical Foundation and Campus Surgery Center. The building was 80 percent occupied as of the end of 2019. It sold in June 2018 for \$30 million, or \$395 per square foot, which is significantly less than the replacement cost (currently over \$800 or more per square foot for Type I construction)

Table 14: Daly City Office Market Characteristics

All Buildings					Buildings < 20,000 sq.ft.			
			Vacancy 3-4-2020				Vacancy 3-4-2020	
	Sq.ft.	#	Sq.ft.	%	Sq.ft.	#	Sq.ft.	%
General Office								
Class A	438,173	2	43,280	10%	438,173	2	43,280	10%
Class B	202,477	8	4,861	2%	181,121	5	4,861	3%
Class C	218,517	33	5,062	2%	40,910	2	-	0%
Subtotal	859,167	43	53,203	6%	660,204	9	48,141	7%
Medical Office								
Class B	398,494	7	28,487	7%	362,378	4	26,918	7%
Class C	228,116	11	-	0%	176,981	3	-	0%
Subtotal	626,610	18	28,487	5%	539,359	7	26,918	5%
Total	1,485,777	61	81,690	5%	1,199,563	16	75,059	6%

Source: CoStar, BAE 2020

Note that the 2100 Junipero Serra building, built in 2001, and the Kaiser facility built, in 2002, are the newest office buildings in Daly City. Although Daly City has relatively low office vacancy rates, no new office is proposed as the rents are not high enough to support new construction. Current proposed projects in Daly City only include very modest amounts of office space included in mixed-use projects. Appendix A provides a discussion of the opportunity sites in Daly City that could be developed for office uses.

Daly City Class A Office Market

There are two Class A office buildings in Daly City³, both located on Junipero Serra near the Daly City BART Station. The following is a brief summary of these two properties.

2171 Junipero Serra Boulevard, a seven-story, 55,000 square foot building completed 1989 that is one half mile from the Daly City BART station and has visibility from Highway 280 as well as ocean views. It was the first high-rise built in Daly City and, in 1990, the City purchased a 51 percent share of the building to avoid default by the developers. The City held that ownership stake for over a decade. The building traded for \$24 million in 2016, a value of \$436 per square foot., significantly less than costs of new construction. In 2017, almost 13,000 square feet were vacant, a 23% vacancy rate. The new ownership upgraded the building and substantially increased occupancy. At the present, there are no suites advertised to lease and rental rates are not available.

2001 Junipero Serra Boulevard, a nine-story, 383,000 square foot building that was built in 2001 with direct access to the Daly City BART station. As of March 2020, this building is 91 percent occupied with 43,000 square feet. available for lease at an asking rate of \$4.65 per square foot per month on a full-service basis. This building was part of a significant redevelopment project, Pacific Plaza, by the City of Daly City. Pacific Plaza included land acquisition and sale to a developer at a cost less than the City's cost for the land to create a first-class office building in Daly City.

Situated off Interstate 280 and adjacent to the Daly City BART Station, the building offers large floor plates, views, and 1,753 parking spaces. The multi-tenant building is anchored by the global headquarters of Genesys, a contact center technology provider (with jobs reported in the range of 250 to 499 in Daly City). Other tenants include Kome Japanese Seafood & Grill Buffet, Bank of America, Subway and Satellite Healthcare. This was developed as a mixed-use retail and office investment including a retail and multi-plex movie theater. This property sold in 2018 for \$114.5 million, or \$299 per square foot. a cost much less than replacement costs (currently over \$800 per square foot for Type I construction) reflecting both the need to renovate and the separation of the retail and office projects. This sale also indicates how a Class A office property has struggled in one of the City's best locations near a BART Station, strongly suggesting that office at the Site would be extremely difficult to realize.

Other Development Trends in Daly City

Daly City is experiencing real estate development in sectors other than office. Retail center expansions and several new hotels have been approved in the last several years. Daly City

³ CoStar shows the Serramonte Business Center, at 455 Hickey Boulevard as Class A. BAE's assessment is that this building is Class B due to the location and quality of improvements. The building was originally built in 1982 as a single user building for First Nationwide Bank data processing functions which relocated from Daly City in 1990.

has also seen a series of residential projects, many with over 300 units, under construction, including the JUHSD project adjacent to the Site and another 2,300 units approved by the City but not yet under construction. Serramonte Plaza received City approvals in 2018 to build 65,000 square feet of medical office buildings as part of master plan upgrade for the entire center. The owner has developed the first phase of its retail expansion and has second phase under development but has not yet moved forward with the office portions of the project. It should be noted that in today's market, many medical providers prefer locations in shopping centers since they offer access and visibility on high traffic arterials which would give the Serramonte Plaza a decided advantage over the JUHSD site for this use.

National and Regional Office Trends

Office Trends in the 1980s

During the 1980s, the national trend was for new office development to locate in suburban office parks designed for ease of auto accessibility in contrast to the historic trend to concentrate office development in Central Business District. The preferred suburban location was close to residential neighborhoods with high-end executive housing and direct access to major freeways and highways. Buildings were primarily two to three stories and situated in the center of large surface parking fields. In the Bay Area, large suburban office parks were constructed in Marin County, South San Francisco, Brisbane, Walnut Creek, San Ramon, Pleasanton, Concord, Mountain View, Sunnyvale, Santa Clara, Redwood City, San Jose, and elsewhere along the Highway 101, Interstate 680, and Interstate 580 corridors.

Even at that time, not all suburban locations were suitable for office development. In an office market study prepared in 1991 for San Mateo County, the City of Daly City, and the San Mateo Transit District as part of the BART Colma Station Specific Plan (adopted in 1994), BAE found that demand for Class A office space in the vicinity of the Colma BART Station would be weak and that land designated for new Class A office space could be undeveloped between ten and twenty years given location factors and then-market conditions⁴. In fact, the SamTrans Park and Ride site at the Colma Station, entitled in 1993 for over 200,000 square feet of office, remains undeveloped in 2020 and is under consideration for residential uses.

San Francisco, which had previously been the locus of corporate offices, saw increasing rents and new restrictions on office development in the 1980s. Suburban office development followed the labor force as corporations moved out of San Francisco (e.g. Chevron to Bishop Ranch) and new tech companies created identity campuses (e.g. Autodesk in Marin, Sun Microsystems in Menlo Park) in suburban locations. Universities also were a driver of

⁴ See County of San Mateo, City of Daly City, San Mateo County Transit District, *Office Market Feasibility Study: Colma BART Station Specific Plan/EIR*, prepared by BAE Urban Economics, October 1991.

development, in particular Stanford Industrial park which is home to many technology companies.

At the time that the Serramonte Del Rey site was planned as an apartment and office campus, the developer was targeting similar office users to those drawn to the East Bay office parks, however there was no development interest beyond the first medical office building at the Serramonte Del Rey site and Phase II office development never materialized. The project site was not as competitive at attracting office uses as the substantially larger scale sites in the Eastbay with their more favorable development environments, including better weather and better freeway access to a large pool of white-collar and executive labor. During this same period, subsidies were required to develop and sustain the two Class A office projects located near the Daly City BART station in the 1980s.

Current Office Market Trends

Since the 1980s and 1990s, the national office market has undergone a remarkable transformation that has resulted in many suburban office parks struggling to retain tenants and maintain rents commensurate with Class A properties. Driving these changes to the office sector was a shift in corporate location preferences, employee lifestyle preferences, and workspace design. Office workers increasingly demonstrate a preference for workplace locations that offer proximity to public transportation, bicycle and pedestrian access, attractive retail and service offerings, and entertainment options. In response to this shift in preferences among workers, companies are seeking office locations that offer urban-style amenities rather than traditional, auto-oriented suburban office parks that offer fewer transit options and urban lifestyle amenities.

Bay Area Reflects National Office Trends

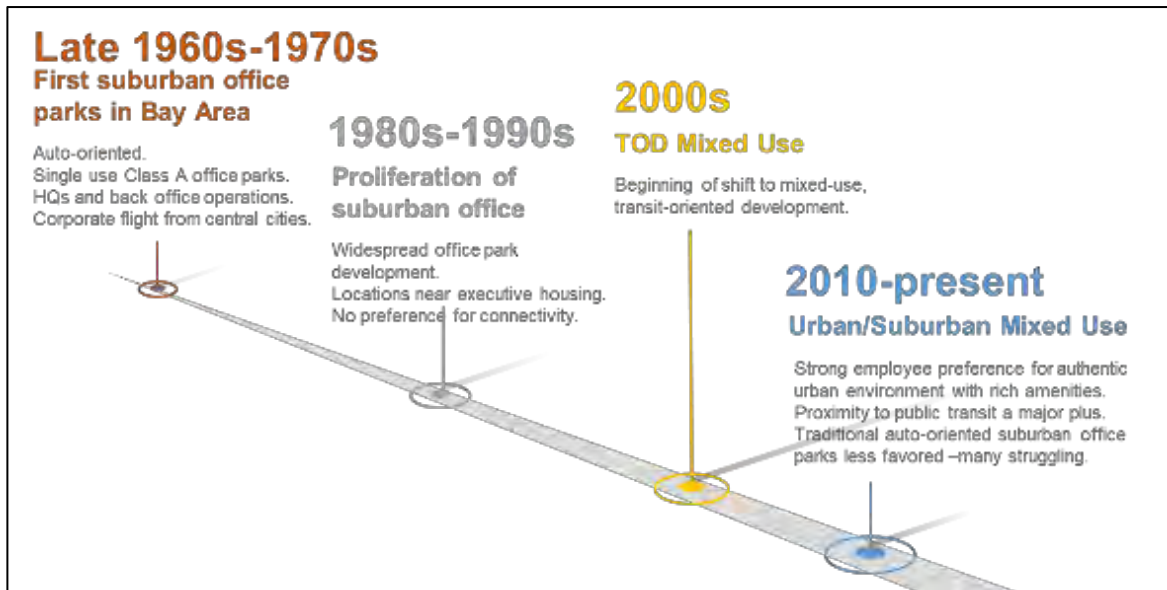
These trends can be observed in the Bay Area, especially where San Francisco and San Jose have seen intensification of office development in the last decade. Between those two regional centers, new office development is clustering along the Highway 101 and Caltrain corridors from San Francisco's Mission Bay district to downtown San Jose. The Highway 101 corridor and parallel Caltrain line together have a strong gravitational pull for technology, finance, and life-science businesses. New office deliveries and office properties with the highest rents are typically located in this corridor. Many Peninsula cities have downtown Caltrain stops, have retained their authentic town character and offer retail and service amenities in a walkable setting.

San Francisco Peninsula/San Mateo County Class A Office Trends

Genentech's choice of South San Francisco in the 1970s spurred the development of one of the largest office/R&D markets outside of the region's core cities of San Francisco, San Jose, and Oakland. Business location decisions throughout the recent economic expansion have transformed the Highway 101 corridor in San Mateo County with major employment centers

emerging with clusters of Class A office and life-science development, in Brisbane, Burlingame, Foster City, San Bruno, San Mateo, and Redwood City.

Figure 3 San Francisco Bay Area Office Development Trends



Source: BAE, 2020.

Table 2, on the next page, summarizes the Class A office market in San Mateo County and the southern portions of San Francisco. Figure 4 shows the seven million square feet of Class A space existing in Northern San Mateo County. The strength of South San Francisco's growth is shown in the fact that in the past ten years, all of new Class A office and life-science space constructed in Northern San Mateo County has been in South San Francisco. Figure 5 shows the 16 million of additional projects are under construction, entitled and proposed along the Highway 101 corridor in Northern San Mateo county.

Connecting the San Francisco and San Jose economies, Caltrain stations have emerged as attractive locations for new Class A office and life-science development. Peninsula cities are building up, near transit stations, creating density of jobs and housing opportunities. Looking forward, Hunters Point, Candlestick Park, Brisbane, South San Francisco, and San Carlos each have significant unbuilt, entitled properties for additional office and life-science uses in large scale office park settings that will continue to out-complete locations within Daly City. In total, these sites include 30 million square feet either under construction as of the end of 2019 or in the development pipeline, shown in Figure 6.

Table 15 San Francisco Peninsula/San Mateo County Office Market

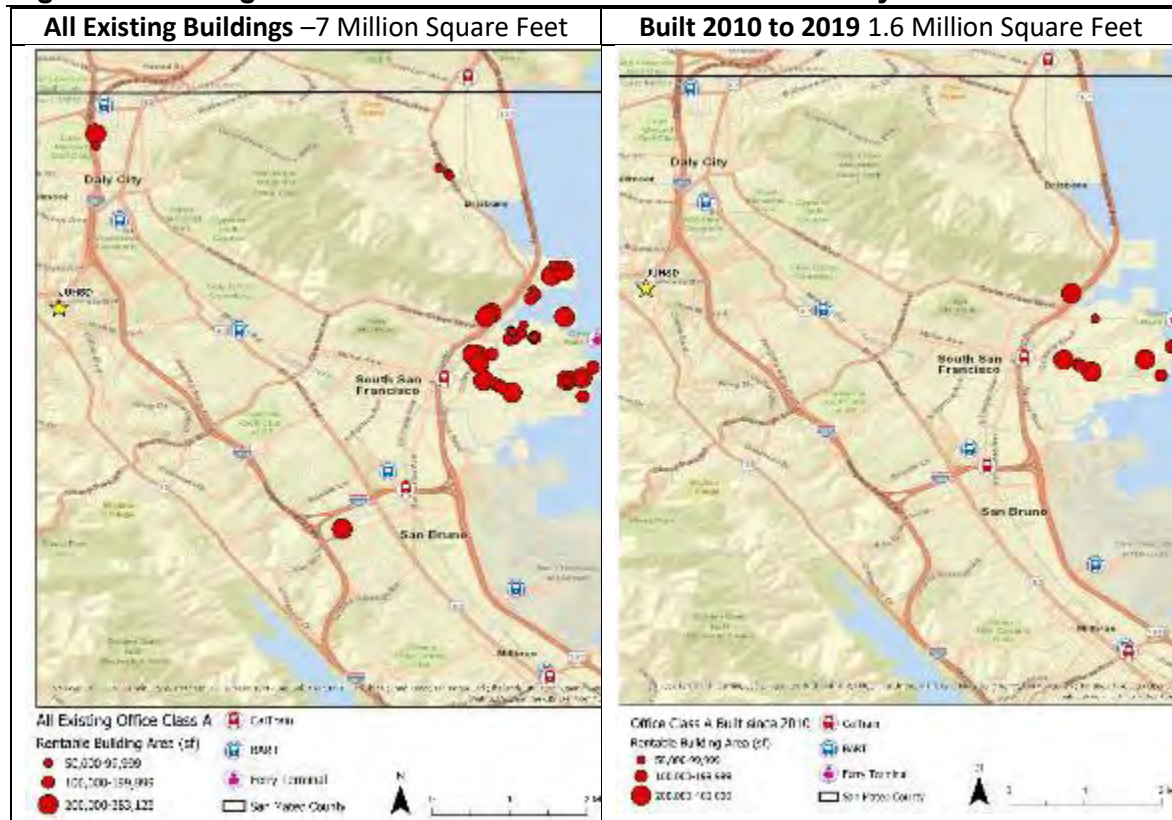
Millions of Building Square Feet

	Existing 12/2019	Under Construction	Planned/ Proposed
Daly City	0.4	-	-
Milbrae	-	0.2	0.2
San Bruno	0.3	-	2.4
South San Francisco	5.7	3.3	3.0 (a)
Brisbane	0.8	0.6	6.5
North San Mateo County	7.2	4.0	12.2
Central San Mateo County (b)	10.6	1.4	0.6
South San Mateo County (c)	6.1	1.6	11.0
	13.3	5.7	23.2
Southern San Francisco (d)			2.8
Total	23.9	7.1	26.6

- (a) Genetech's proposed master plan change to allow 4 million additional square feet is not included.
(b) includes City of Burlingame, City of San Mateo, and the Foster City/Redwood City Shores submarket.
(c) Includes City of Menlo Park, City of Redwood City, and the Belmont/San Carlos submarket.
(d) San Francisco has approved projects at Candlestick and Hunters Point that allow office and R&D product.

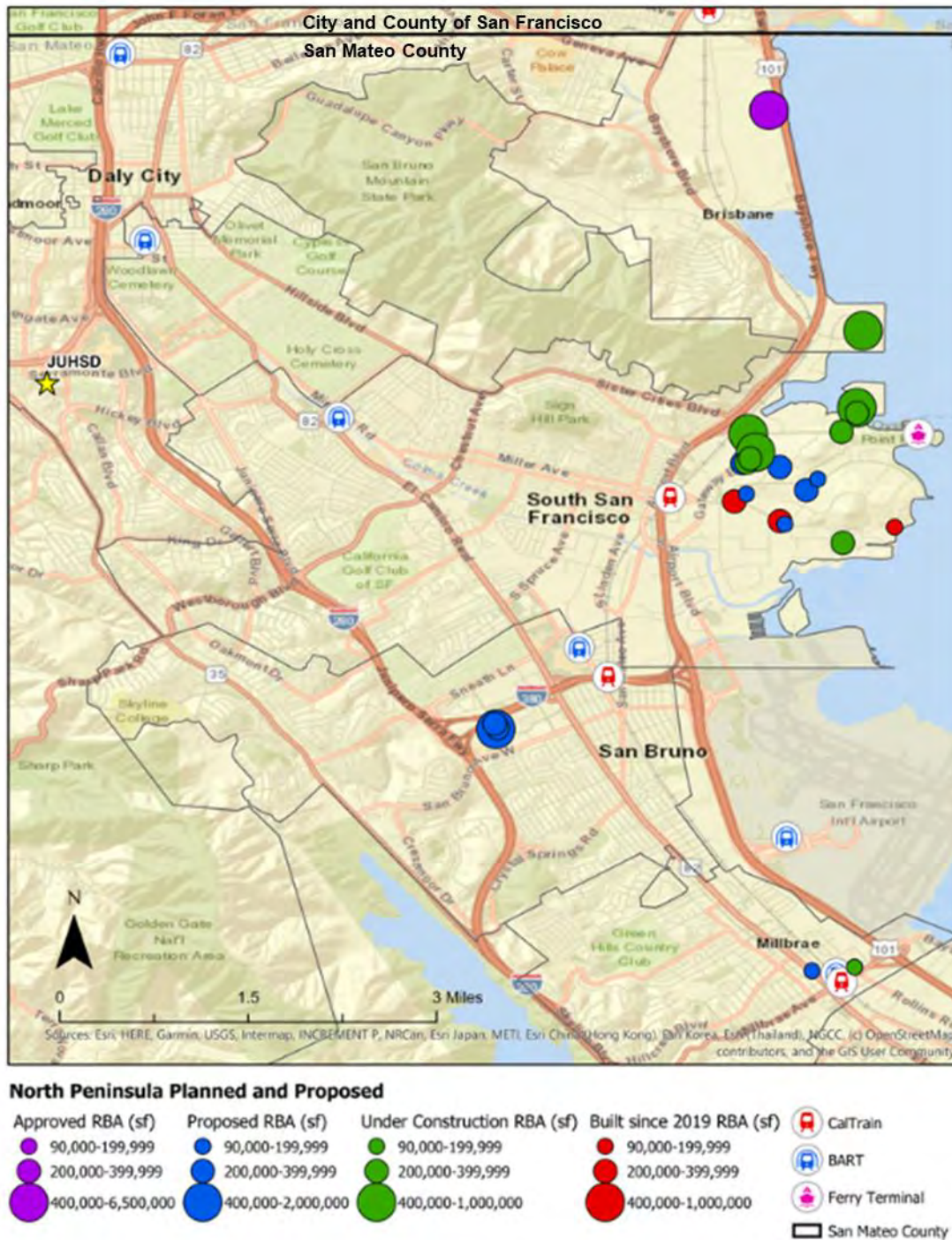
Source: CoStar, local planning departments, BAE 2020.

Figure 4: Existing Class A Office in Northern San Mateo County



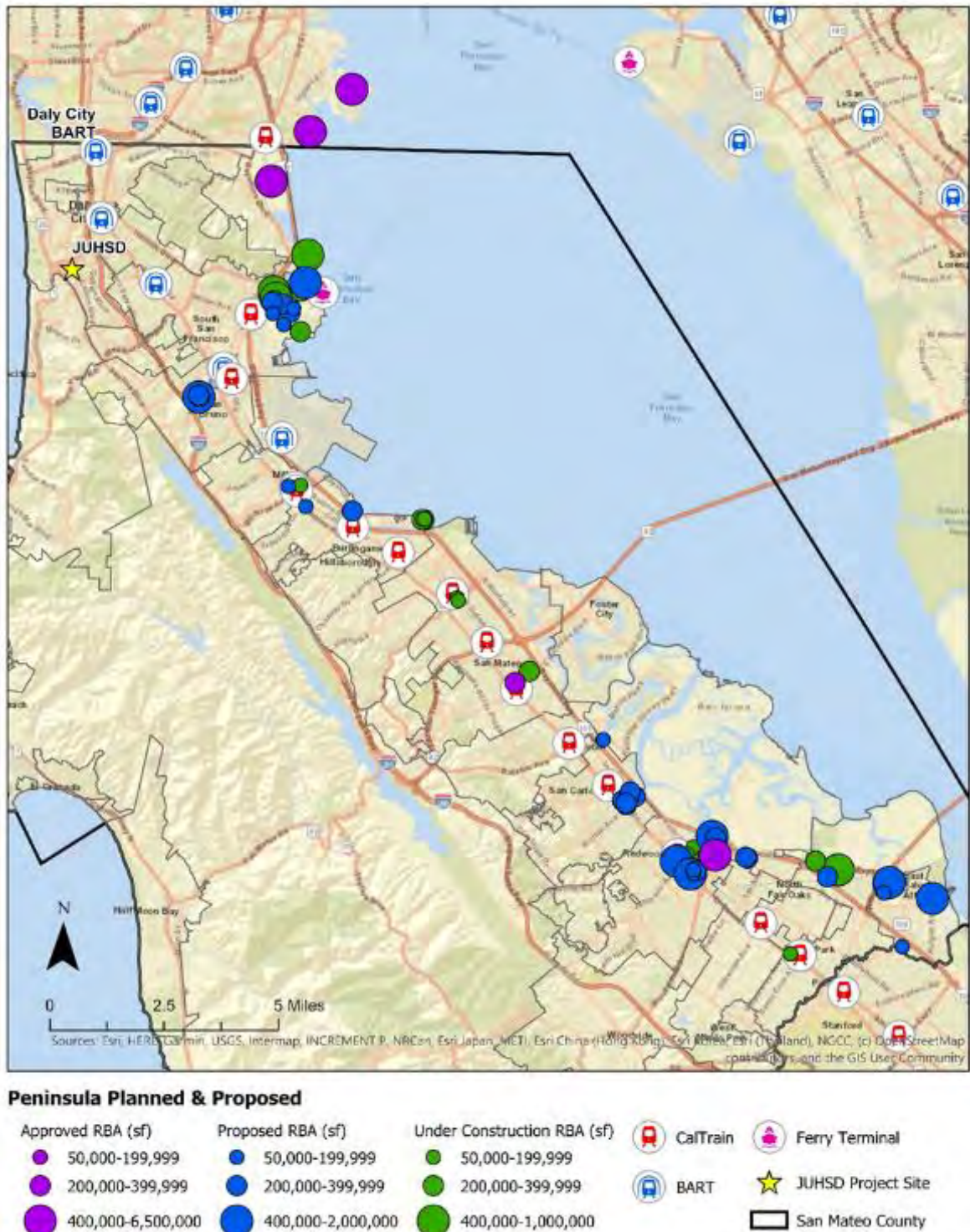
Source: CoStar, BAE 2020.

Figure 5: Class A Office Projects Under Construction, Approved and Proposed
Northern San Mateo County, 16 Million square feet



Source: CoStar, BAE 2020

Figure 6: Class A Office Projects Under Construction, Approved and Proposed
San Mateo County, Candlestick, and Hunter's Point, 30 Million square feet



Source: CoStar, BAE 2020

Case Studies – Traditional Suburban vs Suburban TOD and Urban Environments

To better understand why the Serramonte Del Rey site has failed to realize the 1985 plan of corporate office campus, BAE reviewed six office development case studies. Three are suburban, single-use office parks built when the 1985 Precise Plan was conceived. In contrast, BAE reviewed three San Mateo County environments that are currently attracting new office development and rapidly urbanizing around transit. Appendix B presents discussion of all six markets and this review substantiates BAE's assessment that office development is not supported at the Site.

Suburban Environments

The suburban, single use office parks reviewed were Shadelands in Walnut Creek, Marina Village in Alameda, and the Northgate district in San Rafael. Figure 7 summarizes the case studies.

Figure 7: Summary of Traditional Suburban Office Park Case Studies

Many Office Parks built in the 1970s and 1980s have been struggling	
Shadelands, Walnut Creek	240 acres with 1.3 million sq. ft. on Ygnacio Valley Road. Over two miles from Pleasant Hill and Walnut Creek BART stations. Originally considered Class A space but inventory is now dated and considered Class B and Class C space.
	No new office development since 2001.
Northgate District, San Rafael	Approximately 731,000 sq. ft. on 80 acres near Mall at Northgate. One Class A property with the remainder Class B and C. SMART train station within 0.5 mile but pedestrian access poor. Tenants prefer downtown San Rafael to south.
	No new office development since 2004.
Marina Village Office Park, Alameda	1.1million sq. ft. over 200 acres; developed in 1980s and 1990s. Ferry terminal with service to San Francisco and Jack London Sq. 1.5 miles to west. No pedestrian access to Caltrain or BART stations on Oakland side of estuary. Originally Class A space but now all properties considered Class B and C. Office users view lack of transit options as negative.
	No new office development since 2001.

Source: BAE, 2020.

Several key observations can be made from the suburban office park case studies:

- All three suburban office parks had significantly more site acreage than the JUHSD Site, which supported an initial critical mass of office space when developed.
- Developers in all three parks developed Class A office space. The market now classifies all but two of the office properties as Class B or Class C, indicating that either the design and functionality of the buildings fell out of favor with tenants or that

property owners did not find it financially feasible to reinvest in their properties to maintain a Class A product.

- Office development was automobile centric with surface parking lots located around office buildings. All three have inferior access to public transportation and office employees generally have to drive to patronize retail and services in the area, which is counter to the current national trend of locating new office in urban, transit-oriented locations.
- Rent growth over the past five years has been less than ten percent across the three office parks, a rate of growth that significantly lower than rental increases for properties in stronger markets such as the downtowns of Walnut Creek, Oakland, and San Rafael and the Highway 101 corridor on the Peninsula in San Mateo County.
- The three case study office parks did not experience any new office development over close to two business cycles, including the recent 10-year recovery from the Great Recession, reflecting a shift in preference by office tenants to other locations with more amenities and access to public transit and where prevailing rents support new construction which provides highly functional Class A product.
- Overall, the 1985 Precise Plan for the Site was formulated to permit an office park with the same locational profile as these traditional suburban office parks that are currently struggling in the market.

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San Mateo County Suburban TOD and Urban Office Development

Three San Mateo County transit-oriented locations were considered as a contrast to the office envisioned with the Serramonte del Rey Precise Plan. These three locations are downtown Redwood City, San Mateo near the Hillsdale and Hayward Park Caltrain Stations, and South San Francisco's biotech/technology campuses. The success of these markets is summarized in Figure 8.

Figure 8: Summary of Suburban TOD and Urban Office Development

Suburban TOD and Urban Class A Office is strongly performing	
Downtown Redwood City	Guided by a downtown plan adopted in 2011 and the strong regional economy, Redwood City has more than tripled the Class A space in its downtown and attracted technology companies. New housing, retail, and improved public spaces has created a vibrant employment center within walking distance of the Caltrain station. At the end of 2019, there was no Class A vacancy. 740,000 square feet in place, 178,000 under construction and 1.8 million in review.
Bay Meadows and El Camino & 92 San Mateo	Bay Meadows conversion of 180+ acres of the former racetrack occurred in two phases and has created a mixed-use district walking distance to the Hillsdale Caltrain Station. In 2001, Franklin Templeton built at 568,000 square foot headquarters and until 2015 was the only office use. Phase 2 included 3 completed buildings with 572,000 square feet and additional building under construction Office parks near Hayward Park Station have seen new investment in part following the addition of TOD housing, new office buildings, and upgrades to 1980s buildings to add amenities. 2.6 million square feet in place, 200,000 under construction and 214,000 planned.
South San Francisco, Biotech Cluster	Over 500 acres are developed as 15 campus for lifescience/biotech companies. Major projects underway by REITs to meet growing demand either as built to suit or pre-leased before construction completion. New projects demolishing older low-rise projects with projects as tall as 10 stories. While mostly not TOD, there is expanding transit access with improved Caltrain Station, Ferry Terminal and extensive employee shuttle systems. Genentech has proposed almost doubling its campus from 4.9 to 9 million square feet, growth not yet in the proposed projects shown earlier in this memo. 5.7 million square feet in place, 3.0 million under construction and 3.0 million planned

Source: BAE, 2020.

BAE's overall findings related to the review of Suburban TOD and urban office developments in San Mateo County are:

- Competition for workers drives companies to prioritize locating Class A office in urban, transit-oriented locations. Millennial and Generation Z workers do not typically want to drive and prefer public transit or other alternative forms of mobility (walking, biking, and ridesharing).

- A significant concentration of office space and business activity is needed in one location to create agglomeration economics needed to create an industrial cluster such as bio-tech, which requires much larger land area than the 22 acres available at the JUSHD site.
- New development is occurring at densities significantly above the classic one-to-three story suburban office. Buildings built between 2015 and 2019 have ranged from four to ten stories in height and the proposed projects continue, and in some cases accelerate, the trend to mid-rise buildings. Bay Meadows in San Mateo has termed itself “mid-urban,” a position between central business district urban and a traditional suburban campus.
- Increasing highway congestion has made transit access and neighboring housing a significant priority for businesses.
- Redwood City and the San Mateo locations include significant place-making with significant housing and retail creating a 24-7 destination.

Conclusion Market Feasibility of Class A Office at the Site

After review of the overall office development trends, Daly City office building performance, and the recent and planned office development in sites competitive with JUHSD’s Serramonte Del Rey site, BAE concludes that it is not suitable for office development. Since 1985, developers have chosen to invest in other locations including cases where significant entitlement process were required.

Today, office market users seek the following location attributes:

- Walkable to high-performing transit including BART and Caltrain.
- Accessible to highways and offering visible locations for branding.
- Authentic locations with retail, restaurants, and entertainment fostering an urbane experience.
- Technology and biotech companies tend to cluster together. It takes significant place making, such as the Bay Meadows experience to create a new location.
- Locational factors are critical to attracting talent so that companies are willing to pay premium rents for locations that meet their workforce priorities.

As the costs of development are similar across San Francisco Peninsula locations, developers will build where they anticipate the highest rents and the least risk to lease up a project. Developers, seeking to meet the end user requirements, also seek out either sites that are big

enough to create a vibrant mixed-use environment or infill sites situated within an already active business district. As Redwood City's downtown plan and the Bay Meadows plan demonstrate, cities can create entitlement frameworks to foster office development, yet the underlying economic growth and user location preferences drive the timing. The Serramonte Del Rey Precise Plan experience shows that entitling office uses is not sufficient to draw development if the site does not meet current user requirements.

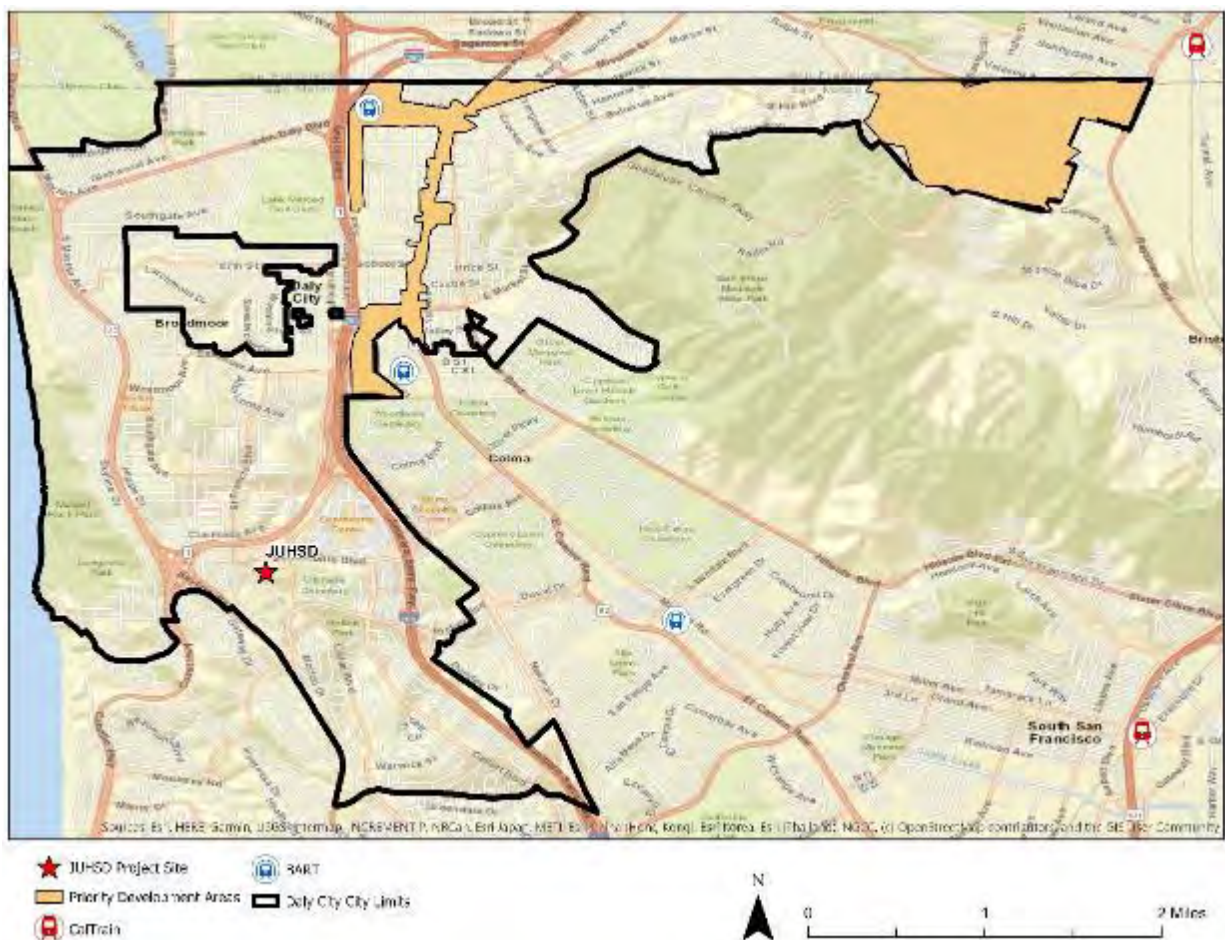
Across the greater market, there are substantial development opportunities that will continue to out compete the JUHSD site, including Daly City sites near or adjacent to the Daly City BART Station, including sites near BART in Daly City.

APPENDIX A – DALY CITY OFFICE DEVELOPMENT OPPORTUNITY SITES

As has been the case for many years, the incorporated area within the Daly City limits is almost completely built out. According to a vacant land analysis in the City's Housing Element, as few as 25 acres of privately-owned vacant or underutilized land remain in the City, with most of those being most appropriate for housing uses. BAE sought to identify the potential sites for office development in Daly City likely to be successful in attracting developer interest.

All cities in the San Francisco Bay Area were asked to designate Priority Development Areas (PDAs). These PDAs are transit-oriented, infill development opportunity areas within existing communities that are expected to host the majority of future development. Daly City has two such areas, Bayshore Neighborhood and the Mission BART Corridor, as shown below. Note that the Serramonte Del Rey site is not in a PDA due to its locational attributes.

Figure 9: Daly City Priority Development areas



Several sites were transferred to the City from its former redevelopment agency that could offer opportunities for office development that are much closer to BART and better meet the requirements of office users. These include:

Pacific Plaza Phase II and III. The Pacific Plaza project is adjacent to Daly City BART. This site is 2.36 acres adjacent to the 2001 Junipero Serra Building. Plans are approved for 270,000 square feet of additional office space and a 200+ room full-service hotel. The City is currently negotiating with developers for these sites for a hotel, an expansion of Duggan Mortuary, and a automobile dealership.

Cow Palace and neighboring sites. The City's General Plan traffic modeling analyzed combining the approximately 70-acre site with 12 acres of adjacent City owned land and 11 acres privately owned property. The City has assumed the ultimate buildout of the three aforementioned properties to include 1,700 new dwelling units in a higher density format and 300,000 square feet of retail/office commercial in a multi-story) format.

SamTrans Park and Ride Lot (3451 Junipero Serra Boulevard). This approximately 12.8-acre site was analyzed as 215,000 square feet of office in the General Plan traffic analysis. However, it is also under discussion for a residential transit-oriented development, high density project. This property is owned by the San Mateo County Transit District and consists of an existing parking lot that provides daily paid parking for use by patrons to the Colma BART Station.

Daly City BART Station Delong Street Parking Lot (500 John Daly Boulevard). This property is owned by the San Francisco Bay Area Rapid Transit District (BART) and consists of a functioning 263-space parking lot on an 8-acre site just east of the Daly City BART Station. The Daly City BART station area envisions residential as the TOD project for this site.

APPENDIX B – OFFICE DEVELOPMENT CASE STUDIES

To assess the Serramonte Del Ray site in the regional context, BAE reviewed the office markets in six other suburban locations to garner insights from both older, traditional suburban office parks and from newer suburban TOD and urban office environments. Three San Francisco Peninsula office markets, competitive with Daly City that have been strongly performing are discussed below. Three San Francisco Bay area suburban office parks, similar to the initial vision of Serramonte Del Rey, that have not been successful are also reviewed. These cases studies provide perspective to the office development prospects for the subject site potential for a 20+ acre office campus.

Suburban TOD and Urban San Mateo County Class A Office Submarkets

Downtown Redwood City

In 2011, Redwood City adopted the Downtown Precise Plan creating development parameters for 500,000 square feet of new office and 2,500 housing units as well as hotel and retail development. That plan, and the strong economy, has spurred significant office development as shown below. The City first invested in civic improvements to create a new public space, Courtyard Square, and to entitle the plan that allowed for development to proceed. Prior to the implementation of this plan, the last office building built in downtown Redwood City was in 2001. Downtown Redwood City includes historic office and commercial buildings, a theater, and retail offering a walkable, urban experience for downtown office workers.

In 2015, Kilroy Development completed Crossing 900, a two building, 347,000 square foot project on an almost 3-acre site acquired from the City. Box, Inc., a technology company leased the complex. Three additional buildings were completed in 2018, totaling 189,000 square feet and are fully leased. The City is considering recently submitted plans to redevelop Redwood City's Sequoia Station, that include one 17-story office building, three 10-story buildings, two 8-story buildings, and one 7-story building totaling 1,635,000 square feet. If the requisite General Plan and height limit increases are approved, the 17-story building would be the tallest building within Redwood City and the project would more than double the Class A office inventory.

Over the last five years, rents for Class A office space in downtown Redwood City have increased by 42 percent, from \$6 monthly per square foot to \$8.66. Redwood City now has office rents that can rival Menlo Park as the highest in the County. To note, about 1½ miles from downtown Redwood City, Stanford University has developed the first phase of its 35 acre, Redwood City Campus with four office buildings totaling 570,000 square feet, a 1,057-space parking structure and has plans to grow that facility to 1.5 million square feet and 2,700 employees.

Figure 10: Class A Office Redwood City

Redwood City, CA

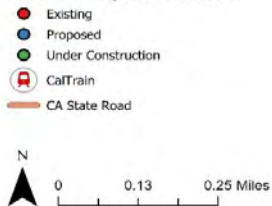
District Description

Downtown Redwood City is between El Camino and 101 and includes the San Mateo County offices. Redwood City Caltrain Station offers access to San Francisco and San Jose. 2011 Precise Plan guides development.

Key Trends

0.7 million sq. ft. office inventory
No Class Vacancy as of 4Q2019
\$8.66 monthly/ per sq. ft. Class A Rent
42% change in rents 2015-2019
72% of Class is new since 2015
536,000 sq.ft.

Redwood City Class A Office



Office Market Performance Metrics

Office Class A Summary, Q4 2019	Redwood City Downtown	Average Office Class A Rents (PSF), 2015 - 2019	
Number of Buildings	8	Year	Redwood City Downtown
Inventory (sf)	744,361	2015 (Q4) (a)	\$6.09
Vacant (sf)	0	2016 (Q4)	\$7.12
Vacancy Rate	0.0%	2017 (Q4)	\$7.68
Avg Gross Asking Rent (psf) (a)	\$8.66	2018 (Q4)	\$8.49
		2019 (Q4)	\$8.66
Under Construction, Q4 2019		% Change 2015-2019	42.2%
Buildings Under Construction	3	Sources: CoStar, 2020; BAE, 2020.	
Under Construction Inventory (sf)	178,268		
New Deliveries (sf), Q1 2015 - Q4 2019	536,485		

Note:

(a) Asking rents reflect direct gross leases. 4Q2015 rent is a sublease rent, as there were not direct leases, that quarter

Sources: CoStar, 2020; BAE, 2020.

Bay Meadows and Highway 92 & El Camino This case study focuses on in two areas of San Mateo adjacent to the Hayward Park and Hillsdale Train stations: Bay Meadows and the office parks neighboring the junction of Highway 101 and 92 and El Camino Real. These two neighboring areas represent an interesting comparison. Bay Meadows has been the creation of a new mixed-use district while the area's older, suburban parks, have transitioned to be more transit and technology tenant focused. The City adopted the San Mateo Rail Corridor

Transit Oriented Development Plan in 2005 to guide development in the area and to allow for increased density in a largely built out city. In total, this area now has 2.7 million square feet of Class A office, an increase of 1.1 million square feet since 2015 with an additional 210,000 square feet under construction and 367,000 square feet planned. At the end of 2019, 3.3 percent of the Class A space was vacant.

Bay Meadows - 160+ Acres. The project has been built in phases, with the first phase completed in 2003. The project consists of 82 acres on the former practice track including: an 83,000 square foot neighborhood shopping center anchored by Whole Foods and Crunch fitness, 250,000 square feet of office, 575 apartments, and Franklin Templeton Investments headquarters campus, with 570,000 square feet built by 2003. In 2019, two additional buildings totaling 245,000 square feet completed the build out. When developed in 2001, the Franklin Templeton campus was isolated from other development, as a drive-to, suburban office park.

The second phase of Bay Meadows on 83 acres includes: 1,145 residential units mostly at townhome density, 767,000 square feet of office space, and 93,000 square feet of retail and restaurant space. The project includes a private high school that opened in 2014 as one of the first buildings as well as three public parks. The project includes five office buildings, designed for technology companies as single user buildings. Survey Monkey took the first building in 2015. The strong market response to the first buildings at Bay meadows lead the developer to increase the size of the two commercial buildings from 92,000 to 184,000 for Station 1 and 98,000 to 183,000 for Station 5. CoStar reports a monthly asking rent of \$6.95 per square foot for the yet to be built Station 5 at Bay Meadows, again reflecting the strong market.

Highway 92 and El Camino. Roughly one million square feet of Class A office was in place in 2003 in the general area near the Hayward Park Caltrain station and the junction of Highway 92 and 101 as well as along El Camino Real. Since 2015, 300,000 square feet have been added and another 400,000 significantly upgraded, resulting in a desirable office location with rents doubling in the last decade. In 2017, Beacon Capital Partners acquired 1825, 1855 and 1875 Grant, mid-rise office buildings built in the mid-1980s and renovated to meet current tenant requirements including adding amenities. While having the visible, auto-oriented location at 101 and 92 and suburban parking area, the property was marketed based on its access to Caltrain. This project, “The Crossroads,” traded in early 2019 for \$662 per square foot.

In 2017, Hines completed two new Class A buildings at 400 and 450 Concar totaling 305,000 square feet adding to the existing 200,000 square feet of office in the center. Centrally located near the intersection of U.S. Hwy. 101 and Interstate 92, the highly visible property is directly adjacent to the Hayward Park Caltrain station. In early 2019, 400/450 Concar sold for \$1,050 per square foot. Transitioning old commercial centers to apartments has enhanced the creation of a pedestrian scale neighborhood. In 2017, Station Park Green, a TOD project

with 35,000 square feet of new retail and 599 rental housing units to the corner of Concar & Delaware replaced former Kmart on the 12-acre site supporting the overall transformation of this area. The City is considering a second 700+ unit residential project on a 14-acre shopping center in this area.

Figure 11: Class A Office San Mateo – Bay Meadows and El Camino & 92 Area

San Mateo, CA -- Bay Meadows and El Camino & 92

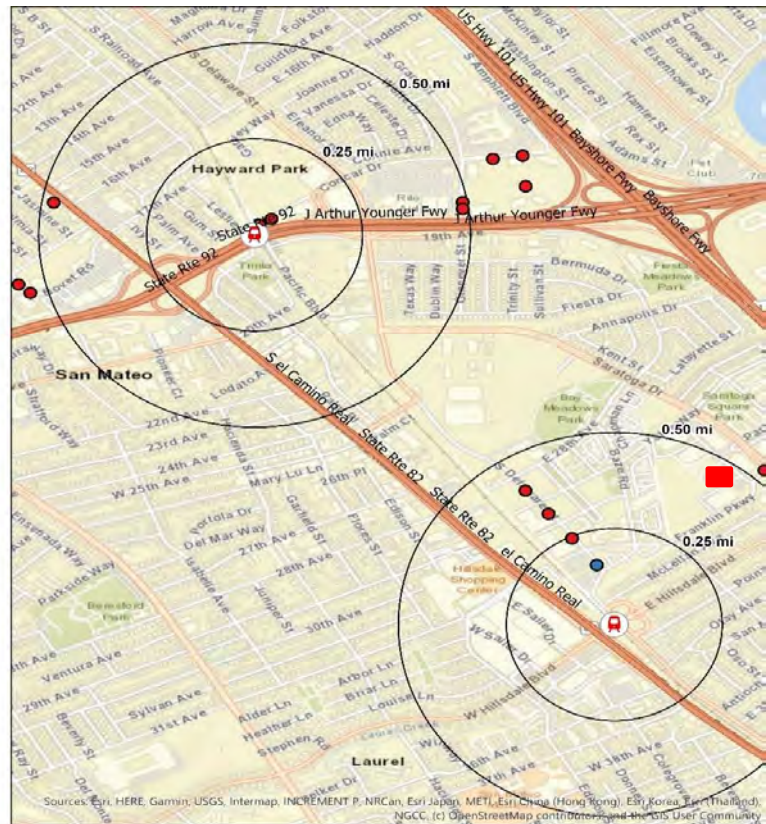
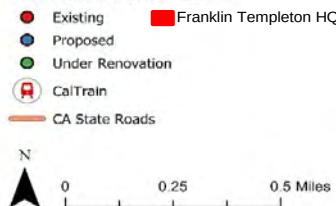
Market Description

Proximity to the Hayward Park and Hillsdale Caltrain stations has fostered office development. Bay Meadows project has created new office complex with significant amenities and access to Caltrain as well as housing and retail. Office parks along 92 have seen renovation and new buildings with the addition of TOD housing.

Key Trends

2.7 million sq. ft. office inventory
3.3% Class A Vacancy as of 4Q2019
\$8.66 monthly/ per sq. ft. Class A Rent
5.9% change in rents 2015-2019
40% of Class A is new since 2015
1.1 million sq.ft. built since 2015

San Mateo Office Class A



Office Market Performance Metrics

Office Class A Summary, Q4 2019

	Bay Meadows/ El Camino & 92
Number of Buildings	21
Inventory (sf)	2,667,704
Vacant (sf)	88,121
Vacancy Rate	3.3%
Avg Gross Asking Rent (psf) (a)	\$5.37
Under Construction, Q4 2019	
Buildings Under Construction	4
Under Construction Inventory (sf)	209,860
New Deliveries (sf), Q1 2015 - Q4 2019	1,122,745

Average Office Class A Rents (PSF), 2015 - 2019

Year	Bay Meadows/ El Camino & 92
2015 (Q4)	\$5.07
2016 (Q4)	\$4.62
2017 (Q4)	\$5.21
2018 (Q4)	\$5.18
2019 (Q4)	\$5.37
% Change 2015-2019	5.9%

Sources: CoStar, 2020; BAE, 2020.

Note:

(a) Asking rents reflect direct gross leases. CoStar data is not complete on rents for the newly constructed buildings.

(b) CoStar data increased to include the full Franklin Templeton office campus of over 750,000 sq. ft.

Sources: CoStar, 2020; BAE, 2020.

South San Francisco, Biotech Cluster. South San Francisco's transformation to an employment center started earlier than Redwood City or San Mateo. Genetech in 1977 leased former heavy industrial space in South San Francisco and began the process of creating a new industry. The location was near research universities, medical centers, and SFO airport but separate from the residential neighborhoods to allay any concerns about this new industry. Genetech's building use is roughly equal parts office space, lab space and manufacturing. With a series of Master Plans, the City has developed land use controls to foster the growth of Genetech. Genetech has a campus of 4.9 million square feet on over 200 acres and 10,000 employees. Genetech is working with South San Francisco to increase development allowed in their campus to nine million square feet to accommodate an additional 12,000 employees.

Including Genetech, South San Francisco has over 200 biotech companies and over 11.5 million square feet of laboratory, office and manufacturing space already in operation in an area of over 500 acres, as reported by the City. South San Francisco has approved additional three million square feet of life science related development that will be built in the next ten years. Recent trends include demolishing older low-rise buildings to build new mid-rise buildings. While not classically transit oriented, this area has ferry access to the East Bay and access to Caltrain and BART. Employers use shuttle buses to access transit and provide commute buses for employees.

REITs are creating new campuses in South San Francisco, investing in the entitlement, infrastructure and beginning construction prior to identifying a tenant. Frequently buildings are leased during construction creating a market dynamic of substantial additions to inventory without increasing vacancy. Additionally, technology companies beyond biotech are choosing South San Francisco, some relocating from San Francisco for lower tax rates and rental rates. Campuses include amenities to create an attractive work environment and foster social connections.

Key projects include:

- BioMed Realty Trust's 1.25 million square feet Pacific Gateway campus,
- HCP Investment's 884,000 square feet Britannia Cove campus, under construction
- Alexandria's 291,000 square feet of office/R&D campuses.
- Kilroy is constructing 2.5 million square feet of office and open space adjacent to Oyster Point.

South San Francisco differs from Redwood City and San Mateo as it has not included residential uses in the core office parks as the biotech industry preferred separation from residential uses. Instead, South San Francisco has fostered additional housing in its downtown and areas neighboring the Caltrain station, with almost 700 units permitted between 2015 and 2019 and an additional 3,000 housing units in the development pipeline.

Figure 12: Class A Office/Life Science South San Francisco

South San Francisco, CA

Market Description

Over 500 acres with 15 campus for biotech/life science and technology companies. Newer developments are mid-rise construction included two building on the west side of 101. 3 million square feet is under construction and another 3 million is proposed.

Key Trends

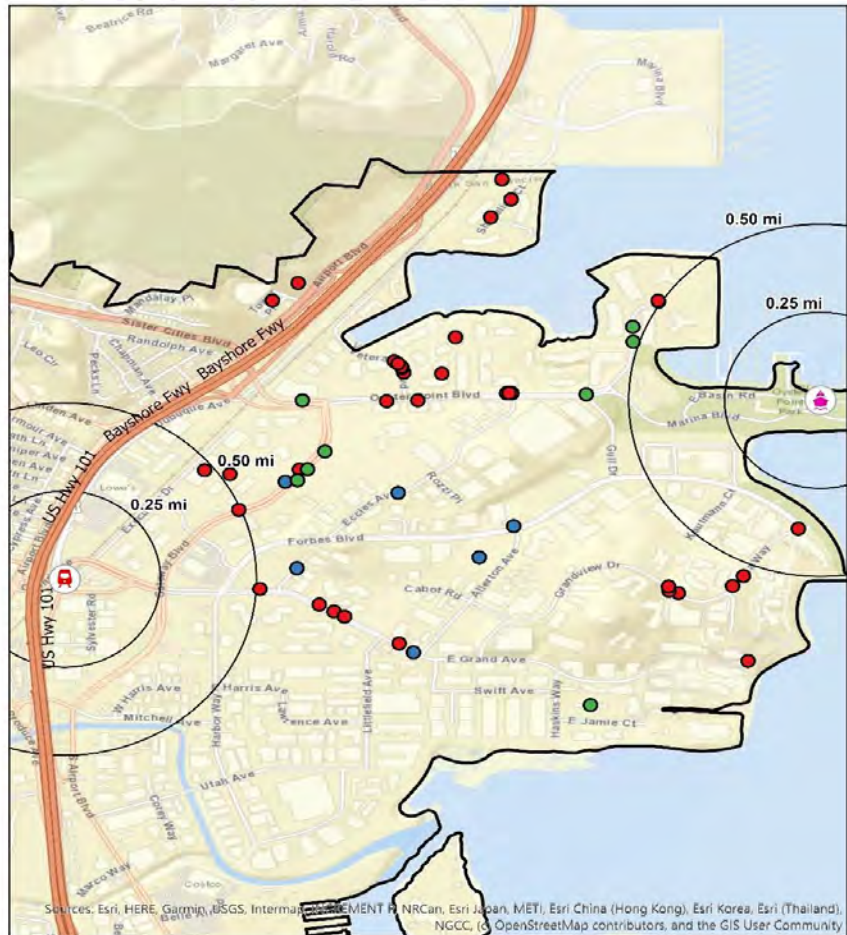
5.8 million sq. ft. office inventory
4.9% Vacancy as of 4Q2019
26% increase in office rents
42% change in R&D rents
51% of Class is new since 2015

South San Francisco Office Class A Rentable Building Area >50,000 sq. ft.

- Existing
- Proposed
- Under Construction
- CalTrain
- Ferry Terminal

- CA State Roads
- South San Francisco City Limits

0 0.5 1 Mile



Office Class A Summary, Q4 2019 (a)	South San Francisco	Average Office Class A Rents (PSF), 2015 - 2019 (b)		
Number of Buildings	33	Class A		
Inventory (sf)	5,688,694	Year	Office -- FS	R&D -- NNN
Vacant (sf)	271,162	2015 (Q4)	\$3.56	\$3.50
Vacancy Rate	4.8%	2016 (Q4)	\$4.32	\$2.75
		2017 (Q4)	\$5.35	\$4.59
		2018 (Q4)	\$5.07	\$5.34
		2019 (Q4)	\$4.50	\$4.99
Under Construction, Q4 2019				
Buildings Under Construction	7			
Under Construction Inventory (sf)	2,977,728	% Change 2015-2019	26.4%	42.6%
New Deliveries (sf), Q1 2015 - Q4 2019	1,611,768			

(a) Includes Class A office buildings larger than 50,000 square feet. Biotech business are also in Class B and C buildings and R&D/industrial space; thus other metrics of the overall size of the biotech sector are larger for South San Francisco.

(b) Rents are as reported by Colliers as the CoStar database did not include sufficient information.

Sources: CoStar, 2020; BAE, 2020.

Traditional Suburban Office Parks

At the regional level, tenant preferences for proximity to transit has resulted in many traditional suburban office parks built in the 1970s, 1980s, and 1990s (without amenities and a variety of mobility options) now experiencing weak leasing and rents. BAE identified three office parks in the Bay Area that were considered Class A development when constructed and initially leased but now face challenges as less favored business locations: Shadelands Office Park in Walnut Creek, Northgate District in San Rafael, and Marina Village Office Park in Alameda.

Shadelands Office Park, Walnut Creek. This 240-acre office park with approximately 1.3 million square feet is located off of Ygnacio Valley Road. It is approximately 2.4 miles from the Pleasant Hill/Contra Costa Center BART Station and 3.0 miles from the Walnut Creek BART station. Shadelands Office Park was one of the first Class A suburban office parks developed in the Bay Area with most of its construction occurring in the 1970s and 1980s. Originally, this office park attracted a wide range of businesses and nonprofits: from sole proprietors and small businesses in professional services to large anchor corporations, such as Del Monte Foods whose headquarters is still located in Shadelands.

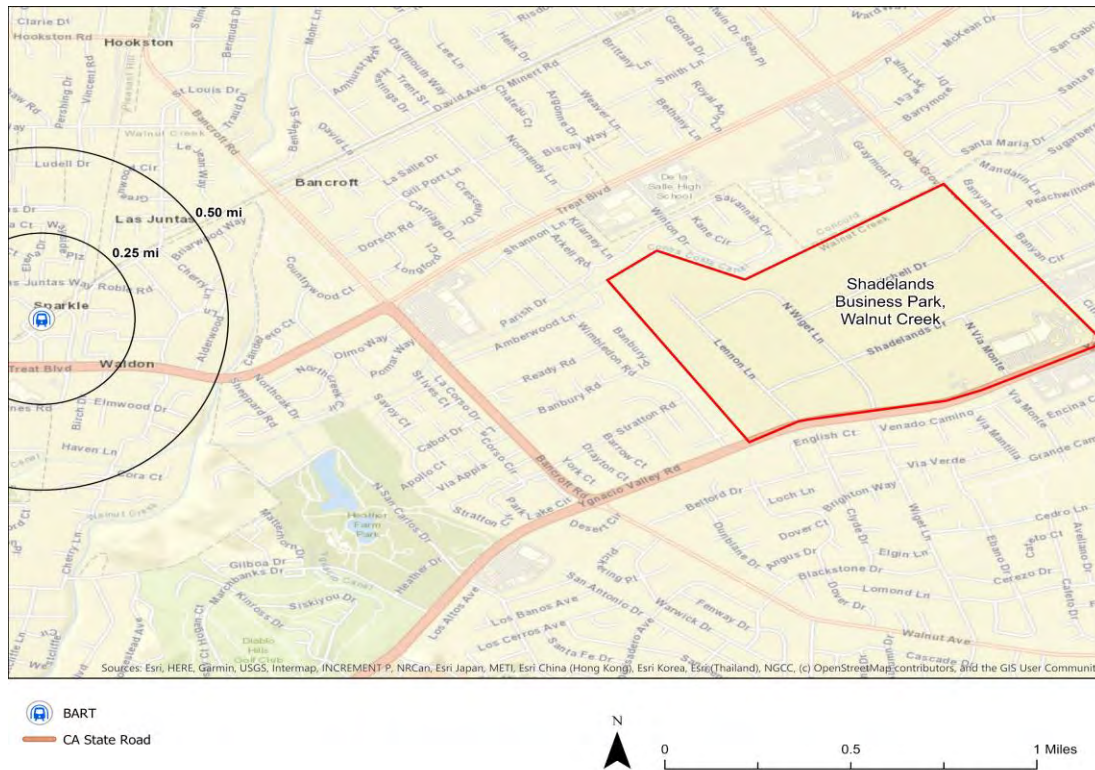
Over time, the office inventory in this park has become dated and is now largely considered Class B and Class C space. Only one building, 2700 Ygnacio Valley Boulevard, offering 107,146 square feet is identified as Class A and it reports a high vacancy at the end of the fourth quarter 2019 (63.4 percent). One major Shadeland's tenant, the University of California-managed U.S. Department of Energy's Joint Genome Institute, left its long-time Shadelands facility at the end of 2019 to move to the Berkeley campus to be near its faculty, scientists, and amenities. The district's tenant base is largely comprised of firms providing medical services. Overall, the district's vacancy rate is 12.1 percent which is somewhat higher than the seven to ten percent vacancy rate that typically indicates a balanced relationship of supply and demand. Tenants are attracted to the district for its low rents but rents are not high enough to justify new construction. No new office construction has occurred since 2001.

Over the past five years office rents across all three classes in Shadelands have risen by approximately 6.8 percent between the end of the fourth quarter 2015 and the end of the fourth quarter 2019, compared to an overall rise of 35.9 percent for office in the Downtown Walnut Creek generally⁵. The last reported rate for the Class A office property at 2700 Ygnacio Valley Boulevard is \$2.20 monthly per square foot on a full-service basis. This is in contrast to the reported Class A rental rate of \$4.27 monthly per square foot for office in downtown Walnut Creek that has a BART station and retail and service amenities.

⁵ Note that a meaningful change for Class A office cannot be estimated since there is only one building in the Shadelands inventory.

Figure 13: Shadelands Office Park, Walnut Creek

Shadelands Business Park, Walnut Creek



District Description

Shadelands Business Park is located in the northwestern part of Walnut Creek. It is approximately 2.4 miles from the Pleasant Hill/Contra Costa Center BART and approximately 3 miles from the Walnut Creek BART.

Key Trends

1.3 million sq. ft. office inventory
12.1% vacancy rate
\$2.03 monthly/ per sq. ft. asking rent - All classes
6.8% change in rents 2015-2019
No new construction since 2001

Shadelands Business Park, Walnut Creek			Average Office Rents (PSF), 2015 - 2019		
Summary, Q4 2019	Office Building Class		Year	Shadelands Business Park	
	Class A	Classes A, B, C		Class A	Classes A, B, C
Number of Buildings	1	45	2015 (Q4)	\$1.85	\$1.90
Inventory (sf)	107,146	1,322,739	2016 (Q4)	\$2.25	\$2.01
Vacant (sf)	67,940	159,797	2017 (Q4)	\$2.25	\$2.10
Vacancy Rate	63.4%	12.1%	2018 (Q4)	\$2.20	\$2.07
Avg Gross Asking Rent (psf) (a)	-	\$2.03	2019 (Q4)	-	\$2.03
Note:			% Change		
(a) Asking rents reflect direct gross leases.			2015-19	NA	6.8%
Sources: CoStar, 2020; BAE, 2020.			Sources: CoStar, 2020; BAE, 2020.		

Northgate/Civic Center District, San Rafael. This district is north of downtown San Rafael along Highway 101 in central Marin County between the Mall at Northgate/Manual T. Freitas Parkway to the south and Lucas Valley Road to the north. This district is comprised of approximately 731,600 square feet office space on over 80 acres (excluding the Mall at Northgate and other retail properties). Access to this district is primarily by automobile although it served by Marin Transit bus service. There is a newly opened SMART commuter train station 0.4 miles to the south of the Mall at Northgate, but to access that station is poor: one must walk along Merrydale Road around the Mt. Olivet Cemetery and a public storage facility to reach it. The district's retail is primarily located within the Mall at Northgate but this center is a traditional mall with surrounding parking fields hampering pedestrian access.

The district was built out primarily in the 1960s and 1970s with additional modest construction in the 1980s. Only one new office complex was built in the 1990s and the three-building Vineyard Business Center on Redwood Highway was developed in 2004. CoStar reports only one Class A office property, the 130,000 square foot Regency Center at 100 Smith Ranch Road. Overall the district's vacancy rate is 6.2 percent which is somewhat lower than the seven to ten percent vacancy rate that typically indicates a balanced relationship of supply and demand. In contrast, Class A buildings in Downtown San Rafael had less than a 3 percent vacancy rate at the end of the fourth quarter of 2019. Tenants are attracted to the Northgate district for its low rents but rents are not high enough to justify new construction. No new office has occurred since 2004.

Over the past five years office rents across all three classes in the Northgate District have risen by approximately 9.4 percent between the end of the fourth quarter 2015 and the end of the fourth quarter 2019, compared to an overall rise of 17.1 percent for Downtown San Rafael office generally⁶. The last reported rate for the Class A office property at 100 Smith Ranch Road is \$3.25 monthly per square foot on a full-service basis. This is in contrast to the reported Class A rental rate of \$4.00 monthly per square foot for offices at the Rafael Town Center in downtown San Rafael that has a highly accessible SMART station and downtown retail and service amenities. Bio-Marine, one of Marin County's largest private employers, has recently received entitlements to expand its office and labs in downtown with a new 207,000 square foot development. A knowledgeable office property owner contacted by BAE confirmed that tenant prospects prefer a downtown San Rafael location.

⁶ Again, similar to the Shadelands case study, a meaningful change for Class A office cannot be estimated since there is only one building in this district's Class A inventory.

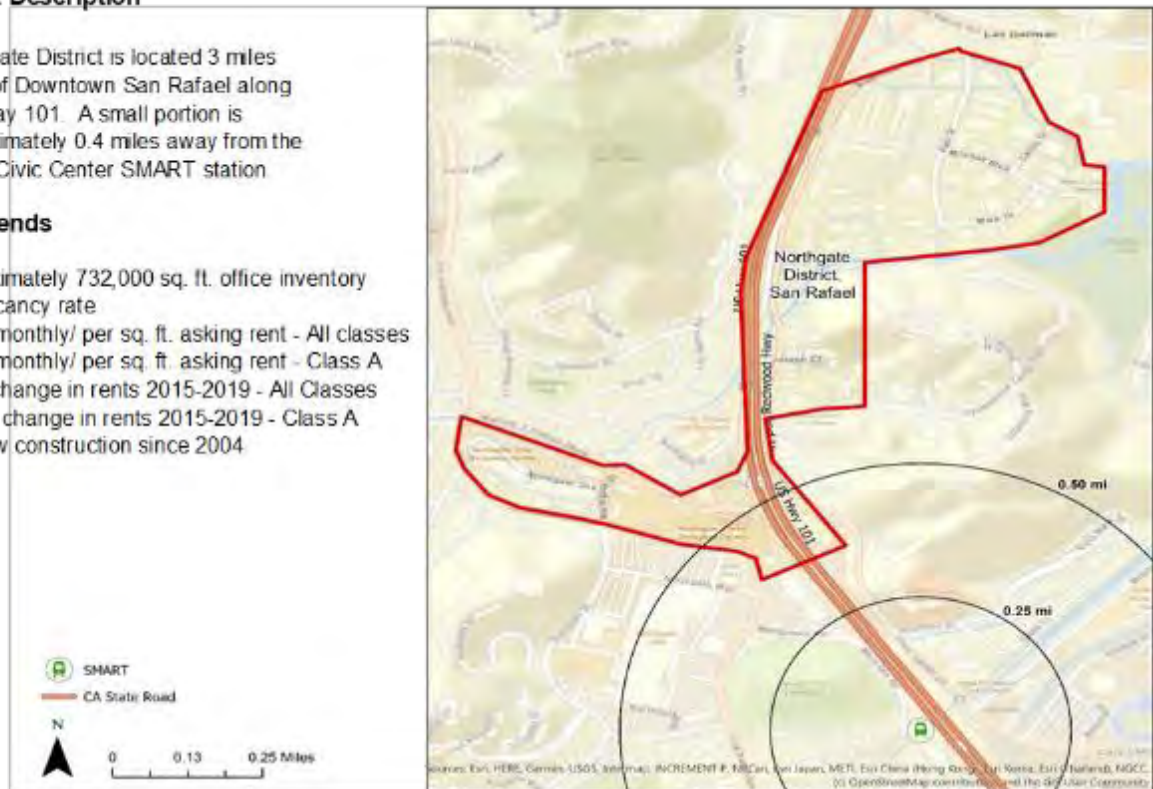
Figure 14: Northgate District, San Rafael

District Description

Northgate District is located 3 miles north of Downtown San Rafael along Highway 101. A small portion is approximately 0.4 miles away from the Marin Civic Center SMART station.

Key Trends

Approximately 732,000 sq. ft. office inventory
 6% vacancy rate
 \$2.45 monthly/ per sq. ft. asking rent - All classes
 \$3.25 monthly/ per sq. ft. asking rent - Class A
 6.8% change in rents 2015-2019 - All Classes
 14.0% change in rents 2015-2019 - Class A
 No new construction since 2004



Northgate District, San Rafael

Summary, Q4 2019	Office Building Class	
	Class A	Classes A, B, C
Number of Buildings	1	46
Inventory (sf)	130,000	731,579
Vacant (sf)	7,412	45,409
Vacancy Rate	5.7%	6.2%
Avg Gross Asking Rent (psf) (a)	\$3.25	\$2.45

Note:

(a) Asking rents reflect direct gross leases.

Sources: CoStar, 2020; BAE, 2020.

Average Office Rents (PSF), 2015 - 2019

Year	Northgate District	
	Class A	Classes A, B, C
2015 (Q4)	\$2.85	\$2.24
2016 (Q4)	\$2.85	\$2.35
2017 (Q4)	\$2.94	\$2.55
2018 (Q4)	\$3.00	\$2.51
2019 (Q4)	\$3.25	\$2.45
% Change 2015-19	14.0%	9.4%

Sources: CoStar, 2020; BAE, 2020.

Marina Village Office Park, Alameda. The Marina Village Office Park is located in the City of Alameda across the Oakland estuary from Jack London Square and downtown Oakland. It is situated off of Webster Street at the southern end of the Webster and Posey Tubes that connect Alameda to downtown Oakland. The office park is approximately 1.5 miles east of the Alameda Ferry Terminal that links Alameda and downtown Oakland to San Francisco. While this office park is within a half mile the Capitol Corridor Oakland Station and another ferry terminal at Jack London Square, there is no pedestrian or bike access; bus access takes approximately a half hour compared to eight minutes auto.

Marina Village consists of approximately 1.1 million square feet of office and research space that stands on over 200 acres and includes 32 buildings. This office park was developed starting in 1979 and continuing through the 1990s, with the bulk of space constructed during the 1980s. CoStar does not show any of the office properties as Class A office; all are either Class B or C properties. The overall vacancy rate for the district is 18.1 percent as of the end of the fourth quarter 2019, which is significantly higher than the seven to ten percent vacancy rate that typically indicates a balanced relationship of supply and demand. Tenants are attracted to the district for its low rents and the office park is home to many technology companies that have sought less expensive locations as office rents have risen sharply in San Francisco and Oakland. With an average reported rent at \$2.82 monthly per square foot at the end of the fourth quarter 2019, rents are not high enough to justify new construction. No new office has occurred since 2001.

Over the past five years office rents across all three classes in the Marina Village have risen by approximately 7.6 percent between the end of the fourth quarter 2015 and the end of the fourth quarter 2019, compared to an overall rise of 71 percent for all classes of office in downtown Oakland.

Figure 15: Marina Village Office Park, Alameda

District Description

Marina Village Office Park is located just east of the Posey and Webster Street underpass connecting Oakland to Alameda. This office park is approximately 1.5 miles south of the Lake Merritt BART station and 1.5 miles east of the Alameda ferry terminal.

District Highlights:

1.2 million sq. ft. office inventory
18.1% vacancy rate
\$2.82 monthly/ per sq. ft. asking rent - All classes
7.6% change in rents 2015-2019
No new construction since 2001



Marina Village Office Park, Alameda

Summary, Q4 2019	Office Building Class	
	Class A	Classes A, B, C
Number of Buildings	-	35
Inventory (sf)	-	1,179,616
Vacant (sf)	0	213,259
Vacancy Rate	NA	18.1%
Avg Gross Asking Rent (psf) (a)	-	\$2.82

Note:
(a) Asking rents reflect direct gross leases.

Sources: CoStar, 2020; BAE, 2020.

Average Office Rents (PSF), 2015 - 2019

Year	Marina Village Business Park	
	Class A	Classes A, B, C
2015 (Q4)	-	\$2.62
2016 (Q4)	-	\$2.85
2017 (Q4)	-	\$2.30
2018 (Q4)	-	\$3.23
2019 (Q4)	-	\$2.82
% Change 2015-19	NA	7.6%

Sources: CoStar, 2020; BAE, 2020.

Memorandum

Date: April 22, 2021
 To: Alan Katz and Chris White, Brookwood Advisors
 From: Bill Burton, PE
 Subject: **Serramonte Del Rey Precise Plan Parking Demand Analysis**

SF19-1060

This Technical Memorandum discusses the residential parking demand analysis prepared for the Jefferson Union High School District's Serramonte Del Rey Precise Plan ("Project"). The Project proposes a mix of uses including 1,235 multi-family dwelling units, including below market rate housing for district faculty and staff, and up to 14,000 square feet of neighborhood retail on the site of the former Serramonte High School (699 Serramonte Boulevard, Daly City). The purpose of this analysis is to provide an evaluation of the Daly City's residential parking requirement and the Project's anticipated parking demand based on the best available current data.

Daly City Parking Requirements

Table 1 summarizes residential parking requirements based on Daly City's Municipal Code.

Table 1: Daly City Parking Requirements

Housing Type	Size	Code	Required Parking
<i>Multi-Family Housing</i>			
Studio Units/Jnr 1 Bedroom Units	129 units	1.0 spaces per unit	129
1 Bedroom Units	461 units	1.5 spaces per unit	692
2+ Bedroom Units	645 units	2 spaces per unit	1,290
Residential Subtotal			2,111
Retail	14,000 s.f.	1 space per 300 s.f.	47
TOTAL CODE PARKING REQUIREMENT			2,158

Source: Fehr & Peers, 2021; Daly City Municipal Code Section 17.34.020 - Schedule of parking requirements.



To meet the residential parking requirement set forth in Daly City's Municipal Code, the Project would need to provide 2,111 total parking spaces for the 1,235 total housing units. Forty-seven off-street parking spaces would be required for the retail portion of the Project.

Methodology

To estimate the Project's anticipated residential parking demand, we employed the following methodologies:

1. Institute of Transportation Engineers (ITE) *Parking Generation Manual*, 5th Edition
2. City and Census Tract-level vehicle ownership data collected from the American Community Survey
3. Analyzing potential parking reductions through the implementation of Transportation Demand Management (TDM) strategies

ITE Parking Generation

The ITE Parking Generation Manual summarizes a collection of parking demand data observations made globally by land use type. **Table 2** presents the average ITE parking generation for Low-to-Mid-Rise Apartments and High-Rise Apartments, the housing types this Project proposes.

Table 2: ITE Parking Generation

Housing Type	Average Parking Generation Rate
Low-to-Mid-Rise Apartment	1.23 spaces/unit
High-Rise Apartment	1.37 spaces/unit

Source: ITE Parking Generation Manual, 5th Edition, 2018

The ITE Parking Generation Manual indicates that a range of 1.2 to 1.4 spaces/unit would be enough to satisfy the parking demand of the proposed housing types. However, the average parking generation rate presented in the ITE Parking Generation Manual does not account for mobility or land use patterns specific to Daly City or the neighborhood's context. ITE data is collected in predominantly suburban areas with traditionally little transit service and a low rate of walk and bike trips. Thus, it normally presents a conservative estimate of a potential project's parking demand.



Average Vehicle Ownership per Household

City and neighborhood average vehicle ownership data collected from the American Community Survey provides a more localized snapshot of residential parking demand. **Table 3** summarizes city-wide and census tract vehicle ownership data for the Project site based on household type and size.

Table 3: Average Vehicle Ownership by Household Type and Household Size

Geographic Scale	Household Type	Household Size	Average Vehicle Ownership
Census Tract 6015.02, San Mateo County	Studio	1-Person	0.87
	1-Bedroom	2-Person	1.49
	2-Bedroom	3-Person	1.59
	3-Bedroom	4+ Person	2.00
AVERAGE VEHICLE OWNERSHIP (CENSUS TRACT)			1.52
Daly City	Studio	1-Person	0.92
	1-Bedroom	2-Person	1.65
	2-Bedroom	3-Person	2.03
	3-Bedroom	4+ Person	2.60
AVERAGE VEHICLE OWNERSHIP (CITY)			1.92

Source: Fehr & Peers, 2021; American Community Survey, 2019 5-Year Estimates

The average household vehicle ownership for the census tract the project is in is 1.52 vehicles/household, lower than the City's average of 1.92. There are two reasons why the census-tract data is a good indicator of the proposed project. First, the census-tract consists of several multi-family housing complexes, reflecting the nature of the proposed project. Second, renters in both the census tract and in Daly City are less likely to own a vehicle. The average vehicle ownership rate for renters is 1.41 vehicles/household within the census tract and 1.55 for Daly City.

Changing Trends in Parking

Several ongoing and future societal and technological trends are influencing the demand for vehicular parking. In the highly urbanized areas of Northern California such as San Francisco and Oakland, parking code requirements and automobile ownership have been in decline in recent years. On-going and future changes that are influencing the need for parking include:



- Increasing use of Transportation Network Companies (Uber, Lyft, etc.)
- Car share and bike sharing programs
- Shuttles and subsidized employer transit
- Demographic trends
- Freelancing, telecommuting, work from home
- Increases in preferences for urban living
- Internet shopping, prevalence of delivery services
- Micromobility
- Travel Demand Management Measures
- Autonomous Vehicles

It is likely that these trends will continue to put downward pressure on the need for vehicular parking, with the pressure spreading from the highly urbanized areas over time.

Universal Stall Sizes

The project should also consider using universal parking stall sizes rather than the traditional standard/compact model. While Daly City's Municipal Code (Section 17.34.030) describes the use of standard 8.5'x19' (26' aisles) stall sizes and small car spaces of an 8.5'x16' (24' aisles) dimension. The employment of a more modern "universal" stall approach would use a standard 8.5'x18' (24' aisles) space for all parking spaces.

The use of a universal parking stall size has several benefits. In project design, it allows for a more efficient layout and deployment of space. When all stalls and aisles are of uniform width, the parking layout does not shrink and grow throughout the garage or surface lot. The resultant lost or unused space can be considerably smaller. In operation, the common phenomenon of large vehicles parking in small spaces does not occur. When large vehicles park in small car spaces they frequently spill over into adjacent spaces, making the overall lot usage less efficient.

A number of local and western region cities have converted to the universal stall model. These include Foster City, Hillsboro, Alameda County, Denver, and Pasadena, among others.

Conclusions/Findings

This analysis compares the Project's anticipated residential parking demand with the Daly City Municipal Code's parking requirement. Given the Project's mix and size of units, the Daly City Municipal Code would require the Project to provide 2,111 parking spaces for 1,235 total units. On average, the parking requirement would be **1.71 parking spaces/unit**. However, the methodology



employed to estimate anticipated residential parking demand for the Project indicates that demand can be satisfied with a lower supply of parking.

- ITE Parking Generation 5th Edition estimates for low-to-mid-rise apartments and high-rise apartments indicate that the Project may provide enough parking at a rate of **1.2 to 1.4 spaces/unit**.
- Average vehicle ownership data for the Project's census tract is **1.52 spaces/unit**. The average vehicle ownership rate for renters is **1.41 vehicles/unit** within the census tract and 1.55 for Daly City.

Based on the analysis conducted, an average parking supply of **1.5 spaces/unit** is recommended for the market rate portions of the Project. The affordable housing portions of the Project would provide parking at a ratio of 1.0 spaces/unit, in alignment with State law. It should also be noted that the demand for parking has generally declined at urban multi-family housing in the Bay Area in recent years. On-going and future trends, including carshare, TNCs and the penetration of autonomous vehicles into the marketplace are likely to continue and potentially accelerate this phenomenon.

**Cultural Resources Study for the
Serramonte Del Rey Project
Located on a Portion of the Property at
699 Serramonte Boulevard
Daly City, San Mateo County, California**

Eileen Barrow, MA/RPA

January 25, 2021
Revised
February 26, 2021



**Cultural Resources Study for the
Serramonte Del Rey Project
Located on a Portion of the Property at
699 Serramonte Boulevard
Daly City, San Mateo County, California**

Prepared by:

Eileen Barrow, MA/RPA

Tom Origer & Associates
Post Office Box 1531
Rohnert Park, California 94927
(707) 584-8200

Prepared for:

Brookwood Advisors
One Embarcadero Center, Suite 500
San Francisco, California 94111

January 25, 2021
Revised
February 26, 2021

ABSTRACT

Tom Origer & Associates conducted a cultural resources study for the Serramonte Del Rey Project, located on a portion of the property at 699 Serramonte Boulevard, Daly City, San Mateo County, California. The study was requested by Bruce Brubaker of PlaceWorks, Inc. and authorized by Alan Katz and Chris White of Brookwood Advisors. This study was conducted to meet the requirements of the City of Daly City and those of the California Environmental Quality Act. The purpose of this report is to identify potential historical resources other than Tribal Cultural Resources, as defined in Public Resources Code [PRC] 21074 (a)(1)(A)-(B) and discussed in the Regulatory Context section). Tribal Cultural Resources are defined in Public Resources Code [PRC] 21074 (a)(1)(A)-(B). Tribal cultural resources may include Native American archaeological sites, but they may also include other types of resources such as cultural landscapes or sacred places. The identification and appropriate treatment of tribal cultural resources is determined through government-to-government consultation with tribes thus cannot be identified as part of this study.

The project proponent is proposing to develop the property into multi-residential housing and retail space.

This study included archival research at the Northwest Information Center, Sonoma State University, examination of the library and files of Tom Origer & Associates, Native American contact, and field inspection of the study area. The former Jefferson High School building is located within the study area; it should be examined by an architectural historian to determine if it is eligible for inclusion on the California Register of Historical Resources.

This report contains information about the locations of archaeological sites. For the protection of these resources, this report, and such location information, should not be publicly circulated.

Synopsis

Project:	Serramonte Del Rey
Location:	699 Serramonte Boulevard, Daly City, San Mateo County
APN:	A portion of 091-211-230
Quadrangles:	San Francisco South 7.5' series
Study Type:	Intensive
Scope:	~18.5 acres
Field Hours:	2 person-hours
NWIC #:	20-1210
TOA #:	2020-065
Finds:	No archaeological resources. The high school building was constructed in 1970 and should be examined by an architectural historian to determine if it meets criteria for inclusion on the California Register of Historical Resources.

Key Personnel

Eileen Barrow

Ms. Barrow conducted archival research, conducted the fieldwork, and authored this report. Ms. Barrow has been with Tom Origer & Associates since 2005. She holds a Master of Arts in cultural resources management from Sonoma State University. Mrs. Barrow's experience includes work in compliance with local ordinances, California Environmental Quality Act, National Environmental Policy Act, and Section 106 of the National Historic Preservation Act requirements. Her professional affiliations include the Society for American Archaeology, the Society for California Archaeology, the California Historical Society, and the Sonoma County Historical Society.

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INTRODUCTION

This report describes a cultural resources study for the Serramonte Del Rey Project, located on a portion of the property at 699 Serramonte Boulevard, Daly City, San Mateo County, California (Figure 1). The study was requested by Bruce Brubaker of PlaceWorks, Inc. and authorized by Alan Katz and Chris White of Brookwood Advisors. This study was conducted in compliance with the requirements of the City of Daly City and those of the California Environmental Quality Act (CEQA). The project consists of the development of the property into multi-residential housing and retail space. Documentation pertaining to this study is on file at Tom Origer & Associates (File No. 2020-065).

REGULATORY CONTEXT

The State of California requires that cultural resources be considered during the environmental review process. This process is outlined in CEQA and accomplished by an inventory of resources within a study area and by assessing the potential that historical resources could be affected by development. The term “Historical Resources” encompasses all forms of cultural resources including prehistoric and historical archaeological sites and built environment resources (e.g., buildings, bridges, canals), that would be eligible for inclusion on the California Register of Historical Resources (California Register). An additional category of resources is defined in CEQA under the term “Tribal Cultural Resources” (Public Resources Code Section 21074). They are not addressed in this report because Tribal Cultural Resources are resources that are of specific concern to California Native American tribes, and knowledge of such resources is limited to tribal people. Pursuant to CEQA, as revised in July 2015, such resources are to be identified by tribal people in direct, confidential consultation with the lead agency (PRC §21080.3.1).

This cultural resources study was designed to satisfy environmental issues specified in the CEQA and



Figure 1. Project vicinity (adapted from the 1980 San Francisco 1:250,000-scale USGS map).

its guidelines (Title 14 CCR §15064.5) by: (1) identifying historical resources within the project area; (2) offering a preliminary significance evaluation of the identified cultural resources; (3) assessing resource vulnerability to effects that could arise from project activities; and (4) offering suggestions designed to protect resource integrity, as warranted.

Resource Definitions

Historical resources are classified by the State Office of Historic Preservation (OHP) as sites, buildings, structures, objects, and districts, and each is described by OHP (1995) as follows.

Site. A site is the location of a significant event, a prehistoric or historic occupation or activity, or a building or structure, whether standing, ruined, or vanished, where the location itself possesses historic, cultural, or archaeological value regardless of the value of any existing structure.

Building. A building, such as a house, barn, church, hotel, or similar construction, is created principally to shelter any form of human activity. “Building” may also be used to refer to a historically and functionally related unit, such as a courthouse and jail, or a house and barn.

Structure. The term “structure” is used to distinguish from buildings those functional constructions made usually for purposes other than creating human shelter.

Object. The term “object” is used to distinguish from buildings and structures those constructions that are primarily artistic in nature or are relatively small in scale and simply constructed. Although it may be, by nature or design, movable, an object is associated with a specific setting or environment.

District. A district possesses a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development.

Significance Criteria

When a project might impact a cultural resource, the project proponent is required to conduct an assessment to determine whether the impact may be one that is significant. Consequently, it is necessary to determine the importance of resources that could be impacted. The importance of a resource is measured in terms of criteria for inclusion on the California Register. A resource may be important if it meets any one of the criteria, or if it is already listed on the California Register or a local register (Title 14 CCR, §4852).

An important resource is one which:

1. Is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States.
2. Is associated with the lives of persons important to local, California, or national history.

3. Embodies the distinctive characteristics of a type, period, region or method of construction, or represents the work of a master or possesses high artistic values.
4. Has yielded, or may be likely to yield, information important to the prehistory or history of the local area, California, or the nation.

In addition to meeting one or more of the above criteria, eligibility for the California Register requires that a resource retains sufficient integrity to convey a sense of its significance or importance. Seven elements are considered key in considering a property's integrity: location, design, setting, materials, workmanship, feeling, and association.

The OHP advocates that all resources over 45 years old be recorded for inclusion in the OHP filing system (OHP 1995:2), although the use of professional judgment is urged in determining whether a resource warrants documentation.

PROJECT SETTING

Study Area Location and Description

The study area can be found on the eastern slope of the coastal hills between the Pacific Ocean from San Francisco Bay. It is located on a portion of the property at 699 Serramonte Boulevard (APN 091-211-230), Daly City, San Mateo County as shown on the San Francisco South 7.5' USGS topographic map (Figure 2). This part of Daly City is largely comprised of residential subdivisions; however, a cemetery rests to the east and a shopping center to the northeast of the study area. Figure 3 provides an overview of the study area.

The study area consists of approximately 18.5-acres of land situated on an artificial flat created when the property was developed for a high school in 1970. The western edge of the property rises somewhat steeply upslope while the eastern edge drops somewhat steeply downslope. The natural slope of the property would have been 10% prior to development. The study area lies at what was once the headwaters of a small drainage that flowed east into Colma Creek (Givler and Sowers 2007). Prior to the development of the study area, this drainage would have been the closest source of fresh water.

The geology of the majority of the study area consists of sandstone, siltstone, and claystone of the Merced Formation which was formed during the lower Pleistocene and upper Pliocene epochs (~1.94 to 3.26 million years ago) (Bonilla 1998). A small portion of the study area was once the top of a drainage. This drainage area was categorized as slope debris and ravine fill, comprised of stony silty to sandy clay formed during the Pleistocene and Holocene epochs (2.58 million years ago to the present) (Bonilla 1998).

Soils within the study area consist of Orthents and Urban-land Orthents (Kashiwagi and Hokholt 1991: Sheet 3). Orthents are very shallow to very deep well-draining soils found on alluvial fans, coastal terraces, and hills. This soil has been cut and filled for development (Kashiwagi and Hokholt 1991:29). Urban land-Orthents are places where asphalt, concrete, buildings, and other structures cover soil, or soils are that have been cut and filled for urban development. Land containing Orthents and Urban land-Orthents is used for homesite, urban, and recreational development (Kashiwagi and Hokholt 1991:35-36).

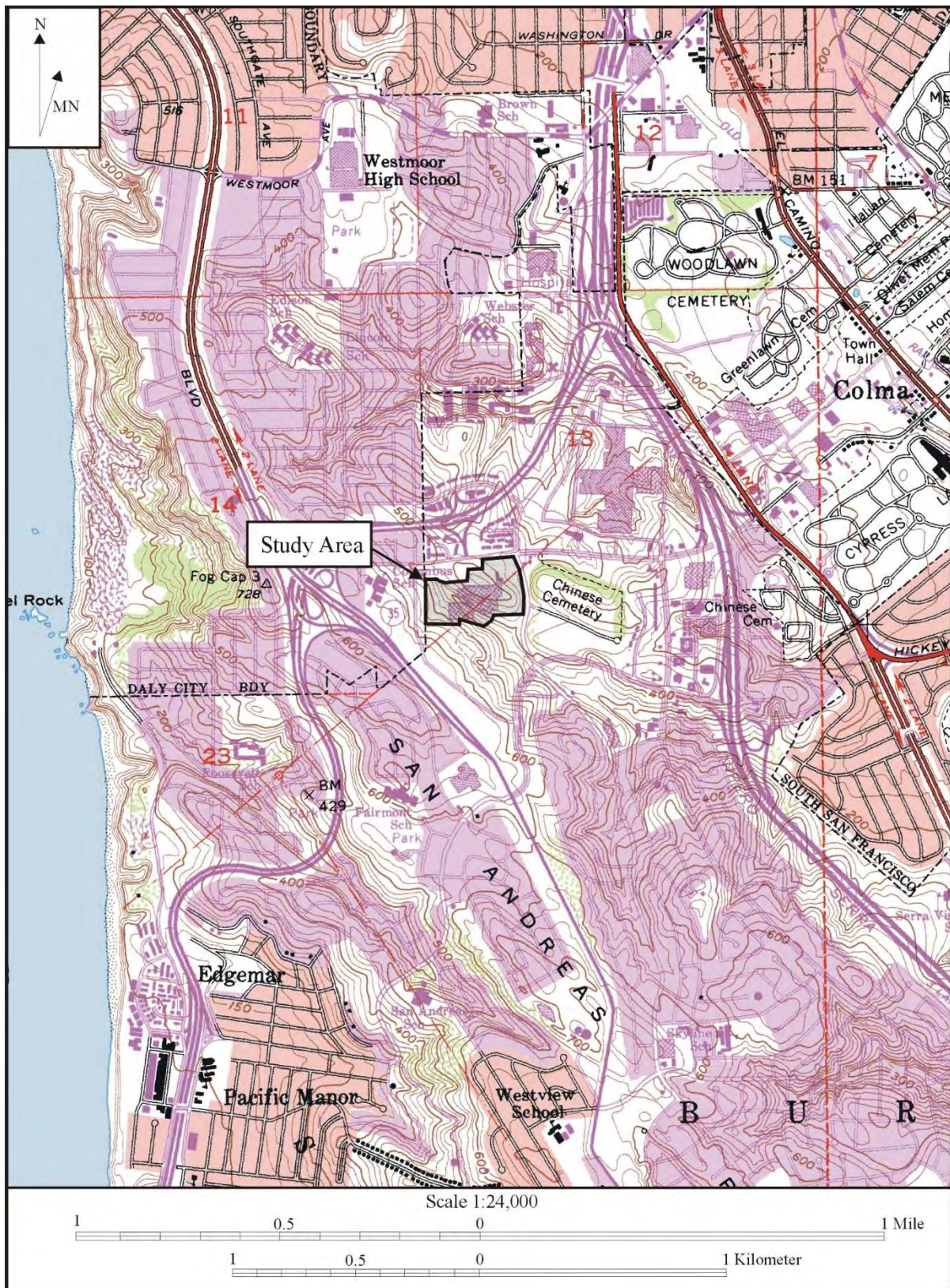


Figure 2. Study area location (adapted from the 1980 San Francisco South 7.5' USGS topographic map).



Figure 3. Overview photo of the study area, facing south-southeast.

Cultural Setting

Prehistory

The concept of prehistory refers to the period of time before events were recorded in writing and vary worldwide. Because there is no written record, our understanding of California prehistory relies on archaeological materials and oral histories passed down through generations. Early archaeological research in this area began with the work of Max Uhle and Nels Nelson. Uhle is credited with the first scientific excavation in California with his work at the Emeryville Shellmound in 1902, and Nelson spent several years (1906 to 1908) surveying the San Francisco Bay margins and California coast for archaeological sites (Nelson 1909). In the 1930s, archaeologists from Sacramento Junior College and the University of California began piecing together a sequence of cultures primarily based on burial patterns and ornamental artifact from sites in the lower Sacramento Valley (Lillard *et al.* 1939; Heizer and Fenenga 1939). Their cultural sequence became known as the Central California Taxonomic System (CCTS), which identified three culture periods termed the Early, Middle, and Late Horizons, but without offering date ranges. Refinement of the CCTS became a chief concern of archaeologists as the century progressed with publications by Richard Beardsley (1948, 1954) and Clement Meighan (1955) based on materials excavated by the University of California archaeological survey.

In 1973, David Fredrickson synthesized prior work, and in combination with his own research, he developed a regional chronology that is used to this day, albeit modified for locality-specific circumstances. Fredrickson's scheme shows that native peoples have occupied the region for over 11,000 years (which is supported by Erlandson *et al.* 2007), and during that time, shifts took place in their social, political, and ideological regimes (Fredrickson 1973). While Fredrickson's chronology was adopted by many archaeologists, Beardsley's cultural sequence was adopted by others creating a roughly North Bay-South Bay division in usage.

In 1960, the first study of obsidian hydration as a dating tool for archaeologists was published (Friedman and Smith 1960). This study showed that the chemical composition of the obsidian and temperature affect the hydration process. It was not until the 1980s that research into this dating method was conducted for the North Bay Area which has four major obsidian sources. In 1987, Thomas Origer

devised a hydration chronology for the North Bay Area. This chronology was developed by pairing micron readings taken from stylistically distinctive projectile points and pairing them with radiocarbon dates. Origer was able to develop a hydration rate for Annadel and Napa Valley obsidian sources as a result of his study. Later, Tremaine (1989, 1993) was able to develop comparison constants among the four primary obsidian sources in the North Bay Area.

The development of obsidian hydration rates for the four, primary San Francisco Bay Area obsidian sources have provided archaeologists the ability to obtain dates from sites that could not previously be dated due to lack of diagnostic artifacts or organic material suitable for radiocarbon dating. Origer was able to support and refine Fredrickson's chronology dating tools diagnostic of certain periods (Origer 1987). In an effort to bridge the differences between chronologies, Milliken *et al.* (2007: Figure 8.4) presented a concordance for comparing time periods, cultural patterns, and local variations for the San Francisco Bay Area. Milliken included Dating Scheme D, as presented by Groza in 2002, which is a refinement of previous radiocarbon-based temporal sequences for the San Francisco Bay Area. More recently, Byrd, Whitaker, Mikkelsen, and Rosenthal (2017) called upon archaeologists to abandon previous temporal sequences in favor of Scheme D, further refined in Groza *et al.* 2011. Table 1 assimilates Scheme D, Fredrickson's (1973) chronology, and the obsidian hydration dating scheme from Origer (1987). Note that the Early, Middle, Late Horizon scheme is still evident though refinements have been made within those categories.

Early occupants appear to have had an economy based largely on hunting, with limited exchange, and social structures based on the extended family unit. Later, milling technology and an inferred acorn economy were introduced. This diversification of economy appears to be coeval with the development of sedentism and population growth and expansion. Sociopolitical complexity and status distinctions based on wealth are also observable in the archaeological record, as evidenced by an increased range and distribution of trade goods (e.g., shell beads, obsidian tool stone), which are possible indicators of both status and increasingly complex exchange systems.

These horizons or periods are marked by a transition from large projectile points and millingslabs, indicating a focus on hunting and gathering during the Early Period, to a marine focus during the Middle Period evidenced by the number of shellmounds in the Bay Area. The Middle Period also saw more reliance on acorns and the use of bowl-shaped mortars and pestles. Acorn exploitation increased during the Late Period and the bow and arrow were introduced.

Prehistoric archaeological site indicators expected to be found in the region include but are not limited to: obsidian and chert flakes and chipped stone tools; grinding and mashing implements such as slabs and hand-stones, and mortars and pestles; and locally darkened midden soils containing some of the previously listed items plus fragments of bone, shellfish, and fire-affected stones.

Table 1. North Bay/San Francisco Bay Area Chronology

Temporal Period ¹	Approximate Time Range ¹	~ Hydration Interval (μ) ²	Scheme D Periods ³	Approximate Time Range ³	~ Hydration Interval (μ) ²
Historical	< AD 1800	<1.20	Historic Mission	AD 1835 to AD 1770	1.10 - 1.27
Upper Emergent	AD 1800 to AD 1500	1.21 - 1.84	Late 2	AD 1770 to AD 1520	1.28 - 1.80
Lower Emergent	AD 1500 to AD 1000	1.85 - 2.58	Late 1b	AD 1520 to AD 1390	1.81 - 2.02
			Late 1a	AD 1390 to AD 1265	2.03 - 2.22
			Middle/Late Transition	AD 1265 to AD 1020	2.23 - 2.55
			Middle 4	AD 1020 to AD 750	2.56 - 2.88
Upper Archaic	AD 1000 to 500 BC	2.59 - 4.05	Middle 3	AD 750 to AD 585	2.89 - 3.06
			Middle 2	AD 585 to AD 420	3.07 - 3.23
			Middle 1	AD 420 to 200 BC	3.24 - 3.80
			Early/Middle Transition	200 BC to 600 BC	3.81 - 4.13
Middle Archaic	500 BC to 3000 BC	4.06 - 5.72	Early	600 BC to 2100 BC	4.14 - 5.18
Lower Archaic	3000 BC to 6000 BC	5.73 - 7.23			
Paleo-Indian	6000 BC to 8000 BC	7.24 - 8.08+			

μ = microns

¹ based on Fredrickson (1994)

² based on Napa Glass Mountain rate by Origer (1987) and Effective Hydration Temperature value from the vicinity of Santa Rosa, Sonoma County

³ based on Groza *et al.* (2011)

Ethnography

Linguists and ethnographers tracing the evolution of languages have found that most of the indigenous languages of the California region belong to one of five widespread North American language groups (the Hokan and Penutian phyla, and the Uto-Aztecan, Algic, and Athabaskan language families). The distribution and internal diversity of four of these groups suggest that their original centers of dispersal were outside, or peripheral to, the core territory of California, that is, the Central Valley, the Sierra Nevada, the Coast Range from Cape Mendocino to Point Conception, and the Southern California coast and islands. Only languages of the Hokan phylum can plausibly be traced back to populations inhabiting parts of this core region during the Archaic period, and there are hints of connections between certain branches of Hokan, such as that between Salinan and Seri, that suggest that at least some of the Hokan languages could have been brought into California by later immigrants, primarily from the Southwest and northwestern Mexico (Golla 2011).

Linguistic evidence shows that between 10,000 and 4,000 years ago inhabitants in the area were Pre-Hokan speakers, and by 6,000 years ago Hokan languages had developed in the San Francisco Bay Area (Moratto 2004:551). Moratto (2004:552-557) hypothesized that about 4,000 years ago Penutian (Utian) speakers began to migrate into the area from the lower Sacramento Valley and established in the East Bay Area. He further hypothesized that Proto-Costanoan people originated in the East Bay Area, and early Costanoans spread to the peninsula by about 3,200 years ago (Moratto 2004:554).

At the time of European settlement, the study area was situated within the area controlled by the Ramaytush linguistic group of the Ohlone/Costanoan (Levy 1978). The Ohlone/Costanoan were hunter-gatherers who lived in rich environments that allowed for dense populations with complex social structures (Kroeber 1925). They settled in large, permanent villages about which were distributed seasonal camps and task-specific sites. Permanent villages were occupied throughout the year and satellite sites were visited to procure particular resources that were especially abundant or only seasonally available. Sites often were situated near fresh water sources and in ecotones where plant life and animal life were diverse and abundant.

Between 1777 and 1797, Spanish missionaries established seven missions in Costanoan territory disrupting Costanoan lifeways and cultural identities and decimated the population. Richard Levy (1978) estimated that Costanoans numbered 10,000 in 1770 and less than 2,000 in 1832 as new diseases were introduced, leading to higher mortality rates and lower birth rates.

For more information about the Ohlone/Costanoan see Bean (1994), Margolin (1978), Milliken (1995), and Teixeira (1997).

History

Historically, the study area lies on the boundary between the Buri Buri land grant and the Public Lands of San Mateo County (GLO 1864, 1867). Rancho Buri Buri was officially granted to José Antonio Sanchez in 1835, though he may have received it as early as 1827 (Cowan 1977:21; Hoover *et al.* 1966:402). The rancho was confirmed to his heirs (José de la Cruz Sanchez and others) in 1872. In 1866, the portion of the study area within Public Lands was granted to John Bartlett and John Wesley Locker. The grant was for military service and it does not appear either man lived on their land. By 1894, it appears the study area was under the ownership of an Edward and an Ellen Barry (Bromfield 1894).

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).

STUDY PROCEDURES AND FINDINGS

Native American Contact

A request was sent to the State of California's Native American Heritage Commission (NAHC) seeking information from the Sacred Lands File and the names of Native American individuals and groups that would be appropriate to contact regarding this project. Letters and a were also sent to the following groups as well as a follow-up call and a follow-up email when no contact was received:

Amah Mutsun Tribal Band of Mission San Juan Bautista
Costanoan Rumsen Carmel Tribe
Indian Canyon Mutsun Band of Costanoan
Muwekma Ohlone Indian Tribe of the San Francisco Bay Area
The Ohlone Indian Tribe

This contact does not constitute consultation with tribes. They are meant to notify the tribe and provide a preliminary opportunity to voice concerns regarding the project. It is recognized that the tribes are under no obligation to identify Tribal Cultural Resources to us at this time.

Native American Contact Results

The NAHC replied with a letter dated January 19, 2021, which indicated that the Sacred Lands File has no information about the presence of Native American cultural resources in the immediate project area. A list of additional contacts was provided.

The author spoke with Ann Marie Sayers of the Indian Canyon Mutsun Band of Costanoan. She said she did not remember receiving the email and asked to have it resent to her and she would look it over. This email was sent and when the author followed-up with another call, it was not answered and the voicemail box was full so a message could not be left.

Voicemails were left at Amah Mutsun Tribal Band of Mission San Juan Bautista and The Ohlone Indian Tribe. An attempt was made to leave a message with the Muwekma Ohlone Indian Tribe of the San Francisco Bay Area, but the voicemail box was full. The phone number listed on the NAHC's list for the Costanoan Rumsen Carmel Tribe has been disconnected. An internet search showed a different number for the tribal office, but when this was called, it too had been disconnected. For all four of the above listed tribes where voicemails were left, or attempted to be left, a follow-up email was sent.

No other comments have been received as of the revised date of this report. A log of contact efforts is appended to this report, along with copies of correspondence (see Appendix A).

Archival Research Procedures

Archival research included examination of the library and project files at Tom Origer & Associates. This research is meant to assess the potential to encounter archaeological sites and built environment

within the study area. Research was also completed to determine the potential for buried archaeological deposits.

A review (NWIC File No. 20-1210) was completed of the archaeological site base maps and records, survey reports, and other materials on file at the Northwest Information Center (NWIC), Sonoma State University, Rohnert Park by facility staff. Sources of information included but were not limited to the current listings of properties on the National Register, California Historical Landmarks, California Register, and California Points of Historical Interest as listed in the OHP's *Historic Property Directory* (2012) and the *Built Environment Resources Directory* (2021).

The OHP has determined that structures in excess of 45 years of age could be important historical resources, and former building and structure locations could be important archaeological sites. Archival research included an examination of 19th and 20th-century maps and aerial photographs to gain insight into the nature and extent of historical development in the general vicinity, and especially within the study area.

Ethnographic literature that describes appropriate Native American groups, county histories, and other primary and secondary sources were reviewed. Sources reviewed are listed in the "Materials Consulted" section of this report.

A model for predicting a location's sensitivity for buried archaeological sites was formulated by Byrd *et al.* (2017) based on the age of the landform, slope, and proximity to water. A location is considered to have the highest sensitivity if the landform dates to the Holocene, has a slope of five percent or less, is within 150 meters of freshwater, and 150 meters of a confluence. Note, the Holocene Epoch is the current period of geologic time, which began about 11,700 years ago, and coincides with the emergence of human occupation of the area. A basic premise of the model is that archaeological deposits will not be buried within landforms that predate human colonization of the area. Calculating these factors using the buried site model (Byrd *et al.* 2017:Tables 11 and 12), a location's sensitivity is scored on a scale of 1 to 10 and classed as follows: lowest (<1); low (1-3); moderate (3-5.5); high (5.5-7.5); highest (>7.5). Incorporating King's (2004) analysis of buried site potential, the probability of encountering buried archaeological deposits for each class is as follows:

<u>Sensitivity Score</u> ¹	<u>Classification</u> ¹	<u>Probability</u> ²
<1	Lowest	<1 %
1-3	Low	1-2 %
3-5.5	Moderate	2-3%
5.5-7.5	High	3-5%
>7.5	Highest	5-20%

¹ Byrd *et al.* 2017

² King 2004

Archival Research Findings

Archival research found that the study area had not been subjected to a cultural resources survey. No cultural resources have been documented within the study area. No studies have been conducted within a quarter-mile, but four studies have been conducted within a half-mile of the study area (Table 2). One resource has been recorded within a half-mile of the study area and it is the Macy's at the Serramonte Mall located 0.36 miles (Bevk 2015).

Table 2. Studies within a Half-mile of the Study Area

Author	Date	S#
Moore and Losee	2015	47111
Spillane	2014	46397
Travers	2011	43972
Young	1976	3140

There are no reported ethnographic sites within one mile of the study area (Levy 1978).

A review of 19th and 20th-century maps and aerial photos shows no buildings or structures within the study area until 1970, at which time the Jefferson Union High School was constructed (Bromfield 1894, 1910; GLO 1864, 1868; USACE 1939, 1943; USGS 1896, 1899, 1915, 1947, 1950, 1956, 1968).

Based on landform age, our analysis of the environmental setting, and incorporating Meyer and Kaijankoski (2017) analysis of sensitivity for buried sites shows that there is a moderate potential (3.3) for buried archaeological site indicators.

Field Survey Procedures

An intensive field survey was completed by Eileen Barrow on June 16, 2021. Two hours were spent in the field and field conditions were sunny but cool. Surface examination consisted of examining places where the ground surface was exposed. The majority of the study area is covered with asphalt and buildings. A hoe was used as needed to remove duff and vegetation to expose the ground surface.

Field Survey Findings

Archaeology

Field survey of the study area found no archaeological site indicators.

Built Environment

There are six buildings within the study area. Three are permanent buildings consisting of the former high school, an adult school, and one building used by Comcast, and three are portable buildings.

DISCUSSION AND RECOMMENDATIONS

No archaeological site indicators were found within the study area. Application of the buried sites model indicates a moderate potential for buried resources. With the exception of the former high school building, none of the other buildings within the study area meet the age threshold to be considered potentially important.

Archaeological Recommendations

No recommendations are warranted.

Built Environment Recommendations

As the former high school building meets the threshold age for being considered important, it should be examined by an architectural historian to determine if it meets criteria for inclusion on the California Register.

Accidental Discovery

In keeping with the CEQA guidelines, if archaeological remains are uncovered, work at the place of discovery should be halted immediately until a qualified archaeologist can evaluate the finds (§15064.5 [f]). Prehistoric archaeological site indicators include: obsidian and chert flakes and chipped stone tools; grinding and mashing implements (e.g., slabs and handstones, and mortars and pestles); bedrock outcrops and boulders with mortar cups; and locally darkened midden soils. Midden soils may contain a combination of any of the previously listed items with the possible addition of bone and shell remains and fire-affected stones. 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).

The following actions are promulgated in the CEQA Guidelines Section 15064.5(d) and pertain to the discovery of human remains. If human remains are encountered, excavation or disturbance of the location must be halted in the vicinity of the find, and the county coroner contacted. If the coroner determines the remains are Native American, the coroner will contact the NAHC. The NAHC will identify the person or persons believed to be most likely descended from the deceased Native American. The most likely descendent makes recommendations regarding the treatment of the remains with appropriate dignity.

SUMMARY

Tom Origer & Associates completed a cultural resources study for the Serramonte Del Rey Project, located on a portion of the property at 699 Serramonte Boulevard, Daly City, San Mateo County, California (Figure 1). The study was requested by Bruce Brubaker of PlaceWorks, Inc. and authorized by Alan Katz and Chris White of Brookwood Advisors. This study was conducted in compliance with the requirements of the City of Daly City and those of the CEQA. No archaeological resources were found during the course of this study. The former high school building is greater than 50 years old and should be examined by an architectural historian to determine if it meets eligibility criteria for inclusion on the California Register. Documentation pertaining to this study is on file at Tom Origer & Associates (File No. 2020-065).

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Young, D.

- 1976 *Archaeological Survey Report for Resurfacing and Reconstruction Shouders of Highway on 4-SM-1-45.4/46.5*. Document S-3140 on file at the Northwest Information Center, Sonoma State University, Rohnert Park.

APPENDIX A

Native American Contact

Copies of Correspondence

**Native American Contact Efforts
Serramonte Del Rey Project
699 Serramonte Boulevard
Daly City, San Mateo County**

Organization	Contact	Action	Results
Native American Heritage Commission		Letter 12/29/20	The NAHC replied with a letter dated January 19, 2021, which indicated that the Sacred Lands File has no information about the presence of Native American cultural resources in the immediate project area. A list of additional contacts was provided.
		Follow-up call 2/25/21	Left a voicemail for Ms. Zwierlein. I told Ms. Zwierlein that I would email her information about the project and asked her to respond either via email or my cell phone if she had any comments, questions, or concerns about the project.
		Follow-up email 2/25/21	No response has been received as of the revised date of this report.
Amah Mutsun Tribal Band of Mission San Juan Bautista	Irene Zwierlein	Letter 12/29/20	
		Follow-up call 2/25/21	
		Follow-up email 2/25/21	
Costanoan Rumsen Carmel Tribe	Tony Cerda	Letter 12/29/20	
		Follow-up call 2/25/21	The phone numbe provided on the NAHC list is no longer in service. A search on the internet brought up a website for the tribe with a 909-623-7889 number for the main office, but this was no longer in service as well.
		Follow-up email 2/25/21	No response has been received as of the revised date of this report.

**Native American Contact Efforts
Serramonte Del Rey Project
699 Serramonte Boulevard
Daly City, San Mateo County**

Organization	Contact	Action	Results
Indian Canyon Mutsun Band of Costanoan	Ann Marie Sayers	Letter 12/29/20	
		Follow- up call 2/25/21	I spoke with Ms. Sayers who said that it was likely she had received our letter but did not recall. I told her that I would email her with a copy of the letter and map we sent for her review and asked her to call or email with any questions or concerns she may have about the project.
		Follow- up email 2/25/21	No response has been received as of the revised date of this report.
Muwekma Ohlone Indian Tribe of the San Francisco Bay Area	Monica Arellano	Letter 12/29/20	
		Follow- up call 2/25/21	Ms. Arellano's voicemail box was full, so an email was sent with a copy of the letter and map with information about the project.
		Follow- up email 2/25/21	No response has been received as of the revised date of this report.
The Ohlone Indian Tribe	Andrew Galvin	Letter 12/29/20	
		Follow- up call 2/25/21	Left a voicemail for Mr. Galvan. I told Mr. Galvan that I would email her information about the project and asked him to respond either via email or my cell phone if he had any comments, questions, or concerns about the project.
		Follow- up email 2/25/21	No response has been received as of the revised date of this report.

Sacred Lands File & Native American Contacts List Request

NATIVE AMERICAN HERITAGE COMMISSION

1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691
(916) 373-3710
(916) 373-5471 – Fax
nahc@nahc.ca.gov

Information Below is Required for a Sacred Lands File Search

Project: Serramonte Del Rey Precise Plan
County: San Mateo

USGS Quadrangles
Name: San Francisco South
Township 3S Range 6W Section(s) 13, Rancho Buri Buri Land Grant MDBM

Date: December 29, 2020
Company/Firm/Agency: Tom Origer & Associates
Contact Person: Taylor Alshuth

Address: PO Box 1531
City: Rohnert Park Zip: 94927
Phone: (707) 584-8200 Fax: (707) 584-8300
Email: taylor@origer.com

Project Description:

The project area is approximately 18.2 acres. The project proponent is proposing to construct a new development with over 1000 residential units and 10,000 square feet for retail uses.

NATIVE AMERICAN HERITAGE COMMISSION

January 19, 2021

Taylor Alshuth, Associate
Tom Origer & Associates

Via Email to: taylor@origer.com

Re: Serramonte Del Rey Precise Plan Project, San Mateo County

Dear Mr. Alshuth:

A record search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed for the information you have submitted for the above referenced project. The results were negative. However, the absence of specific site information in the SLF does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Attached is a list of Native American tribes who may also have knowledge of cultural resources in the project area. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated; if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call or email to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from tribes, please notify me. With your assistance, we can assure that our lists contain current information.

If you have any questions or need additional information, please contact me at my email address: Sarah.Fonseca@nahc.ca.gov.

Sincerely,



Sarah Fonseca
Cultural Resources Analyst

Attachment



CHAIRPERSON
Laura Miranda
Luiseño

VICE CHAIRPERSON
Reginald Pagaling
Chumash

SECRETARY
Merri Lopez-Keifer
Luiseño

PARLIAMENTARIAN
Russell Attebery
Karuk

COMMISSIONER
William Mungary
Paiute/White Mountain Apache

COMMISSIONER
Julie Tumamait-Stenslie
Chumash

COMMISSIONER
[Vacant]

COMMISSIONER
[Vacant]

COMMISSIONER
[Vacant]

EXECUTIVE SECRETARY
Christina Snider
Pomo

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

**Native American Heritage Commission
Native American Contact List
San Mateo County
1/19/2021**

***Amah Mutsun Tribal Band of
Mission San Juan Bautista***

Irenne Zwiernie, Chairperson
789 Canada Road
Woodside, CA, 94062
Phone: (650) 851 - 7489
Fax: (650) 332-1526
amahmutsuntribal@gmail.com
Costanoan

***Costanoan Rumsen Carmel
Tribe***

Tony Cerda, Chairperson
244 E. 1st Street
Pomona, CA, 91766
Phone: (909) 629 - 6081
Fax: (909) 524-8041
rumsen@aol.com
Costanoan

***Indian Canyon Mutsun Band of
Costanoan***

Kanyon Sayers-Roods, MLD
Contact
1615 Pearson Court
San Jose, CA, 95122
Phone: (408) 673 - 0626
kanyon@kanyonconsulting.com
Costanoan

***Indian Canyon Mutsun Band of
Costanoan***

Ann Marie Sayers, Chairperson
P.O. Box 28
Hollister, CA, 95024
Phone: (831) 637 - 4238
ams@indiancanyon.org
Costanoan

***Muwekma Ohlone Indian Tribe
of the SF Bay Area***

Monica Arellano,
20885 Redwood Road, Suite 232
Castro Valley, CA, 94546
Phone: (408) 205 - 9714
marellano@muwekma.org
Costanoan

The Ohlone Indian Tribe

Andrew Galvan,
P.O. Box 3388
Fremont, CA, 94539
Phone: (510) 882 - 0527
Fax: (510) 687-9393
chochenyo@AOL.com
Bay Miwok
Ohlone
Patwin
Plains Miwok

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resource Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed Serramonte Del Rey Precise Plan Project, San Mateo County.

Tom Origer & Associates

Archaeology / Historical Research

December 29, 2020

Irenne Zwierlein
Amah Mutsun Tribal Band of Mission San Juan Bautista
789 Canada Road
Woodside, CA 94062

RE: Serramonte Del Rey Precise Plan, Daly City, San Mateo County

Dear Ms. Zwierlein:

I write to notify you of a proposed project within San Mateo County, for which our firm is conducting a cultural resources study. This notification does not constitute formal consultation. The Serramonte Del Rey Precise Plan consists of the development of over 1,000 units of housing and around 10,000 square feet for retail uses, in Daly City. The City of Daly City is reviewing the for CEQA compliance.

Enclosed is a portion of the San Francisco South, Calif. 7.5' USGS topographic quadrangle showing the project location.

Sincerely,



Taylor Alshuth
Associate
Email: taylor@origer.com

Tom Origer & Associates

Archaeology / Historical Research

December 29, 2020

Tony Cerda
Costanoan Rumsen Carmel Tribe
244 E. 1st Street
Pomona, CA 91766

RE: Serramonte Del Rey Precise Plan, Daly City, San Mateo County

Dear Mr. Cerda:

I write to notify you of a proposed project within San Mateo County, for which our firm is conducting a cultural resources study. This notification does not constitute formal consultation. The Serramonte Del Rey Precise Plan consists of the development of over 1,000 units of housing and around 10,000 square feet for retail uses, in Daly City. The City of Daly City is reviewing the for CEQA compliance.

Enclosed is a portion of the San Francisco South, Calif. 7.5' USGS topographic quadrangle showing the project location.

Sincerely,



Taylor Alshuth
Associate
Email: taylor@origer.com

Tom Origer & Associates

Archaeology / Historical Research

December 29, 2020

Ann Marie Sayers
Indian Canyon Mutsun Band of Costanoan
PO Box 28
Hollister, CA 95024

RE: Serramonte Del Rey Precise Plan, Daly City, San Mateo County

Dear Ms. Sayers:

I write to notify you of a proposed project within San Mateo County, for which our firm is conducting a cultural resources study. This notification does not constitute formal consultation. The Serramonte Del Rey Precise Plan consists of the development of over 1,000 units of housing and around 10,000 square feet for retail uses, in Daly City. The City of Daly City is reviewing the for CEQA compliance.

Enclosed is a portion of the San Francisco South, Calif. 7.5' USGS topographic quadrangle showing the project location.

Sincerely,



Taylor Alshuth
Associate
Email: taylor@origer.com

Tom Origer & Associates

Archaeology / Historical Research

December 29, 2020

Monica Arellano
Muwekma Ohlone Indian Tribe of the SF Bay Area
20885 Redwood Road, Suite 232
Milpitas, CA 95036

RE: Serramonte Del Rey Precise Plan, Daly City, San Mateo County

Dear Ms. Arellano:

I write to notify you of a proposed project within San Mateo County, for which our firm is conducting a cultural resources study. This notification does not constitute formal consultation. The Serramonte Del Rey Precise Plan consists of the development of over 1,000 units of housing and around 10,000 square feet for retail uses, in Daly City. The City of Daly City is reviewing the for CEQA compliance.

Enclosed is a portion of the San Francisco South, Calif. 7.5' USGS topographic quadrangle showing the project location.

Sincerely,



Taylor Alshuth
Associate
Email: taylor@origer.com

Tom Origer & Associates

Archaeology / Historical Research

December 29, 2020

Andrew Galvan
The Ohlone Indian Tribe
PO Box 3388
Fremont, CA 94539

RE: Serramonte Del Rey Precise Plan, Daly City, San Mateo County

Dear Mr. Galvan:

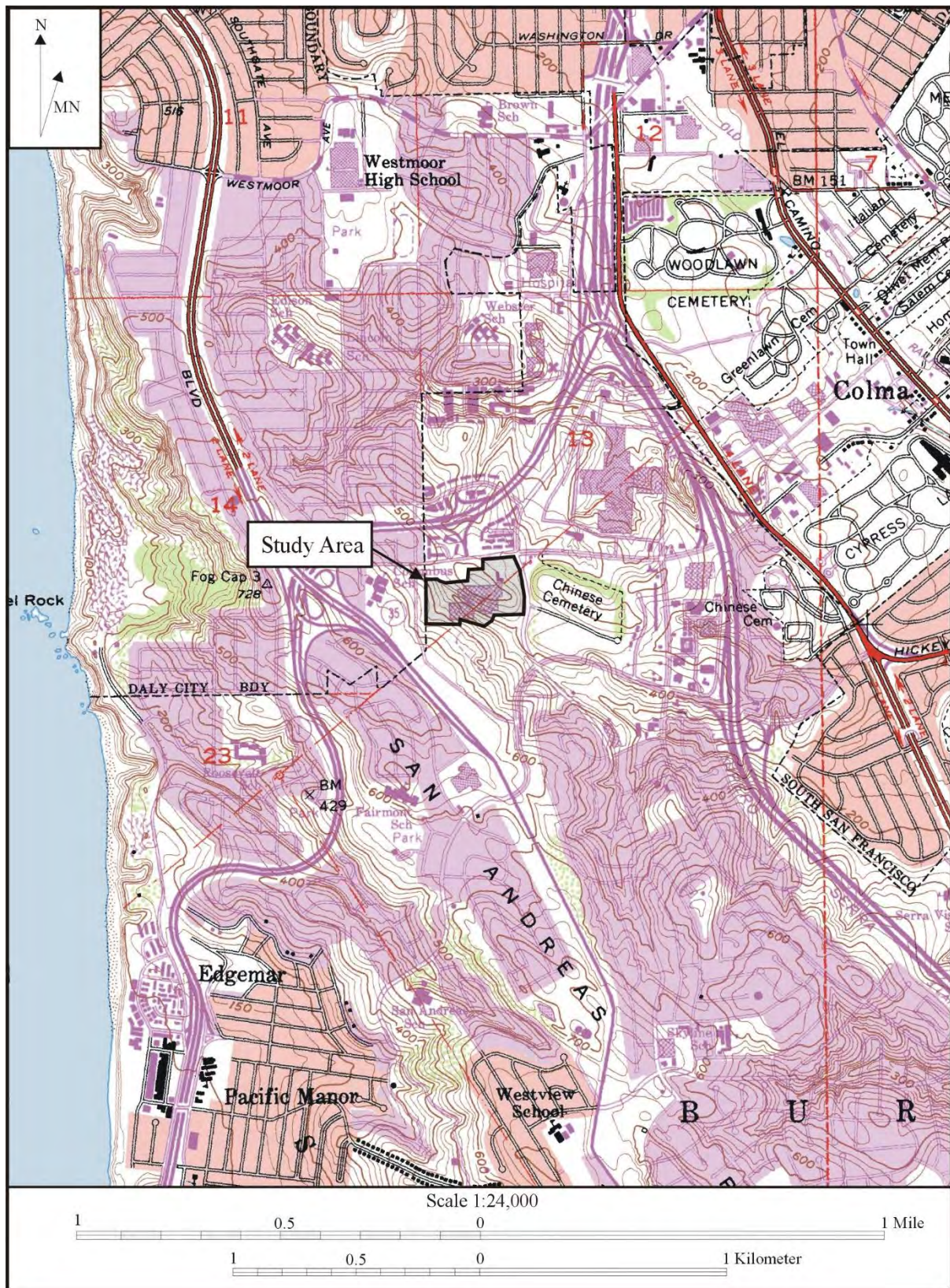
I write to notify you of a proposed project within San Mateo County, for which our firm is conducting a cultural resources study. This notification does not constitute formal consultation. The Serramonte Del Rey Precise Plan consists of the development of over 1,000 units of housing and around 10,000 square feet for retail uses, in Daly City. The City of Daly City is reviewing the for CEQA compliance.

Enclosed is a portion of the San Francisco South, Calif. 7.5' USGS topographic quadrangle showing the project location.

Sincerely,



Taylor Alshuth
Associate
Email: taylor@origer.com





Tina Davis
Senior Escrow Officer

Stewart Title Guaranty Company -
Commercial Services
100 Pine Street, Suite 450
San Francisco, CA 94111-5106
(415) 633-1260 Phone
(415) 986-5973 Fax
Tina.Davis@stewart.com

PRELIMINARY REPORT

Order No. : 20000300114
Title Unit No. : 30
Your File No. :
Buyer/Borrower Name : Jefferson Union High School District
Seller Name :

Property Address: 699 Serramonte Boulevard, Daly City, CA 94015

In response to the above referenced application for a Policy of Title Insurance, Stewart Title Guaranty Company Commercial Services (SF) hereby reports that it is prepared to issue, or cause to be issued, as of the date hereof, a Stewart Title Guaranty Company Policy or Policies of Title Insurance describing the land and the estate or interest therein hereinafter set forth, insuring against loss which may be sustained by reason of any defect, lien or encumbrance not shown or referenced to as an Exception on Schedule B or not excluded from coverage pursuant to the printed Schedules, Conditions, and Stipulations of said Policy forms.

The printed Exceptions and Exclusions from the coverage and Limitations on covered Risks of said policy or policies are set forth in Exhibit A attached. The policy to be issued may contain an arbitration clause. When the Amount of Insurance is less than that set forth in the arbitration clause, all arbitrable matters shall be arbitrated at the option of either the Company or the Insured as the exclusive remedy of the parties. Limitations on Covered Risks applicable to the CLTA and ALTA Homeowner's Policies of Title Insurance which establish a Deductible Amount and a Maximum Dollar Limits of Liability for certain coverages are also set forth in Exhibit A. Copies of the policy forms should be read. They are available from the office which issued this report.

Please read the exceptions shown or referred to below and the exceptions and exclusions set forth in Exhibit A of this report carefully. The exceptions and exclusions are meant to provide you with notice of matters, which are not covered under the terms of the title insurance policy and should be carefully considered.

It is important to note that this preliminary report is not a written representation as to the condition of title and may not list all liens, defects, and encumbrances affecting title to the land.

This report, (and any supplements or amendments thereto) is issued solely for the purpose of facilitating the issuance of a policy of title insurance and no liability is assumed hereby. If it is desired that liability be assumed prior to the issuance of a policy of title insurance a binder or commitment should be requested.

Dated as of March 15, 2021 at 7:30 a.m.

Update No. 2

Leah Deffenbaugh, Title Officer

When replying, please contact: Tina Davis, Escrow Officer

Stewart Title Guaranty Company - Commercial Services
100 Pine Street, Suite 450
San Francisco, CA 94111-5106
(800) 366-7839

PRELIMINARY REPORT

The form of Policy of Title Insurance contemplated by this report is:

- ☐ CLTA Standard Coverage Policy
- ☐ CLTA/ALTA Homeowners Policy
- ☐ 2006 ALTA Owner's Policy
- ☐ 2006 ALTA Loan Policy
- ☐ ALTA Short Form Residential Loan Policy
- ☒ Informational Report

SCHEDULE A

The estate or interest in the land hereinafter described or referred to covered by this report is:

Fee

Title to said estate or interest at the date hereof is vested in:

[Jefferson Union High School](#)

LEGAL DESCRIPTION

The land referred to herein is situated in the State of California, County of San Mateo and described as follows:

PARCEL A, "PARCEL MAP OF THE LANDS OF JEFFERSON UNION HIGH SCHOOL DISTRICT, DALY CITY, SAM MATEO, CALIFORNIA", FILED ON DECEMBER 18, 1985 IN [BOOK 56 OF PARCEL MAPS, PAGES 68 AND 69](#), SAN MATEO COUNTY RECORDS.

APN: [091-211-230](#)

APN: 091-211-230
(End of Legal Description)

SCHEDULE B

At the date hereof, exceptions to coverage in addition to the printed exceptions and exclusions contained in said policy or policies would be as follows:

Taxes:

- A. Intentionally deleted
- B. General and special city and/or county taxes, bonds or assessments which may become due on said land, if an when title to said land is not longer vested in a government or quasi-governmental agency. Tax parcel(s) for said land are currently shown as 091-211-230.
- C. The lien of supplemental taxes, if any, assessed pursuant to the provisions of Chapter 3.5 (commencing with Section 75) of the revenue and taxation code of the State of California.
- D. Assessments, if any, for Community Facility Districts affecting said land which may exist by virtue of assessment maps or notices filed by said districts. Said assessments are collected with the County Taxes.
- E. Property taxes, which are a lien not yet due and payable, including any assessments collected with taxes, to be levied for the fiscal year 2021 - 2022.

Exceptions:

- 1. Covenants, Conditions, and Restrictions as set forth in an instrument, but omitting, except to the extent permitted by any applicable federal or state law, covenants or restrictions, if any, based on race, color, religion, sex, familial status, national origin, handicap, sexual orientation, marital status, ancestry, source of income, disability, medical condition, or other unlawful basis.

Recorded : December 24, 1985, [Series No. 85-137673](#), Official Records

Said Covenants, Conditions, and Restrictions provide that a violation thereof shall not defeat or render invalid the lien of any mortgage or deed of trust made in good faith and for value. Said Covenants, Conditions and Restrictions DO NOT provide for reversion of title in the event of a breach thereof. Said Covenants, Conditions and Restrictions have been modified by an instrument, recorded October 15, 1986, [Series No. 86-128948](#), Official Records.

- 2. The requirement that the Company be presented with a letter from the Serramonte Del Rey Owner's Association stating that all liens/dues are current.
- 3. An easement for access, landscaping, wires, pipes, conduits related to street lighting and storm drains and rights incidental thereto in favor of FSW Associates, Ltd. as set forth in a document recorded December 24, 1985, [Series No. 85-137675](#), Official Records, affects: reference is made to said document for full particulars. No representation is made as to the present ownership of said easement.
- 4. An easement for access, landscaping, wires, pipes, conduits related to street lighting and storm drains and rights incidental thereto in favor of First Southwest, a General Partnership as set forth in a document recorded December 24, 1985, [Series No. 85-137683](#), Official Records, affects: reference is made to said document for full particulars. No representation is made as to the present ownership of said easement.

5. Option for Ground Lease, executed by and between Jefferson Union High School District, as optionor and First Southwest, a General Partnership as optionee, upon the terms and conditions contained therein, recorded December 24, 1985, [Series No. 85-137684](#), Official Records. The interest of First Southwest, a General Partnership under said option was assigned to Serramonte Del Rey Joint Venture, by assignment recorded July 16, 1986, [Series No. 86-081600](#), Official Records.
6. An easement for access, landscaping, wires, pipes, conduits related to street lighting and storm drains and rights incidental thereto in favor of Serramonte Del Rey Venture as set forth in a document recorded October 1, 1987, [Series No. 87-151216](#), Official Records, affects: reference is made to said document for full particulars. No representation is made as to the present ownership of said easement.
7. An easement for access, landscaping, wires, pipes, conduits related to street lighting and storm drains and rights incidental thereto in favor of Serramonte Ridge Owners Association as set forth in a document recorded October 1, 1987, [Series No. 87-151217](#), Official Records, affects: reference is made to said document for full particulars. No representation is made as to the present ownership of said easement.
8. Terms and Conditions as contained in that certain document entitled "Site Lease" dated as of August 1, 2019, executed by and between JEFFERSON UNION HIGH SCHOOL DISTRICT, as lessor and PUBLIC PROPERTY FINANCING CORPORATION OF CALIFORNIA, as lessee, recorded August 13, 2019, as Instrument/File No. [2019-064297](#), of Official Records.
9. Terms and Conditions as contained in that certain document entitled "Lease Agreement" dated as of August 1, 2019, executed by and between PUBLIC PROPERTY FINANCING CORPORATION OF CALIFORNIA, as lessor and JEFFERSON UNION HIGH SCHOOL DISTRICT, as lessee recorded August 13, 2019, as Instrument/File No. [2019-064298](#), of Official Records.
10. Terms and Conditions as contained in that certain document entitled "Assignment Agreement" dated as of August 1, 2019, by and between PUBLIC PROPERTY FINANCING CORPORATION OF CALIFORNIA and THE BANK OF NEW YORK MELLON TRUST COMPANY, N.A., as Trustee, recorded August 13, 2019, as Instrument/File No. [2019-064299](#), of Official Records.
11. Terms and Conditions as contained in that certain document entitled "Trust Agreement" dated as of August 1, 2019, by and between THE BANK OF NEW YORK MELLON TRUST COMPANY, N.A., as Trustee, PUBLIC PROPERTY FINANCING CORPORATION OF CALIFORNIA and JEFFERSON UNION HIGH SCHOOL DISTRICT as disclosed by the Assignment Agreement shown as Exception No. 10 above.
12. Water rights, claims or title to water in or under said land, whether or not shown by the public records.
13. Minerals of whatsoever kind, subsurface and surface substances, including but not limited to coal, lignite, oil, gas, uranium, clay, rock, sand and gravel in, on, under and that may be produced from the Land, together with all rights, privileges, and immunities relating thereto, whether or not appearing in the Public Records or listed in Schedule B. The Company makes no representation as to the present ownership of any such interests. There may be leases, grants, exceptions or reservations of interests that are not listed.
14. Any lien or right to a lien, for services, labor, or material heretofore or hereafter furnished, imposed by law and not shown by the Public Records.
15. Any and all unrecorded leases.
16. Any facts, rights, interests or claims which are not disclosed by the public records but which could be ascertained by making inquiry of the parties in possession of the herein described land.

17. Any easements, liens (including but not limited to any Statutory Liens for labor or materials arising from any on-going or recently completed works of improvement), encumbrances, facts, rights, interest or claims which are not shown by the public records but which could be ascertained by an inspection of the herein described land.
18. Discrepancies, conflicts in boundary lines, shortages in area, encroachments or any other facts which a correct survey of the herein described land would disclose which are not shown by the public records and the requirement that said survey meets with the minimum standards for ALTA/NSPS land title surveys.

If ALTA Survey is obtained, said ALTA survey needs to be certified to Stewart Title Guaranty Company.

19. The requirement that this Company be provided with a suitable Owner's Affidavit.
20. The Company reserves the right to make additional exceptions and/or requirements upon review of the Owner's Affidavit.
21. PLEASE BE ADVISED THAT THE DATA AND INFORMATION FROM THE PUBLIC RECORDS CONTAINED HEREIN WILL NEED TO BE UPDATED PRIOR TO CLOSING AS THE COUNTY RECORDER AND THE COURTS WERE CLOSED AND/OR LIMITED AS A RESULT OF THE CORONAVIRUS PANDEMIC. IF THE INFORMATION FROM THE COUNTY RECORDER AND THE COURTS IS NOT AVAILABLE THERE WILL BE ADDITIONAL REQUIREMENTS IN ORDER TO CLOSE AND INSURE THIS TRANSACTION. PLEASE CONTACT YOUR LOCAL TITLE OFFICER FOR DETAILS.
22. Matters contained in document entitled Affordable Housing Agreement Jefferson Union High School District Faculty and Staff Housing Project by and between City of Daly City, a municipal corporation and Jefferson Union High School District, a union high school district recorded November 24, 2020 as Instrument No. [2020-134449](#) of Official Records.

(End of Exceptions)

NOTES AND REQUIREMENTS

- A. Property taxes for the fiscal year 2020 - 2021 shown below are paid. For proration purposes the amounts are:
1st Installment: \$8,060.40
2nd Installment: \$8,060.40
Parcel No.: 091-211-230
Code Area/Tracer No.: 05-036
- B. Property taxes for the fiscal year 2019 - 2020 shown below are paid. For proration purposes the amounts are:
1st Installment: \$340.30
2nd Installment: \$340.30
Parcel No.: 091-211-230
Code Area: 05-036
- C. If you have knowledge of any other transfers or conveyances, please contact your title officer immediately for further research and review. The only transfers or conveyances shown in the public records within 24 months of the date of this report are:

None
- D. There are no items in this preliminary report that will cause Stewart Title Guaranty Company to decline to attach the CLTA Endorsement Form 116.01-06 (or similar ALTA 22-06 equivalent), indicating that there is located a Public School, known as 699 Serramonte Boulevard, Daly City, CA 94015.
- E. All Transactions - Seller(s) and Buyer(s) or Borrowers are provided as attachments Stewart Title's document entitled "Acknowledgement of Receipt, Understanding and Approval of STG Privacy Notice for Stewart Title Companies and Stewart's Affiliated Business Arrangement Disclosure Statement" along with those individually named documents for your review and acknowledgment prior to closing.
- F. All Transactions - Buyer(s)/Seller(s)/Borrower(s) are provided Stewart Title's Preliminary report for review and acknowledgment prior to closing. Buyer(s) approval to include the Preliminary Report items that remain as exceptions to the title policy.
- G. Purchase Transactions Only - Seller(s)/Owner(s) are provided Stewart Title's Owner's Affidavit and Indemnity for completion prior to closing.
- H. There are no items in this preliminary report that will cause Stewart Title Guaranty Company to decline to attach the CLTA Endorsement Form 100.2-06 (or a similar ALTA 9 equivalent), or, if applicable, the CLTA Endorsement Form 115.1-06 (or a similar ALTA 4 equivalent) or CLTA Endorsement Form 115.2-06 (or a similar ALTA 5 equivalent) to an ALTA Loan Policy, when issued.
- I. A Preliminary Change of Ownership Report must be completed by the transferee (buyer) prior to the transfer of property in accordance with the provisions of Section 480.3 of the Revenue and Taxation Code. The Preliminary Change of Ownership Report should be submitted to the recorder concurrent with the recordation of any document effecting a change of ownership. If a document evidencing a change of ownership (i.e. Deed, Affidavit-Death Joint Tenant) is presented to the recorder for recording without a preliminary change of ownership report, the recorder may charge an additional \$20.00.
- J. Some counties, including San Francisco, require that a Transfer Tax Affidavit be completed and signed by the Grantor for each deed submitted for recording. This is in addition to a Preliminary

Change of Ownership Report.

- K. In addition to County Transfer Tax (which is most typically \$1.10 per thousand), any conveyance may be subject to a City Transfer and/or Conveyance Tax, as follows:

Alameda	\$12.00 per thousand
Albany	\$11.50 per thousand
Berkeley	\$1,500,000 and less = \$15.00 per thousand \$1,500,001 and above = \$25.00 per thousand
Culver City	\$4.50 per thousand
Emeryville	\$12.00 per thousand
Hayward	\$8.50 per thousand
Los Angeles	\$4.50 per thousand
Mountain View	\$3.30 per thousand
Oakland	\$300,000 or less = \$10.00 per thousand \$300,001 to \$2,000,000 = \$15.00 per thousand \$2,000,001 to \$5,000,000 = \$17.50 per thousand \$5,000,001 and above = \$25.00 per thousand
Palo Alto	\$3.30 per thousand
Petaluma	\$2.00 per thousand
Piedmont	\$13.00 per thousand
Pomona	\$2.20 per thousand
Redondo Beach	\$2.20 per thousand
Richmond	\$100 to \$999,999 = \$7.00 per thousand \$1,000,000 to \$2,999,999 = \$12.50 per thousand \$3,000,000 to \$9,999,999 = \$25.00 per thousand \$10,000,000 and above = \$30.00 per thousand
Riverside	\$1.10 per thousand
Sacramento	\$2.75 per thousand
San Leandro	\$6.00 per thousand
City and County of San Francisco	Up to \$250,000 = \$5.00 per thousand \$250,000 to \$999,999 = \$6.80 per thousand \$1,000,000 to \$4,999,999 = \$7.50 per thousand \$5,000,000 to \$9,999,999 = \$22.50 per thousand \$10,000,000 to \$24,999,999 = \$27.50 per thousand Above \$25,000,000 = \$30.00 per thousand (Do not add the additional \$1.10 for County Tax, it is included)
San Jose	\$3.30 per thousand
San Mateo	\$5.00 per thousand
San Rafael	\$2.00 per thousand
Santa Monica	\$3.00 per thousand
Santa Rosa	\$2.00 per thousand
Vallejo	\$3.30 per thousand
L. Woodland	\$1.10 per thousand

CALIFORNIA "GOOD FUNDS" LAW

California Insurance Code Section 12413.1 regulates the disbursement of escrow and sub-escrow funds by title companies. The law requires that funds be deposited in the title company escrow account and available for withdrawal prior to disbursement. Funds received by Stewart Title Guaranty Company Commercial Services (SF) via wire transfer may be disbursed upon receipt. Funds received via cashier's checks or teller checks drawn on a California Bank may be disbursed on the next business day after the day of deposit. If funds are received by any other means, recording and/or disbursement may be delayed, and you should contact your title or escrow officer. All escrow and sub-escrow funds received will be deposited with other escrow funds in one or more non-interest bearing escrow accounts in a financial institution selected by Stewart Title Guaranty Company Commercial Services (SF). Stewart Title Guaranty Company Commercial Services (SF) may receive certain direct or indirect benefits from the financial institution by reason of the deposit of such funds or the maintenance of such accounts with the financial institution, and Stewart Title Guaranty Company Commercial Services (SF) shall have no obligation to account to the depositing party in any manner for the value of, or to pay to such party, any benefit received by Stewart Title Guaranty Company Commercial Services (SF). Such benefits shall be deemed additional compensation to Stewart Title Guaranty Company Commercial Services (SF) for its services in connection with the escrow or sub-escrow.

If any check submitted is dishonored upon presentation for payment, you are authorized to notify all principals and/or their respective agents of such nonpayment.

EXHIBIT "A"
LEGAL DESCRIPTION

Order No.: 20000300114
Escrow No.: 20000300114

The land referred to herein is situated in the State of California, County of San Mateo, and described as follows:

PARCEL A, "PARCEL MAP OF THE LANDS OF JEFFERSON UNION HIGH SCHOOL DISTRICT, DALY CITY, SAM MATEO, CALIFORNIA", FILED ON DECEMBER 18, 1985 IN [BOOK 56 OF PARCEL MAPS, PAGES 68 AND 69](#), SAN MATEO COUNTY RECORDS.

APN: [091-211-230](#)

APN: 091-211-230

(End of Legal Description)

AFFILIATED BUSINESS ARRANGEMENT DISCLOSURE STATEMENT

Date: April 14, 2021

Escrow No.: 20000300114

Property: 699 Serramonte Boulevard, Daly City, CA 94015

From: Stewart Title Guaranty Company - Commercial Services

This is to give you notice that Stewart Title Guaranty Company - Commercial Services ("Stewart Title") has a business relationship with Stewart Solutions, LLC, DBA – Stewart Specialty Insurance Services, LLC ("Stewart Insurance"). Stewart Information Services Corporation owns 100% of Stewart Insurance and Stewart Title of California. Because of this relationship, this referral may provide Stewart Title a financial or other benefit.

Set forth below is the estimated charge or range of charges for the settlement services listed. You are NOT required to use the listed provider(s) as a condition for purchase, sale, or refinance of the subject Property. THERE ARE FREQUENTLY OTHER SETTLEMENT SERVICE PROVIDERS AVAILABLE WITH SIMILAR SERVICES. YOU ARE FREE TO SHOP AROUND TO DETERMINE THAT YOU ARE RECEIVING THE BEST SERVICES AND THE BEST RATE FOR THESE SERVICES.

<i>Stewart Insurance Settlement Service</i>	<i>Charge or range of charges</i>
Hazard Insurance	\$400.00 to \$6,500.00
Home Warranty	\$255.00 to \$ 780.00
Natural Hazard Disclosure Report	\$ 42.50 to \$ 149.50

**CALIFORNIA LAND TITLE ASSOCIATION
STANDARD COVERAGE POLICY – 1990
EXCLUSIONS FROM COVERAGE**

The following matters are expressly excluded from the coverage of this policy and the Company will not pay loss or damage, costs, attorneys' fees or expenses which arise by reason of:

1. (a) Any law, ordinance or governmental regulation (including but not limited to building or zoning laws, ordinances, or regulations) restricting, regulating, prohibiting or relating (i) the occupancy, use, or enjoyment of the land; (ii) the character, dimensions or location of any improvement now or hereafter erected on the land; (iii) a separation in ownership or a change in the dimensions or area of the land or any parcel of which the land is or was a part; or (iv) environmental protection, or the effect of any violation of these laws, ordinances or governmental regulations, except to the extent that a notice of the enforcement thereof or a notice of a defect, lien, or encumbrance resulting from a violation or alleged violation affecting the land has been recorded in the public records at Date of Policy.
(b) Any governmental police power not excluded by (a) above, except to the extent that a notice of the exercise thereof or notice of a defect, lien or encumbrance resulting from a violation or alleged violation affecting the land has been recorded in the public records at Date of Policy.
(b) Any governmental police power not excluded by (a) above, except to the extent that a notice of the exercise thereof or notice of a defect, lien or encumbrance resulting from a violation or alleged violation affecting the land has been recorded in the public records at Date of Policy.
2. Rights of eminent domain unless notice of the exercise thereof has been recorded in the public records at Date of Policy, but not excluding from coverage any taking which has occurred prior to Date of Policy which would be binding on the rights of a purchaser for value without knowledge.
3. Defects, liens, encumbrances, adverse claims or other matters:
(a) whether or not recorded in the public records at Date of Policy, but created, suffered, assumed or agreed to by the insured claimant;
(b) not known to the Company, not recorded in the public records at Date of Policy, but known to the insured claimant and not disclosed in writing to the Company by the insured claimant prior to the date the insured claimant became an insured under this policy;
(c) resulting in no loss or damage to the insured claimant;
(d) attaching or created subsequent to Date of Policy; or
(e) resulting in loss or damage which would not have been sustained if the insured claimant had paid value for the insured mortgage or for the estate or interest insured by this policy.
4. Unenforceability of the lien of the insured mortgage because of the inability or failure of the insured at Date of Policy, or the inability or failure of any subsequent owner of the indebtedness, to comply with the applicable doing business laws of the state in which the land is situated.
5. Invalidity or unenforceability of the lien of the insured mortgage, or claim thereof, which arises out of the transaction evidenced by the insured mortgage and is based upon usury or any consumer credit protection or truth in lending law.
6. Any claim, which arises out of the transaction vesting in the insured the estate of interest insured by this policy or the transaction creating the interest of the insured lender, by reason of the operation of federal bankruptcy, state insolvency or similar creditors' rights laws.

EXCEPTIONS FROM COVERAGE - SCHEDULE B, PART I

This policy does not insure against loss or damage (and the Company will not pay costs, attorneys' fees or expenses) which arise by reason of:

1. Taxes or assessments which are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the public records.
Proceedings by a public agency which may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the public records.
2. Any facts, rights, interests, or claims which are not shown by the public records but which could be ascertained by an inspection of the land or which may be asserted by persons in possession thereof.
3. Easements, liens or encumbrances, or claims thereof, which are not shown by the public records.
4. Discrepancies, conflicts in boundary lines, shortage in area, encroachments, or any other facts which a correct survey would disclose, and which are not shown by the public records.
5. (a) Unpatented mining claims; (b) reservations or exceptions in patents or in Acts authorizing the issuance thereof; (c) water rights, claims or title to water, whether or not the matters excepted under (a), (b) or (c) are shown by the public records.
6. Any lien or right to a lien for services, labor or material not shown by the public records.

CLTA HOMEOWNER'S POLICY OF TITLE INSURANCE (02-03-10)
ALTA HOMEOWNER'S POLICY OF TITLE INSURANCE
EXCLUSIONS

In addition to the Exceptions in Schedule B, You are not insured against loss, costs, attorneys' fees, and expenses resulting from:

1. Governmental police power, and the existence or violation of those portions of any law or government regulation concerning:
 - a. building;
 - b. zoning;
 - c. land use;
 - d. improvements on the Land;
 - e. land division;
 - f. environmental protection.

This Exclusion does not limit the coverage described in Covered Risk 8.a., 14, 15, 16, 18, 19, 20, 23 or 27.

2. The failure of Your existing structures, or any part of them, to be constructed in accordance with applicable building codes. This Exclusion does not limit the coverage described in Covered Risk 14 or 15.
3. The right to take the Land by condemning it. This Exclusion does not limit the coverage described in Covered Risk 17.
4. Risks:
 - a. that are created, allowed, or agreed to by You, whether or not they appear in the Public Records;
 - b. that are Known to You at the Policy Date, but not to Us, unless they are recorded in the Public Records at the Policy Date;
 - c. that result in no loss to You; or
 - d. that first occur after the Policy Date - this does not limit the coverage described in Covered Risk 7, 8.e., 25, 26, 27 or 28.
5. Failure to pay value for Your Title.
6. Lack of a right:
 - a. to any land outside the area specifically described and referred to in paragraph 3 of Schedule A; and
 - b. in streets, alleys, or waterways that touch the Land.

This Exclusion does not limit the coverage described in Covered Risk 11 or 21.

7. The transfer of the Title to You is invalid as a preferential transfer or as a fraudulent transfer or conveyance under federal bankruptcy.

LIMITATIONS ON COVERED RISKS

Your insurance for the following Covered Risks is limited on the Owner's Coverage Statement as follows:

* For Covered Risk 16, 18, 19, and 21 Your Deductible Amount and Our Maximum Dollar Limit of Liability shown in Schedule A. The deductible amounts and maximum dollar limits shown on Schedule A are as follows:

	Your Deductible Amount	Our Maximum Dollar Limit of Liability
Covered Risk 16:	1% of Policy Amount or \$2,500.00 (whichever is less)	\$10,000.00
Covered Risk 18:	1% of Policy Amount or \$5,000.00 (whichever is less)	\$25,000.00
Covered Risk 19:	1% of Policy Amount or \$5,000.00 (whichever is less)	\$25,000.00
Covered Risk 21:	1% of Policy Amount or \$2,500.00 (whichever is less)	\$5,000.00

2006 ALTA LOAN POLICY (06-17-06)

EXCLUSIONS FROM COVERAGE

The following matters are expressly excluded from the coverage of this policy, and the Company will not pay loss or damage, costs, attorneys' fees, or expenses that arise by reason of:

1. (a) Any law, ordinance, permit, or governmental regulation (including those relating to building and zoning) restricting, regulating, prohibiting, or relating to
 - (i) the occupancy, use, or enjoyment of the Land;
 - (ii) the character, dimensions, or location of any improvement erected on the Land;
 - (iii) the subdivision of land; or
 - (iv) environmental protection;or the effect of any violation of these laws, ordinances, or governmental regulations. This Exclusion 1(a) does not modify or limit the coverage provided under Covered Risk 5.
(b) Any governmental police power. This Exclusion 1(b) does not modify or limit the coverage provided under Covered Risk 6.
2. Rights of eminent domain. This Exclusion does not modify or limit the coverage provided under Covered Risk 7 or 8.
3. Defects, liens, encumbrances, adverse claims, or other matters
 - (a) created, suffered, assumed, or agreed to by the Insured Claimant;
 - (b) not Known to the Company, not recorded in the Public Records at Date of Policy, but Known to the Insured Claimant and not disclosed in writing to the Company by the Insured Claimant prior to the date the Insured Claimant became an Insured under this policy;
 - (c) resulting in no loss or damage to the Insured Claimant;
 - (d) attaching or created subsequent to Date of Policy (however, this does not modify or limit the coverage provided under Covered Risk 11, 13, or 14); or
 - (e) resulting in loss or damage that would not have been sustained if the Insured Claimant had paid value for the Insured Mortgage.
4. Unenforceability of the lien of the Insured Mortgage because of the inability or failure of an Insured to comply with applicable doing-business laws of the state where the Land is situated.
5. Invalidity or unenforceability in whole or in part of the lien of the Insured Mortgage that arises out of the transaction evidenced by the Insured Mortgage and is based upon usury or any consumer credit protection or truth-in-lending law.
6. Any claim, by reason of the operation of federal bankruptcy, state insolvency, or similar creditors' rights laws, that the transaction creating the lien of the Insured Mortgage, is
 - (a) a fraudulent conveyance or fraudulent transfer, or
 - (b) a preferential transfer for any reason not stated in Covered Risk 13(b) of this policy.
7. Any lien on the Title for real estate taxes or assessments imposed by governmental authority and created or attaching between Date of Policy and the date of recording of the Insured Mortgage in the Public Records. This Exclusion does not modify or limit the coverage provided under Covered Risk 11(b).

The above policy form may be issued to afford either Standard Coverage or Extended Coverage. In addition to the above Exclusions from Coverage, the Exceptions from Coverage in a Standard Coverage policy will also include the following Exceptions from Coverage:

EXCEPTIONS FROM COVERAGE

This policy does not insure against loss or damage (and the company will not pay costs, attorneys' fees or expenses) which arise by reason of:

1. (a) Taxes or assessments that are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the Public Records; (b) proceedings by a public agency that may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the Public Records.
2. Any facts, rights, interests, or claims that are not shown by the Public Records but that could be ascertained by an inspection of the Land or that may be asserted by persons in possession of the Land.
3. Easements, liens or encumbrances, or claims thereof, which are not shown by the Public Records.
4. Any encroachment, encumbrance, violation, variation, or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the Land and not shown by the Public Records.
5. (a) unpatented mining claims; (b) reservations or exceptions in patents or in Acts authorizing the issuance thereof; (c) water rights, claims or title to water, whether or not the matters excepted under (a), (b) or (c) are shown by the public records.
6. Any lien or right to a lien for services, labor or material not shown by the public records.

2006 ALTA OWNER'S POLICY (06-17-06)

EXCLUSIONS FROM COVERAGE

The following matters are expressly excluded from the coverage of this policy, and the Company will not pay loss or damage, costs, attorneys' fees, or expenses that arise by reason of:

1. (a) Any law, ordinance, permit, or governmental regulation (including those relating to building and zoning) restricting, regulating, prohibiting, or relating to
 - (i) the occupancy, use, or enjoyment of the Land;
 - (ii) the character, dimensions, or location of any improvement erected on the Land;
 - (iii) the subdivision of land; or
 - (iv) environmental protection;or the effect of any violation of these laws, ordinances, or governmental regulations. This Exclusion 1(a) does not modify or limit the coverage provided under Covered Risk 5.
- (b) Any governmental police power. This Exclusion 1(b) does not modify or limit the coverage provided under Covered Risk 6.
2. Rights of eminent domain. This Exclusion does not modify or limit the coverage provided under Covered Risk 7 or 8.
3. Defects, liens, encumbrances, adverse claims, or other matters
 - (a) created, suffered, assumed, or agreed to by the Insured Claimant;
 - (b) not Known to the Company, not recorded in the Public Records at Date of Policy, but Known to the Insured Claimant and not disclosed in writing to the Company by the Insured Claimant prior to the date the Insured Claimant became an Insured under this policy;
 - (c) resulting in no loss or damage to the Insured Claimant;
 - (d) attaching or created subsequent to Date of Policy (however, this does not modify or limit the coverage provided under Covered Risk 9 and 10); or
 - (e) resulting in loss or damage that would not have been sustained if the Insured Claimant had paid value for the Title.
4. Any claim, by reason of the operation of federal bankruptcy, state insolvency, or similar creditors' rights laws, that the transaction vesting the Title as shown in Schedule A, is
 - (a) a fraudulent conveyance or fraudulent transfer; or
 - (b) a preferential transfer for any reason not stated in Covered Risk 9 of this policy.
5. Any lien on the Title for real estate taxes or assessments imposed by governmental authority and created or attaching between Date of Policy and the date of recording of the deed or other instrument of transfer in the Public Records that vests Title as shown in Schedule A.

The above policy form may be issued to afford either Standard Coverage or Extended Coverage. In addition to the above Exclusions from Coverage, the Exceptions from Coverage in a Standard Coverage policy will also include the following Exceptions from Coverage:

EXCEPTIONS FROM COVERAGE

This policy does not insure against loss or damage (and the company will not pay costs, attorneys' fees or expenses) which arise by reason of:

1. (a) Taxes or assessments that are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the Public Records; (b) proceedings by a public agency that may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the Public Records.
2. Any facts, rights, interests or claims which are not shown by the public records but which could be ascertained by an inspection of the land or by making inquiry of persons in possession thereof.
3. Easements, liens or encumbrances, or claims thereof, which are not shown by the public records.
4. Any encroachment, encumbrance, violation, variation, or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the Land and that are not shown by the Public Records.
5. (a) unpatented mining claims; (b) reservations or exceptions in patents or in Acts authorizing the issuance thereof; (c) water rights, claims or title to water, whether or not the matters excepted under (a), (b) or (c) are shown by the public records.
6. Any lien or right to a lien for services, labor or material not shown by the public records.

STG Privacy Notice Stewart Title Companies

WHAT DO THE STEWART TITLE COMPANIES DO WITH YOUR PERSONAL INFORMATION?

Federal and applicable state law and regulations give consumers the right to limit some but not all sharing. Federal and applicable state law regulations also require us to tell you how we collect, share, and protect your personal information. Please read this notice carefully to understand how we use your personal information. This privacy notice is distributed on behalf of the Stewart Title Guaranty Company and its title affiliates (the Stewart Title Companies), pursuant to Title V of the Gramm-Leach-Bliley Act (GLBA).

The types of personal information we collect and share depend on the product or service that you have sought through us. This information can include social security numbers and driver's license number.

All financial companies, such as the Stewart Title Companies, need to share customers' personal information to run their everyday business—to process transactions and maintain customer accounts. In the section below, we list the reasons that we can share customers' personal information; the reasons that we choose to share; and whether you can limit this sharing.

Reasons we can share your personal information.	Do we share	Can you limit this sharing?
For our everyday business purposes — to process your transactions and maintain your account. This may include running the business and managing customer accounts, such as processing transactions, mailing, and auditing services, and responding to court orders and legal investigations.	Yes	No
For our marketing purposes — to offer our products and services to you.	Yes	No
For joint marketing with other financial companies	No	We don't share
For our affiliates' everyday business purposes — information about your transactions and experiences. Affiliates are companies related by common ownership or control. They can be financial and non-financial companies. <i>Our affiliates may include companies with a Stewart name; financial companies, such as Stewart Title Company</i>	Yes	No
For our affiliates' everyday business purposes — information about your creditworthiness.	No	We don't share
For our affiliates to market to you — For your convenience, Stewart has developed a means for you to opt out from its affiliates marketing even though such mechanism is not legally required.	Yes	Yes, send your first and last name, the email address used in your transaction, your Stewart file number and the Stewart office location that is handling your transaction by email to optout@stewart.com or fax to 1-800-335-9591.
For non-affiliates to market to you. Non-affiliates are companies not related by common ownership or control. They can be financial and non-financial companies.	No	We don't share

We may disclose your personal information to our affiliates or to non-affiliates as permitted by law. If you request a transaction with a non-affiliate, such as a third party insurance company, we will disclose your personal information to that non-affiliate. [We do not control their subsequent use of information, and suggest you refer to their privacy notices.]

SHARING PRACTICES

How often do the Stewart Title Companies notify me about their practices?	We must notify you about our sharing practices when you request a transaction.
How do the Stewart Title Companies protect my personal information?	To protect your personal information from unauthorized access and use, we use security measures that comply with federal law. These measures include computer, file, and building safeguards.
How do the Stewart Title Companies collect my personal information?	We collect your personal information, for example, when you ▪ request insurance-related services ▪ provide such information to us We also collect your personal information from others, such as the real estate agent or lender involved in your transaction, credit reporting agencies, affiliates or other companies.
What sharing can I limit?	Although federal and state law give you the right to limit sharing (e.g., opt out) in certain instances, we do not share your personal information in those instances.

Contact us: If you have any questions about this privacy notice, please contact us at: Stewart Title Guaranty Company, 1360 Post Oak Blvd., Ste. 100, Privacy Officer, Houston, Texas 77056

Privacy Notice for California Residents

Pursuant to the California Consumer Privacy Act of 2018 ("CCPA"), Stewart Information Services Corporation and its subsidiary companies (collectively, "Stewart") are providing this **Privacy Notice for California Residents** ("CCPA Notice"). This CCPA Notice supplements the information contained in Stewart's existing privacy notice and applies solely to all visitors, users and others who reside in the State of California or are considered California Residents ("consumers" or "you"). Terms used but not defined shall have the meaning ascribed to them in the CCPA.

Information Stewart Collects

Stewart collects information that identifies, relates to, describes, references, is capable of being associated with, or could reasonably be linked, directly or indirectly, with a particular consumer, household, or device. Most of the information that Stewart collects in the course of its regular business is already protected pursuant to the Gramm-Leach-Bliley Act (GLBA). Additionally, much of this information comes from government records or other information already in the public domain. Personal information under the CCPA does not include:

- Publicly available information from government records.
- Deidentified or aggregated consumer information.
- Certain personal information protected by other sector-specific federal or California laws, including but not limited to the Fair Credit Reporting Act (FCRA), GLBA and California Financial Information Privacy Act (FIPA).

Specifically, Stewart has collected the following categories of personal information from consumers within the last twelve (12) months:

Category	Examples	Collected?
A. Identifiers.	A real name, alias, postal address, unique personal identifier, online identifier, Internet Protocol address, email address, account name, Social Security number, driver's license number, passport number, or other similar identifiers.	YES
B. Personal information categories listed in the California Customer Records statute (Cal. Civ. Code § 1798.80(e)).	A name, signature, Social Security number, physical characteristics or description, address, telephone number, passport number, driver's license or state identification card number, insurance policy number, education, employment, employment history, bank account number, credit card number, debit card number, or any other financial information, medical information, or health insurance information. Some personal information included in this category may overlap with other categories.	YES
C. Protected classification characteristics under California or federal law.	Age (40 years or older), race, color, ancestry, national origin, citizenship, religion or creed, marital status, medical condition, physical or mental disability, sex (including gender, gender identity, gender expression, pregnancy or childbirth and related medical conditions), sexual orientation, veteran or military status, genetic information (including familial genetic information).	YES
D. Commercial information.	Records of personal property, products or services purchased, obtained, or considered, or other purchasing or consuming histories or tendencies.	YES
E. Biometric information.	Genetic, physiological, behavioral, and biological characteristics, or activity patterns used to extract a template or other identifier or identifying information, such as, fingerprints, faceprints, and voiceprints, iris or retina scans, keystroke, gait, or other physical patterns, and sleep, health, or exercise data.	YES
F. Internet or other similar network activity.	Browsing history, search history, information on a consumer's interaction with a website, application, or advertisement.	YES
G. Geolocation data.	Physical location or movements.	YES
H. Sensory data.	Audio, electronic, visual, thermal, olfactory, or similar information.	YES
I. Professional or employment-related information.	Current or past job history or performance evaluations.	YES
J. Non-public education information (per the Family Educational Rights and Privacy Act (20 U.S.C. Section 1232g, 34 C.F.R. Part 99)).	Education records directly related to a student maintained by an educational institution or party acting on its behalf, such as grades, transcripts, class lists, student schedules, student identification codes, student financial information, or student disciplinary records.	YES
K. Inferences drawn from other personal information.	Profile reflecting a person's preferences, characteristics, psychological trends, predispositions, behavior, attitudes, intelligence, abilities, and aptitudes.	YES

Stewart obtains the categories of personal information listed above from the following categories of sources:

- Directly and indirectly from customers, their designees or their agents (For example, realtors, lenders, attorneys, etc.)
- Directly and indirectly from activity on Stewart's website or other applications.
- From third-parties that interact with Stewart in connection with the services we provide.

Use of Personal Information

Stewart may use or disclose the personal information we collect for one or more of the following purposes:

- To fulfill or meet the reason for which the information is provided.
- To provide, support, personalize, and develop our website, products, and services.
- To create, maintain, customize, and secure your account with Stewart.
- To process your requests, purchases, transactions, and payments and prevent transactional fraud.
- To prevent and/or process claims.
- To assist third party vendors/service providers who complete transactions or perform services on Stewart's behalf.
- As necessary or appropriate to protect the rights, property or safety of Stewart, our customers or others.
- To provide you with support and to respond to your inquiries, including to investigate and address your concerns and monitor and improve our responses.
- To personalize your website experience and to deliver content and product and service offerings relevant to your interests, including targeted offers and ads through our website, third-party sites, and via email or text message (with your consent, where required by law).
- To help maintain the safety, security, and integrity of our website, products and services, databases and other technology assets, and business.
- To respond to law enforcement or regulator requests as required by applicable law, court order, or governmental regulations.
- Auditing for compliance with federal and state laws, rules and regulations.
- Performing services including maintaining or servicing accounts, providing customer service, processing or fulfilling orders and transactions, verifying customer information, processing payments, providing advertising or marketing services or other similar services.
- To evaluate or conduct a merger, divestiture, restructuring, reorganization, dissolution, or other sale or transfer of some or all of our assets, whether as a going concern or as part of bankruptcy, liquidation, or similar proceeding, in which personal information held by us is among the assets transferred.

Stewart will not collect additional categories of personal information or use the personal information we collected for materially different, unrelated, or incompatible purposes without providing you notice.

Disclosure of Personal Information to Affiliated Companies and Nonaffiliated Third Parties

Stewart does not sell your personal information to nonaffiliated third parties. Stewart may share your information with those you have designated as your agent in the course of your transaction (for example, a realtor or a lender). Stewart may disclose your personal information to a third party for a business purpose. Typically, when we disclose personal information for a business purpose, we enter a contract that describes the purpose and requires the recipient to both keep that personal information confidential and not use it for any purpose except performing the contract.

We share your personal information with the following categories of third parties:

- Service providers and vendors (For example, search companies, mobile notaries, and companies providing credit/debit card processing, billing, shipping, repair, customer service, auditing, marketing, etc.)
- Affiliated Companies
- Litigation parties and attorneys, as required by law.
- Financial rating organizations, rating bureaus and trade associations.
- Federal and State Regulators, law enforcement and other government entities

In the preceding twelve (12) months, Stewart has disclosed the following categories of personal information for a business purpose:

Category A: Identifiers
Category B: California Customer Records personal information categories
Category C: Protected classification characteristics under California or federal law
Category D: Commercial Information
Category E: Biometric Information
Category F: Internet or other similar network activity
Category G: Geolocation data
Category H: Sensory data
Category I: Professional or employment-related information
Category J: Non-public education information
Category K: Inferences

Consumer Rights and Choices

The CCPA provides consumers (California residents) with specific rights regarding their personal information. This section describes your CCPA rights and explains how to exercise those rights.

Access to Specific Information and Data Portability Rights

You have the right to request that Stewart disclose certain information to you about our collection and use of your personal information over the past 12 months. Once we receive and confirm your verifiable consumer request, Stewart will disclose to you:

- The categories of personal information Stewart collected about you.
- The categories of sources for the personal information Stewart collected about you.
- Stewart's business or commercial purpose for collecting that personal information.
- The categories of third parties with whom Stewart shares that personal information.
- The specific pieces of personal information Stewart collected about you (also called a data portability request).
- If Stewart disclosed your personal data for a business purpose, a listing identifying the personal information categories that each category of recipient obtained.

Deletion Request Rights

You have the right to request that Stewart delete any of your personal information we collected from you and retained, subject to certain exceptions. Once we receive and confirm your verifiable consumer request, Stewart will delete (and direct our service providers to delete) your personal information from our records, unless an exception applies.

Stewart may deny your deletion request if retaining the information is necessary for us or our service providers to:

1. Complete the transaction for which we collected the personal information, provide a good or service that you requested, take actions reasonably anticipated within the context of our ongoing business relationship with you, or otherwise perform our contract with you
2. Detect security incidents, protect against malicious, deceptive, fraudulent, or illegal activity, or prosecute those responsible for such activities.
3. Debug products to identify and repair errors that impair existing intended functionality.
4. Exercise free speech, ensure the right of another consumer to exercise their free speech rights, or exercise another right provided for by law.
5. Comply with the California Electronic Communications Privacy Act (Cal. Penal Code § 1546 *seq.*).
6. Engage in public or peer-reviewed scientific, historical, or statistical research in the public interest that adheres to all other applicable ethics and privacy laws, when the information's deletion may likely render impossible or seriously impair the research's achievement, if you previously provided informed consent.
7. Enable solely internal uses that are reasonably aligned with consumer expectations based on your relationship with us.
8. Comply with a legal obligation.
9. Make other internal and lawful uses of that information that are compatible with the context in which you provided it.

Exercising Access, Data Portability, and Deletion Rights

To exercise the access, data portability, and deletion rights described above, please submit a verifiable consumer request to us either:

- Calling us Toll Free at 1-866-571-9270
- Emailing us at Privacyrequest@stewart.com
- Visiting <http://stewart.com/ccpa>

Only you, or someone legally authorized to act on your behalf, may make a verifiable consumer request related to your personal information. You may also make a verifiable consumer request on behalf of your minor child.

To designate an authorized agent, please contact Stewart through one of the methods mentioned above.

You may only make a verifiable consumer request for access or data portability twice within a 12-month period. The verifiable consumer request must:

- Provide sufficient information that allows us to reasonably verify you are the person about whom we collected personal information or an authorized representative.
- Describe your request with sufficient detail that allows us to properly understand, evaluate, and respond to it.

Stewart cannot respond to your request or provide you with personal information if we cannot verify your identity or authority to make the request and confirm the personal information relates to you.

Making a verifiable consumer request does not require you to create an account with Stewart.

Response Timing and Format

We endeavor to respond to a verifiable consumer request within forty-five (45) days of its receipt. If we require more time (up to an additional 45 days), we will inform you of the reason and extension period in writing.

A written response will be delivered by mail or electronically, at your option.

Any disclosures we provide will only cover the 12-month period preceding the verifiable consumer request's receipt. The response we provide will also explain the reasons we cannot comply with a request, if applicable. For data portability requests, we will select a format to provide your personal information that is readily useable and should allow you to transmit the information from one entity to another entity without hindrance.

Stewart does not charge a fee to process or respond to your verifiable consumer request unless it is excessive, repetitive, or manifestly unfounded. If we determine that the request warrants a fee, we will tell you why we made that decision and provide you with a cost estimate before completing your request.

Non-Discrimination

Stewart will not discriminate against you for exercising any of your CCPA rights. Unless permitted by the CCPA, we will not:

- Deny you goods or services.
- Charge you a different prices or rates for goods or services, including through granting discounts or other benefits, or imposing penalties.
- Provide you a different level or quality of goods or services.
- Suggest that you may receive a different price or rate for goods or services or a different level or quality of goods or services.

Changes to Our Privacy Notice

Stewart reserves the right to amend this privacy notice at our discretion and at any time. When we make changes to this privacy notice, we will post the updated notice on Stewart's website and update the notice's effective date. **Your continued use of Stewart's website following the posting of changes constitutes your acceptance of such changes.**

Contact Information

If you have questions or comments about this notice, the ways in which Stewart collects and uses your information described here, your choices and rights regarding such use, or wish to exercise your rights under California law, please do not hesitate to contact us at:

Phone: Toll Free at 1-866-571-9270

Website: <http://stewart.com/ccpa>

Email: Privacyrequest@stewart.com

Postal Address: Stewart Information Services Corporation
Attn: Mary Thomas, Deputy Chief Compliance Officer
1360 Post Oak Blvd., Ste. 100, MC #14-1
Houston, TX 77056

SERRAMONTE DEL REY CAMPUS ZONING COMPARISON

	PD-31 (SDR CAMPUS AREA ONLY)	PD-31A (JUHSD FACULTY & STAFF HOUSING SITE ONLY)	PROPOSED PD FOR SDR CAMPUS
PERMITTED USES	- Commercial - Residential - Business and residential related retail uses - Business services - Restaurants under 9,000 sq. ft. - Personal services - Office apartment management and leasing offices - Outpatient medical care services, recreation facilities - Childcare centers	Multi-family residential	- Commercial - Residential - Community Service Uses - Public Utility - Public Service *Only some uses permitted on ground floor per Plan
MAX. COMMERCIAL	500,000 - 700,000 sq. ft. office	Not permitted	14,000 sq. ft. commercial/retail proposed <u>Max. Per Parcel</u> B = 8,000 sq. ft. C-F = 6,000 sq. ft.
MAX. RESIDENTIAL	175 apartments	122 apartments	1,235 dwelling units proposed <u>Max. Dwelling Units Per Parcel</u> A = 122 B = 210 C = 125 D = 270 E = 330 F = 400
AFFORDABLE HOUSING REQUIREMENT	Inclusionary Housing Ordinance	Inclusionary Housing Ordinance (Min. 10 % = 12 affordable units)	Inclusionary Housing Ordinance (Min. 10% = 124 affordable units)

PARKING	- Office: 3.5 stalls per 1,000 sq. ft. - Residential: Per DC Zoning Code. Min. 1 stall/unit	- Min. 310 stalls for entire campus - Min. 170 off-street and 13 on-street stalls for apartment building	- 1.5 - 1.7 stalls per residential unit - Parcel B Retail = 5.0 stalls/1,000 sq. ft. retail - Parking rate adjustments permitted upon request and approval by City
BUILDING HEIGHT	- Residential: Max. 3 stories over partially depressed garage. Must be tucked back against the western slope bank. - Office: Max. 6 stories along Callan Blvd. Max. 12 stories at center of project. Must be built along eastern edge to take advantage of views /visibility from freeways)	Max. 55 ft. inclusive of any roof stair enclosures	<u>Max. By Parcel</u> A-C = 77 ft. D-F = 150 ft. *Max. 55 ft. step-backs required at specific facades per Plan
PRIVATE OPEN SPACE	Zoning Ordinance (Min. 150 sq. ft. per dwelling unit)	Zoning Ordinance (Min. 150 sq. ft. per dwelling unit)	Zoning Ordinance (Min. 150 sq. ft. per dwelling unit)
PARKS AND OPEN SPACE	Per Precise Plan	Per Approved Plans	Per Precise Plan

Last Updated 12/3/21



Serramonte Del Rey Precise Plan

4-21-2021

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1. Introduction

A. OVERVIEW

This update to the Serramonte Del Rey Precise Plan (Precise Plan) will enable the Jefferson Union High School District (JUHSD) to transform their existing outdated high school facilities into a new walkable, bikeable and family-friendly residential neighborhood with retail, park, Head Start, and surrounding recreational trail improvements. The Precise Plan envisions development of up to 1,113 units of affordable and market rate rental housing on leased District lands to be built-out over a ten-year period. The Serramonte Del Rey neighborhood will be an inviting and family friendly place to walk, shop, connect with friends, meet for coffee, or stroll through the park and hillside open spaces.



An example of an open space similar to the proposed Central Green in the Serramonte Del Rey neighborhood.



The entry to the neighborhood will be a lively and welcoming place.

The Precise Plan update focuses on the 22-acre Phase II area of the 1985 Serramonte Del Rey Precise Plan (PD 31). The Phase II area is the location of the existing JUHSD school facilities currently used for District office space, as well as 122 units of multi-family faculty and staff rental housing approved as PD 31A to be completed by 2022. Phase 1 of the 1985 Precise Plan is already built-out with multi-family rental housing, office, and educational uses. See Figure 1.1.

The Precise Plan identifies the vision, goals, context, standards, and guidelines for individual development proposals on a parcel basis, as well as park, open space, street, and utility infrastructure improvements associated with development by phase. The development of the neighborhood is guided by an urban design framework, or regulating plan, comprised of streets, blocks, and open spaces that set the walkable scale of the neighborhood. The administration and implementation section provides guidance to developers and Daly City staff on the Precise Plan project approval process consistent with the City's General Plan, ordinances, and procedures.

Figure 1.1 Existing and Updated Plan Area Boundaries



B. DISTRICT GOALS

The JUHSD School Board seeks to build upon their past success and advance an innovative plan to stabilize District finances and fund the future of student education. To accomplish this the District plans to attract investment and leverage the development of rental housing through long-term ground leases and/or joint venture agreements on District lands in the Precise Plan Area. The District’s key goals are to stabilize education funding and improve the quality of life for students, neighbors, and the City. Improving the quality of education at District schools will boost neighborhood property values, as will the development of new neighborhood character that will serve retail, community, park, and recreation facilities. New housing will increase City tax revenues.

- Existing Precise Plan Area (PD31)
- Precise Plan Update
- Faculty and Staff Housing (PD31A)



View of Faculty and Staff Housing from Serramonte Boulevard.

The Faculty and Staff Housing project along Serramonte Boulevard, planned for completion in 2022, is the first step to build-out the Serramonte Del Rey neighborhood. This project will provide affordable housing for teachers and staff members, which will help attract and retain highly qualified teachers and staff, as well as build collaborative relationships among teachers, students, and the broader community they serve.

C. PHYSICAL SETTING

The Serramonte Del Rey site (referred to as the Plan Area in this document) is owned by the Jefferson Union High School District (JUHSD). The 22-acre Plan Area is in the southern portion of Daly City with significant frontage along Serramonte Boulevard and Callan Boulevard with an important access point at Highway 1 along the northern edge of the site. The project entry point interfaces with the freeway on and off ramp. This unique location allows the project to act as an attractive gateway into Daly City. Figure 1.2 shows the regional location and Figure 1.3 shows the surrounding context of the Plan Area.

Adjacent Land Uses

A variety of residential and retail uses are located within a quarter mile (five-minute walking distance) from the Plan Area. Direct access to Serramonte Boulevard and Hickey Boulevard connects the community to many existing community destinations that surround the project site. Destinations include the Serramonte Shopping Center, Serramonte Plaza, Gellert Park, and Serramonte Library, as well as adjacent neighborhoods and schools. The existing site is surrounded by high density rental apartments on the north and south sides, low density residential on the west side, and open spaces including the Chinese Cem-

etry and Gellert Park on the east side. The project site is centrally located within the Jefferson Union High School District with JUHSD schools located north and south of the site.

Site Access

As seen in Figure 1.3, the Plan Area is extremely well connected to major arterials, including Highway 1, Interstate 280, and State Route 35 (Skyline Boulevard). The site is also accessible by public transit: the Colma and South San Francisco BART stations are both approximately two miles away from the project site, and there is an existing SamTrans bus stop serving Route 120 and Route 24 right outside of the project entry along Serramonte Boulevard. In addition, many surrounding streets have bicycle facilities, including Class II bicycle lanes on Serramonte Boulevard and Callan Boulevard as well as Class III bicycle facilities on Hickey Boulevard.

Plan Area Character

The existing Plan Area site sits on a level plateau on an east-facing slope. It is at a higher elevation than the land to the east of Callan Boulevard, and at a lower elevation than the residential neighborhood to the west along St. Francis Boulevard. Because of the site's orientation and situation at a higher elevation, there are expansive views of the San Bruno Mountains and city skyline to the east

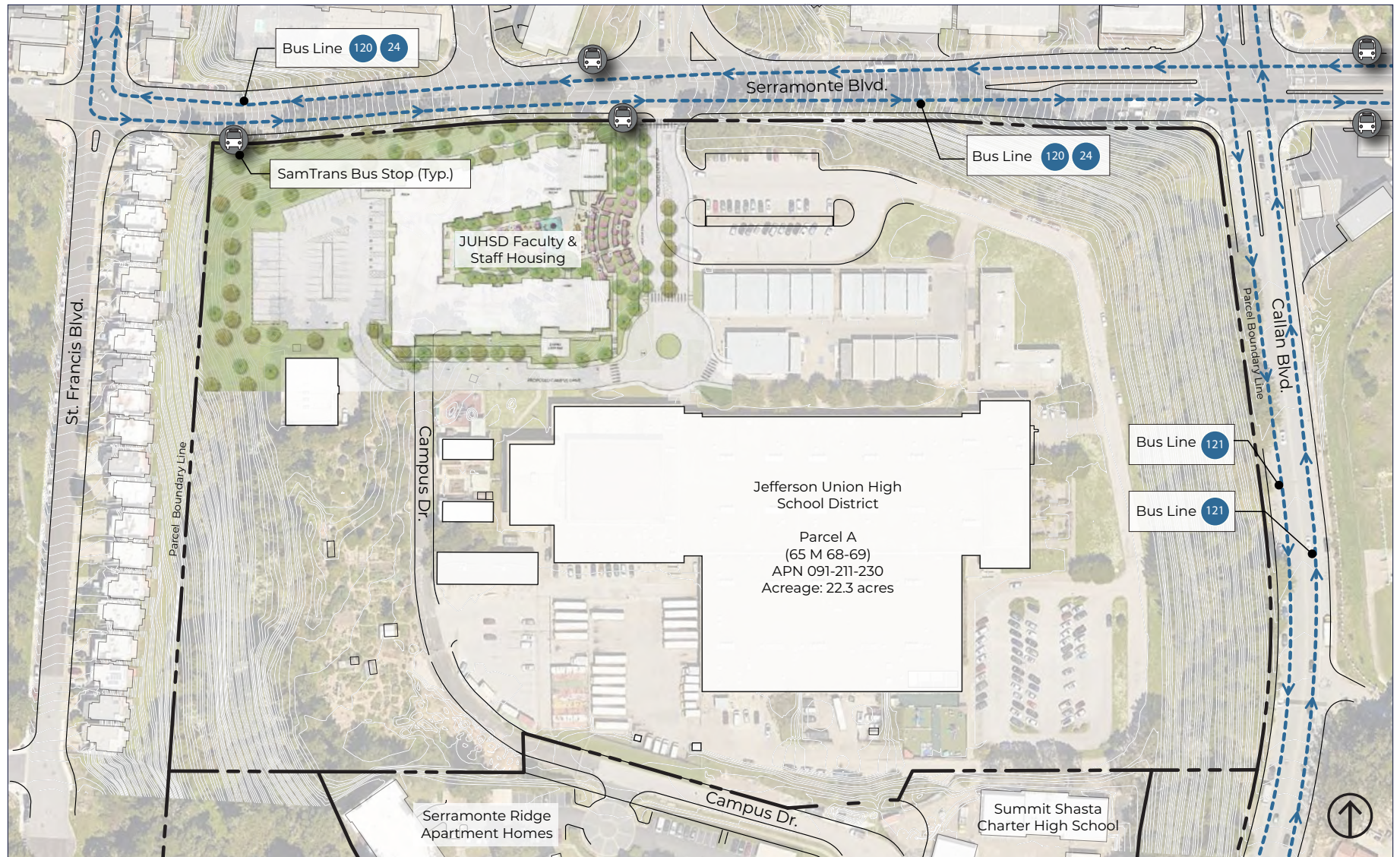
Figure 1.2 Regional Location (looking north)



Figure 1.3 Context Map (looking south)



Figure 1.4 Existing Conditions and Topography



and north. Farther to the west is a ridge separating the Plan Area from the Pacific Ocean, providing a temperate marine climate to the Plan Area and surroundings. The site is framed on its eastern and western sides by sloping hillsides with dense evergreen trees. These forested areas, along with the change in grade, create a buffer from developed areas on either side of the site.

The Plan Area is occupied by a decommissioned high school building, now partially used as administrative offices. The facility is a low-slung single-story building that presents mostly blank walls to its surroundings. It needs significant seismic upgrades to the structure. The site itself is clean, flat and of a sufficient size to accommodate a new neighborhood.

D. PLANNING CONTEXT

Daly City General Plan 2030

The Precise Plan update is consistent with the goals and policies of the 2030 Daly City General Plan as amended with the 2015 Housing Element.

Inclusionary Housing Ordinance

One of the City's housing goals is to encourage the development of housing that is affordable to both renters and owners, and for households of all income levels. The Inclusionary Housing Ordinance identifies requirements for the provision of affordable housing as part of new housing development in the City. The residential development within the Plan Area will provide affordable housing as required by ordinance and per the Serramonte Del Rey Precise Plan Development Agreement and Affordable Housing Plan.

Municipal Ordinance

The Daly City Municipal Code designates the Plan Area as a "Planned Development District (PD31)". A Planned Development district allows various types of development such as neighborhood shopping centers, professional and administrative areas, commercial service centers, industrial parks, single-family, multi-family residential, or a combination of any of the above-mentioned uses.

Uses in a planned development district shall be permitted based on the general category of uses identified in the Precise Plan. Any uses not identified in the Precise plan may be permitted within the planned development upon securing a use permit. General provisions for a planned development that are applicable to the Precise Plan are established in Section 17.28.020 of the Municipal Code.

1985 Precise Plan (PD31)

The 1985 Precise Plan extends from Hickey Boulevard at the south to Serramonte Boulevard at the north. The 1985 Precise Plan envisioned two phases of development with the closure of the Jefferson Union High School. The first phase of housing, office and Summit Shasta Charter High School is developed south of the existing high school. The Faculty and Staff housing now under construction was entitled under the PD31 Precise Plan. The rest of the 22-acre second phase has not been realized and is the subject of this Precise Plan Update. Provisions for Phase I 1985 Precise Plan are as follows:

Land Use

- Open Space (10.2 acres)
- Residential (1.2 acres)
- Office (1.6 acres)
- Streets, Parking Structure, and General Parking (9.3 acres)

Land Density and Intensity

- **Residential:** 23.6 DU/AC; up to 175 Apartments
- **Commercial:** .77 FAR (Floor Area Ratio)
- **Office space:** Up to 700,000 sq. ft. office

Height limits

- Apartment buildings are limited to 3 stories over a partially depressed garage.
- Office buildings are limited to 6 stories along Callan Boulevard, increasing to a maximum of 12 stories at the center of the project.
- Office buildings are to be built along the eastern edge of the site to take advantage of the views and to be visible from the I-280 and Highway 1 freeways. Apartments to be tucked back against the western slope bank.

- Text concerning Visual Quality/Community Character states: “Buildings over six stories will be placed on an east/west axis to minimize impacts on the St. Francis views.”
- Structured Parking: Residential: 175 spaces; Office: 1,252 spaces.
- Surface Parking: Residential: 125 spaces; Office: 498 spaces.
- Residential parcels will conform with Daly City parking standards. For multiple-family residential, this amounts to 1 space per studio, 1.5 spaces per one bedroom, and 2 spaces per two-bedroom unit or larger.

These provisions continue to govern the southern part of the PD31 Precise Plan. For the northern part (the Plan Area) they are included for reference only; upon adoption of the Serramonte Precise Plan Update, they will be fully replaced by the provisions included in the following pages.

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2. Vision and Goals

A. VISION

Experience

The Serramonte Del Rey Precise Plan enables the transformation of a former high school with outdated facilities and surface parking over 22-acres to become the home of future residents who will experience:

- A new walkable, bikeable and family-friendly residential neighborhood with tree-lined streets;
- The convenience and activity of local retail stores, cafes and restaurants;
- A collection of open spaces, parks, and recreational trails suitable for use by a variety of ages and household types;



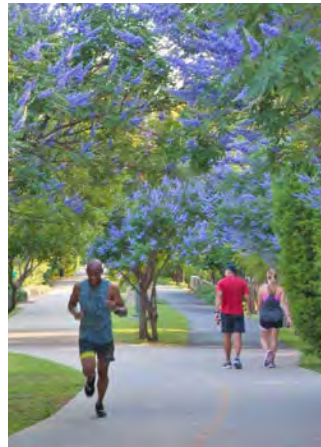
Walkable tree-lined streets will enhance the neighborhood.



Aerial view of the Plan Area showing proximity to Pacific Ocean.



Open space and recreation areas will serve all age groups.

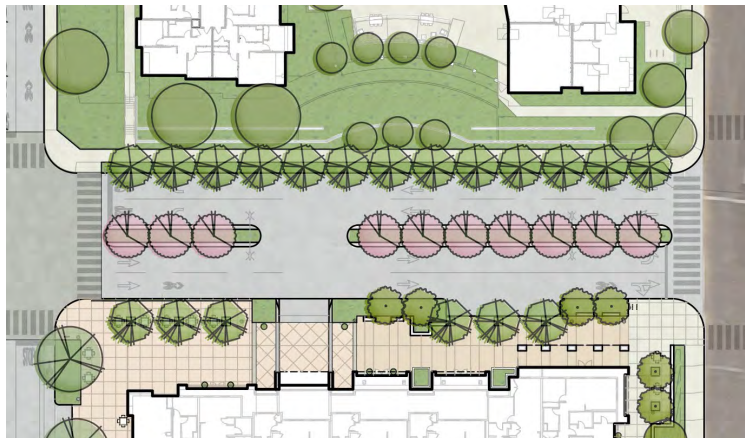


- Architecture for modern living, with amenities and contemporary, sustainable design;
- A diverse residential neighborhood that includes units affordable to a variety of income levels;
- Access “a moment away” to Daly City’s coastal bluffs overlooking the Pacific Ocean from Highway 1 and Skyline Boulevard;
- Scenic views to San Bruno Mountain and the San Francisco Bay from the site’s hillside setting;
- A highly accessible location with direct transportation and transit access to major job centers in San Francisco and along the San Mateo Peninsula within walking distance to regional shopping and Gellert Park;
- One of the world’s best climates, with the beautiful, diverse ecology of a coastal zone, Mediterranean climate with mild, wet, frostless winters and cool summers.

Illustrative Plan

Figure 2.1 is an illustrative plan of the build-out of the plan area, featuring neighborhood-serving retail, public gathering spaces and residential development linked together by a network of pedestrian-scale tree-lined streets. Main features of the plan are:

Mixed-Use Main Street. Entry Drive is the plan area's Main Street and entrance to the neighborhood, extending from the intersection of Serramonte Boulevard and Highway 1 ramps to the Central Green on North Drive. On the east side of the street is a mixed-use commercial and residential development with ground floor retail uses extending the entire city block from Serramonte Boulevard and wrapping around the corner along North Drive. This lively area features uses such as a café and retail shops opening onto tree-lined gathering spaces with outdoor seating at both intersections. The activity generated during the days and evenings will provide an attractive and welcoming environment for residents, visitors, and surrounding neighbors, visible along Serramonte Boulevard and from travelers entering and exiting from Highway 1.



Entry Drive will provide a landscaped entry into the neighborhood.

Housing Shapes Public Spaces. Plan area streets are lined with residential buildings organized to shape an urban park and create a sense of place at the center of the neighborhood. Buildings vary from four to seven stories around the Central Green. Up to two 14-story towers are permitted south of the Central Green. The buildings are to be of high architectural quality, with attention to the pedestrian-experience at the ground level and the massing of podium and skyline levels of buildings. Ground floor uses are located to create a gradient of activity from quiet residential areas to active shopping. Buildings are designed as courtyard housing, each with an internal landscaped courtyard at grade or above a parking podium. Where a building is adjacent to public Hillside Area open space, the courtyard space opens to connect to the surrounding open space visually and physically.

Pedestrian-Scale Neighborhood. The Plan Area is organized into walkable, pedestrian-scale streets and city blocks, each with a different character. Entry Drive provides a transition from the higher vehicle volumes on Serramonte Boulevard to quieter neighborhood streets. North Drive extends east and west along the Central Green with East Drive and West Drive wrapping around the Central Green so every street in the plan is accessible to this neighborhood park. North Drive and East Drive are local connector streets that prioritize pedestrians

and cyclists with buffered bike lanes and large street trees. West Drive is a narrower neighborhood street with individual ground floor unit entries or residential stoops. Three access ways provide access to residential parking, Overlook Park, wooded hillside areas, the eastside recreational pedestrian/bike trail and westside walking path. At the south entrance to the Plan Area is a landscaped roundabout providing a traffic-calmed entrance to the neighborhood.



A landscaped roundabout at the south entry will provide a gateway to the neighborhood.

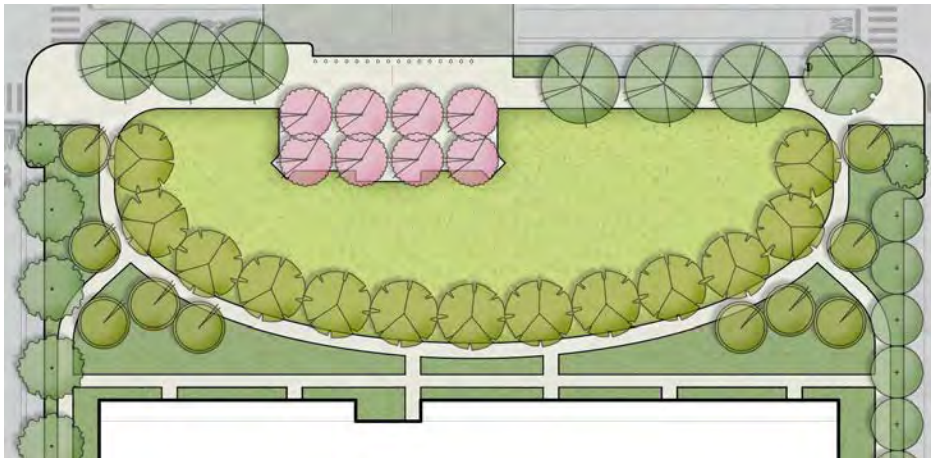
Bike and Transit Access. The neighborhood is safe and convenient for bicycling with connections to existing and planned Daly City bicycle routes to local destinations such as Serramonte Main Branch library, Gellert Park and Serramonte Shopping Center. Transit users have direct access to frequent SamTrans bus service to BART, Skyline College and other city and regional destinations with SamTrans bus stops at the intersection of Serramonte Boulevard and Entry Drive. The eastbound SamTrans bus stop is improved with a new shelter and seating.

Diversity of Housing. Affordable and market rate rental housing is mixed-throughout the site. 122 units of affordable housing for JUHSD Faculty and Staff, which includes very-low, low, and moderate-income rental dwelling units, are at the corner of Serramonte Boulevard and Entry Drive. A second affordable housing development is planned along East Drive, at the southeast corner of the Plan Area. The balance of affordable housing is spread throughout the three other residential development sites.

Figure 2.1 Illustrative Plan



Neighborhood Parks, Trails and Open Space. The plan features two publicly accessible parks and a loop trail, with walking and biking along the east downslope hillside and walking along the west upslope hillside. The Central Green is the heart of the neighborhood with a tree-shaded plaza at Entry Drive and crescent shaped meadow enclosed with oak and evergreen trees. The park is visible and accessible to residents and visitors, with active and contemplative spaces. Overlook Park, in the northeast corner of the Plan Area, is a children-friendly park with terraced seating, play, and turf areas for family use. Overlook park will have filtered views through hillside trees of Daly City, San Bruno Mountain, and the San Francisco Bay.



The Central Green will have a variety of spaces from active to contemplative.

Urban Parking. Parking for residential and retail uses is “right-sized” based on actual demand and is provided in secure garages and screened from view from neighborhood streets by building frontages or landscape. Parking serving neighborhood public spaces, overflow parking and Head Start is located on-street.

Together, these features shape a walkable, bikeable, safe, family-friendly neighborhood with a shopping street, parks, and nature trails, with several venues for outdoor gatherings and recreational activities. Development will be built out over time and may not match the illustrative plan precisely.

B. PLAN GOALS

The following goals shaped the master plan and are to guide development in the Plan Area:

2.B.1 Create an Active Neighborhood

Redevelop the existing underutilized site into a family-friendly, cohesive neighborhood with activities that all ages can enjoy, from cafes and restaurants to recreational trails and parks that can accommodate a range of play and other activities.

2.B.2 Promote Housing Equity

Address the housing shortage in Daly City through the percentage of affordable housing provided. Meet and exceed the City's 10% below market rate (BMR) rental housing requirement. Combined with the Faculty and Staff Housing under construction, plan for 20% of housing to be low and moderate-income rental housing for an anticipated total of approximately 245 units. The balance of up to 990 units will be market rate rental housing.

2.B.3 Preserve Head Start

Provide a place to relocate the existing Head Start facility currently on the site, to ensure a long-term home on-site for the preschool. Accommodate Head Start's program needs for a facility with two classrooms, outdoor play areas, and parking. The District is committed to support-



Residential buildings with nearby parks create a family-friendly neighborhood.



Walkable tree-lined streets will enhance the neighborhood.

ing Head Start’s effort to fundraise for the buildout of their new facilities.

2.B.4 Provide Innovative Housing Design

Drawing upon successful projects elsewhere in San Mateo County, accommodate different “types” of buildings, varying in efficiency, parking configuration, ground floor activity and construction technology. Wrap housing around courtyards for efficiency and livability to create attractive urban living. From lowest to highest density, building types for the housing may include:

- Four stories of light gauge metal frame with surface parking
- Four stories of wood or light gauge metal frame over a concrete “podium” of structured parking
- Up to seven stories comprised of 5 stories (plus mezzanine) of wood or light gauge metal frame and two to three stories of concrete podium
- Up to 14 stories comprised of 10 stories of metal frame or steel and concrete construction and three to four stories of concrete parking podium



The Head Start facility will provide dedicated outdoor activity space.

2.B.5 Promote Sustainability

Ensure a green and healthy environment for families and our community by planning for green buildings with sustainable, energy efficient and resource conserving operations and performance. Design and construct buildings to reduce our carbon footprint and ensure healthy indoor air quality. Buildings can have roof top solar panels, electric vehicle charging stations, water conservation, waste management, alternative transportation options and green materials. Landscapes will feature storm water treatment gardens, drought tolerant landscapes, street trees to reduce heat island effects, and pedestrian-oriented design.

2.B.6 Fit Hillside Context

Set buildings into the hillside to obscure them from view. Utilize the topography of the site as a hillside setting that is screened by existing mature trees and supplemental trees to the west, east and north to limit views from Serramonte Boulevard and south from Campus Drive. Limit the location of towers to sites set back from Serramonte Boulevard and orient towers in an east-west direction to minimize obstructions of views from uphill neighbors.

2.B.7 Provide Active Transportation

Design for active transportation and healthy living. The Precise Plan's streets can be designed for daily exercise as walkable and bikeable streets. These "complete streets" advance Daly City's Vision Zero program to reduce pedestrian traffic fatalities to zero. Additionally, alternative transportation options are supported such as ride hailing services, electric vehicles, shuttles, and frequent bus service to BART at Serramonte Boulevard.

2.B.8 Right-size Parking

"Right-size" the supply of parking in relation to parking demand, based on best engineering practices used in places similar to Daly City. Parking



Before view from intersection of Callan Boulevard and Serramonte Boulevard.



After view with trees shown transparent to show new development.



Protected bike lanes.



The open space network will include a recreational trail.

can be provided on-site for residents, guests, and retail customers to avoid “overflow” parking in nearby neighborhoods. Use Transportation Demand Management (TDM) strategies to ensure adequate parking for all users.

2.B.9 Connect to Nature

Provide diverse neighborhood park spaces for resident and visitor enjoyment that support the ecology of the hillside setting with mature trees. Create recreational trails open to the public, as well as a series of private and common open spaces available to residents.

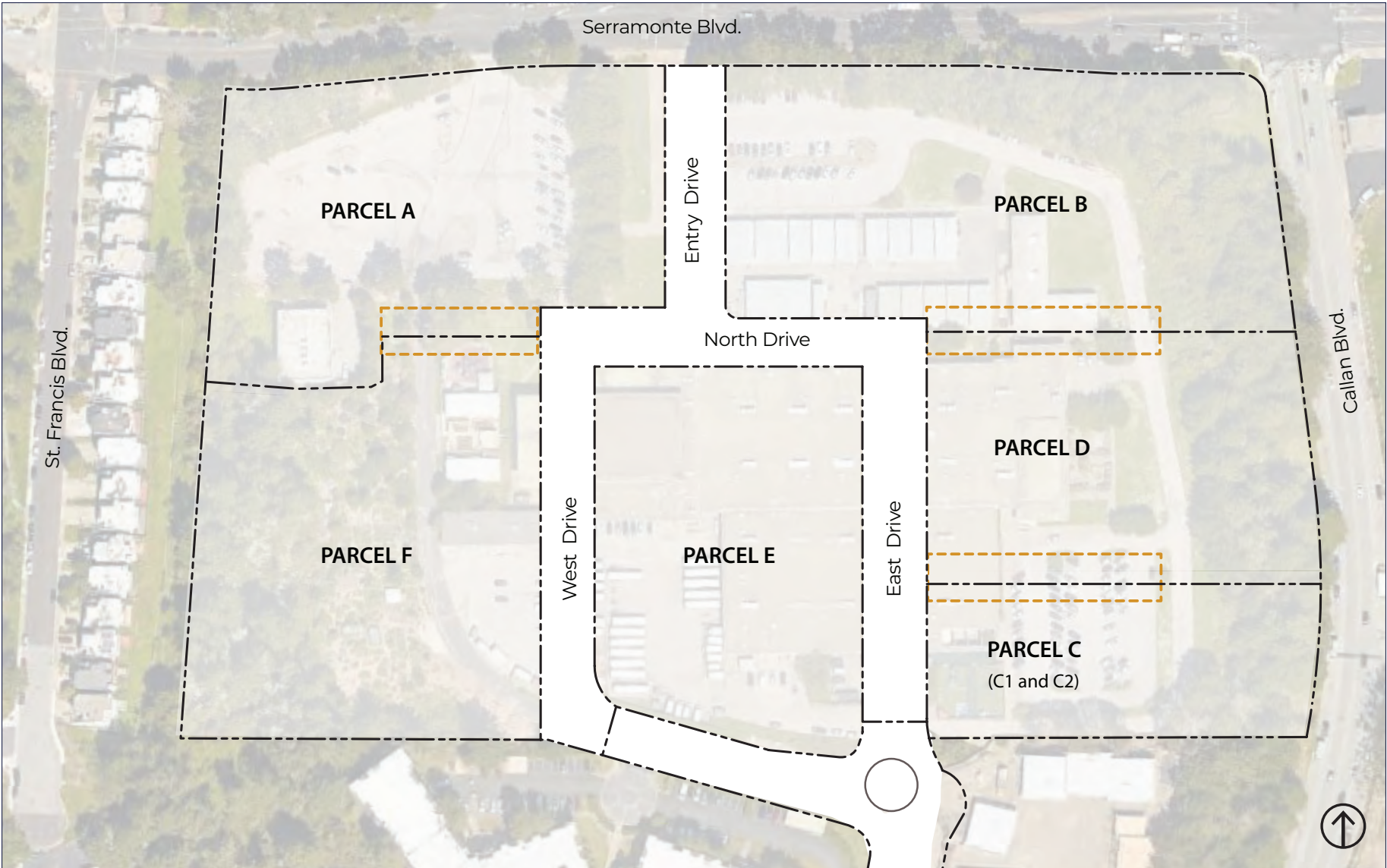
2.B.10 Ensure Long-term Financial Stability for the School District

Plan, design, construct and maintain residential development, park spaces and infrastructure to ensure the long-term financial stability of the District.

C. PARCELIZATION

To achieve the vision, the Plan Area has been subdivided into seven distinct development parcels and a series of additional parcels containing streets. See Figure 2.2. The street parcels have public access easements that require the streets to be publicly accessible. There are also easements between Parcels A and F, Parcels B and D, and Parcels D and C which will allow shared access for pedestrian and vehicle access.

Figure 2.2 Plan Area Parcels



Parcel lines Easement

Note: Parcel C will be subdivided into two separate parcels, C1 and C2. This division will be recorded in the Tentative Map application.

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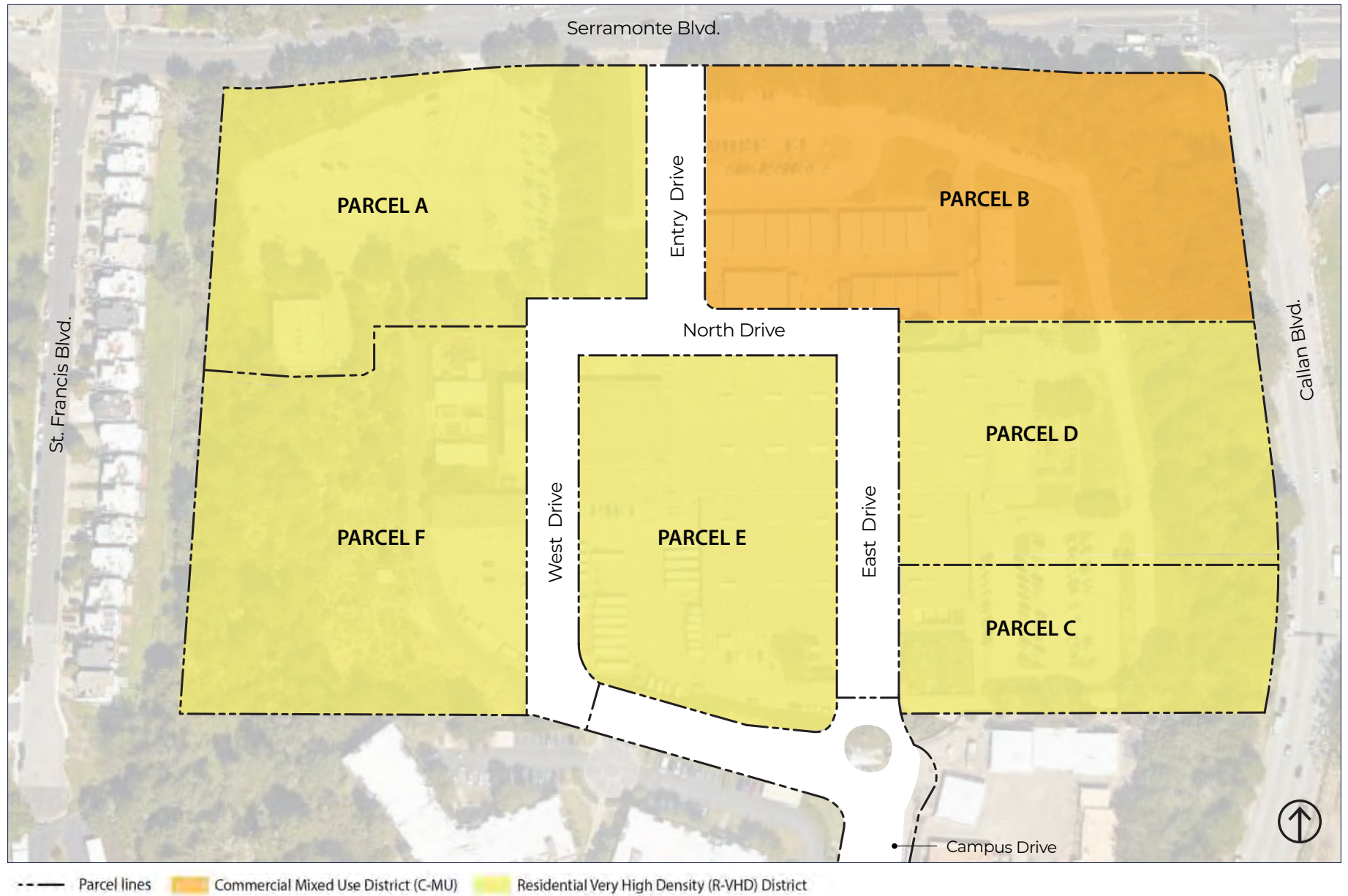
3. Development Standards and Guidelines

This chapter establishes development standards and design guidelines for the Plan Area. All development planned within the Plan Area will be required to adhere to standards contained in this chapter. Guidelines will serve as recommended actions, offering more flexibility in implementation. Definitions of terms are located at the end of this chapter.

A. PLAN AREA LAND USES

The Plan Area is organized into two land uses: The Mixed Use and the Residential. See Figure 3.1. The Mixed Use District applies to Parcel B and supports mixed-use residential development, such as commercial uses on the ground floor with residential uses on upper floors. The Residential District applies to remaining Plan Area Parcels A, C, D, E, and F. The Residential District is intended for primarily residential uses but does allow certain other uses. Permitted land uses within each of these Districts are stated in the Permitted Uses Table (Table 3.1). Other design and development standards are established in Chapter 3 of this document.

Figure 3.1 Plan Area Land Uses



The following land uses table states the different types of residential, commercial, community services, and public uses that are permitted within the Plan Area Districts.

Permitted uses are marked with a P; uses requiring a Use Permit are marked with a UP, blanks indicate uses not permitted in that district.

Table 3.1 - Permitted Land Uses		
Table Of Land Uses	Mixed Use District	Residential District
Residential Uses		
Single-family dwellings, 12 DU/Acre minimum	P	P
Two-unit structures (duplexes); Townhouses	P	P
Multiple-family dwellings	P	P
Live-work within dwelling units	P	P
Day care center in accordance with the regulations specified in Chapter 17.49 of the Municipal Code	P	P
Commercial Uses		
Medical services (as part of a mixed-use building): Medical-Dental Clinic; Prescription Pharmacies; Veterinary Clinic	P	UP
Commercial Services (on ground floor of a mixed-use building only): Bakery; Bank or financial institution; Barber or beauty shop; Book store; Camera store; Clothing store; Coffee store; Delicatessen; Dry cleaner; Florist; Food store; Gift store; Hardware store; Health club, gym; Home furnishings; Instruction studio (dance, exercise, music, and so on); Laundromat; Office supplies/copy shop; Pet store; Restaurant, but not a drive-thru restaurant; Shoe sales and repair; Small appliance sales and service (only in conjunction with sales); Sporting goods; Stationary store; Tailor; Toy store; Travel agent; Variety store	P	UP

(Table Continued)

Table 3.1 - Permitted Land Uses		
Table Of Land Uses	Mixed Use District	Residential District
Bar and Cocktail lounge; Small theater; Hotel; Cannabis sales	UP	-
Professional offices (as part of a mixed-use building)	P	UP
Medical-Dental Clinic (as part of a mixed-use building)	P	UP
Community Service Uses		
Community center, library (as part of a mixed-use building)	P	UP
Public Utility and Public Service Uses		
Pumping stations, public utility buildings and uses	P	P
Wireless communications facilities in accordance with the regulations specified in Chapter 17.39 of the Municipal Ordinance	P	P

B. PLAN AREA DEVELOPMENT CAPACITY

Development Program

The following table summarizes the anticipated development program at build-out for parcels within the Plan Area. These numbers may be less than the total capacity of each site. These numbers will be used in the project description for environmental review of the Precise Plan.

Table 3.2 - Development Program					
Parcels	Area (Acres)	Housing Units	Density	Retail / Commercial	Other
Parcel B	4.3	201	49 DU/Acre	8,000 sq.ft.	
Parcel C	1.94	100	63 DU/Acre	**	1,400 sq.ft. (relocated Head Start facility)
Parcel D	2.84	240*	85 DU/Acre	**	
Parcel E	3.02	290*	96 DU/Acre	**	
Parcel F	3.77	282*	66 DU/Acre	**	
Total New Development	15.87	1,113	70 DU/Acre	14,000 sq. ft.	
Parcel A (existing, not counted as new development)	3.6	122	34 DU/Acre		1000 sq.ft. (existing Comcast facility)
Street Parcels within Plan Area	2.9				
Total Development	22.38	1,235		14,000 sq.ft.	2,400 sq.ft.

(*) Denotes parcels with high-rise building potential (up to 14 stories). Only two of these three parcels may be developed with high-rise buildings. This table includes an assumption that Parcel D and Parcel F will be developed with high-rise residential buildings, but during implementation the high-rise location may be transferred to Parcel E from either Parcel D or F. In any case the overall buildout of the Plan Area is limited to 1,235 residential units.

(**) Denotes parcels that may provide retail/commercial square footage on the ground floor in addition to 8,000 sq.ft. assumed for Parcel B. Each of these parcels may or may not build commercial square footage on the ground floor; in any case the total retail/commercial square footage for the overall buildout of the Plan Area is limited to 14,000 sq.ft.

Development Maximum Per Parcel

The following table presents the maximum allowed density per parcel. Note these are maximums, and the buildout is likely to be less than the maximum on some parcels. This table is intended to provide guidance to developers of individual parcels within the Plan Area.

Table 3.3 - Development Maximum Per Parcel		
Parcel Number	Maximum Residential Units Allowed Per Parcel*	Maximum Retail/ Commercial Square Footage Per Parcel**
Parcel A	122	0
Parcel B	210	8,000 sq.ft.
Parcel C	125	6,000 sq.ft.***
Parcel D	270	6,000 sq.ft.
Parcel E	330	6,000 sq.ft.
Parcel F	400	6,000 sq.ft.

*The total number of units may not be realized on every parcel. As noted in Chapter Two, Urban Design Framework, the total buildout of the Plan Area is limited to 1,235 residential units.

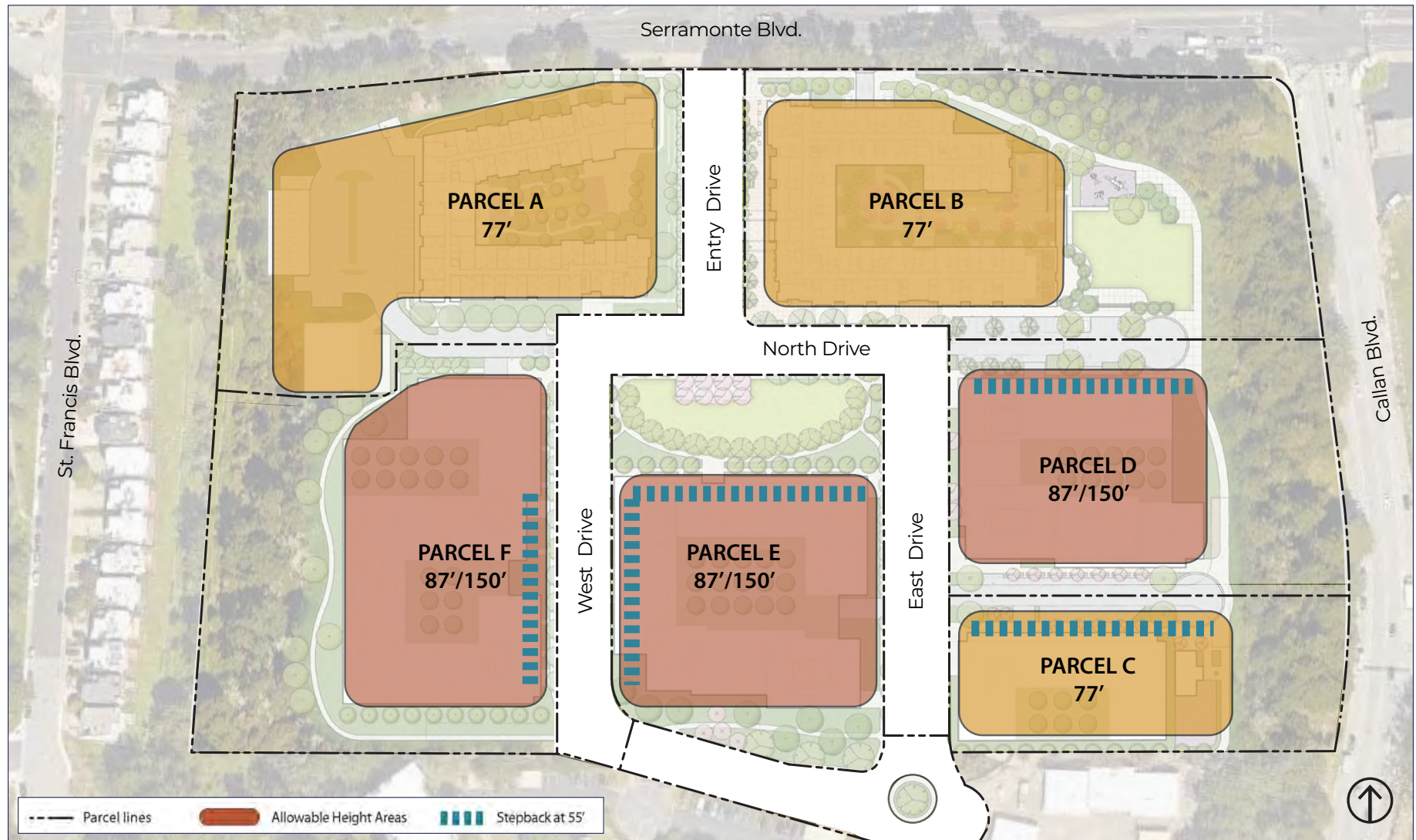
** The total square footage of retail/commercial may not be realized on every parcel. As noted in Chapter Two, Urban Design Framework, the total buildout of the Plan Area is limited to 14,000 sq.ft. of retail/commercial space. There is no restriction on the amount of Amenity Space (to be used primarily by residents) per parcel.

***Parcel C is permitted to build up to 2,000 sq. ft of daycare center facilities within its allotment of retail/commercial square footage.

C. BUILDING HEIGHT

Permitted building height for the Plan Area is shown in Figure 3.2.

Figure 3.2 Building Heights



Height Exceptions

The following exceptions to the height limit are allowed:

- C.1.1** Ornamental architectural features, such as turrets, parapets, corner towers, or other accentuating features.
- C.1.2** Mechanical and roof-mounted elevator core equipment up to a maximum of 18 feet above maximum height, provided their combined coverage does not exceed 30% of building roof area. Equipment less than 4 feet above maximum height is exempt from the coverage calculation.
- C.1.3** Architectural and landscape screening designed to conceal mechanical and roof mounted equipment.
- C.1.4** Sustainability elements, such as photovoltaic cells, small-scale wind turbines suitable for residential development, storm water catchment / treatment equipment, solar water heating equipment.
- C.1.5** Enclosed amenity spaces to a height of 12 ft where roof is designed as an accessible outdoor common area if coverage of enclosed amenity space is no more than 20% of building roof area.

D. STREET FRONTAGES

The streetscape character of the Plan Area is defined by ground floor uses, street type, and the configuration of the streetwall along streets and open spaces. The following Precise Plan standards ensure the unique character of each of the streets and open spaces in the Plan Area contribute to the overall quality of the neighborhood.

Ground Floor Uses

The distribution of ground floor uses is essential to creating an active pedestrian environment. Figure 3.3 Ground Floor Use identifies the location, type and orientation of ground floor uses by parcel for the Plan Area. Six types of ground floor uses are specified:

- 1. Active Use.** This use requires retail, café, and restaurant uses with outdoor dining, or may also include building entries and residential lobbies.
- 2. Residential Active Use.** For this frontage, ground floors shall have one or more of the following: Active Use; Building Entry, Residential Lobby, Amenity Space; Entries to Ground Floor Residential Units.

3. Residential Unit Entries. This frontage type requires accessible units at grade, or elevated ground floor units with transitional space such as a stoop or porch not greater than five feet in height above grade.

4. Residential Use. This includes ground floor units without individual unit entries accessible from the street, which can have a back porch, garden, or patio.

5. Parking and Service. These areas may be used for parking and other service uses, which are not permitted elsewhere.

Standards for Ground Floor Uses

D.1.1 Active Uses shall have physical and visual access from the adjacent sidewalk or open space.

D.1.2 Where Active Use is required, building frontage at the ground floor shall include building entries, retail space and/or garage entries.

D.1.3 Where Residential Active Use is required, building frontage at the ground floor shall include building entry lobbies, residential amenity space and/or garage entries.

D.1.4 Where Residential Unit Entries at Ground Floor are required, building frontage at the ground floor shall include accessible units at grade, elevated ground floor units with transitional space such as a stoop or porch

not greater than five feet in height above grade, and/or garage entries.

D.1.5 Where any of the use frontages listed above are required, no more than one 24' wide vehicle access driveway or two 12' wide vehicle access driveways are permitted. Loading docks are not permitted on active ground floor use frontages.

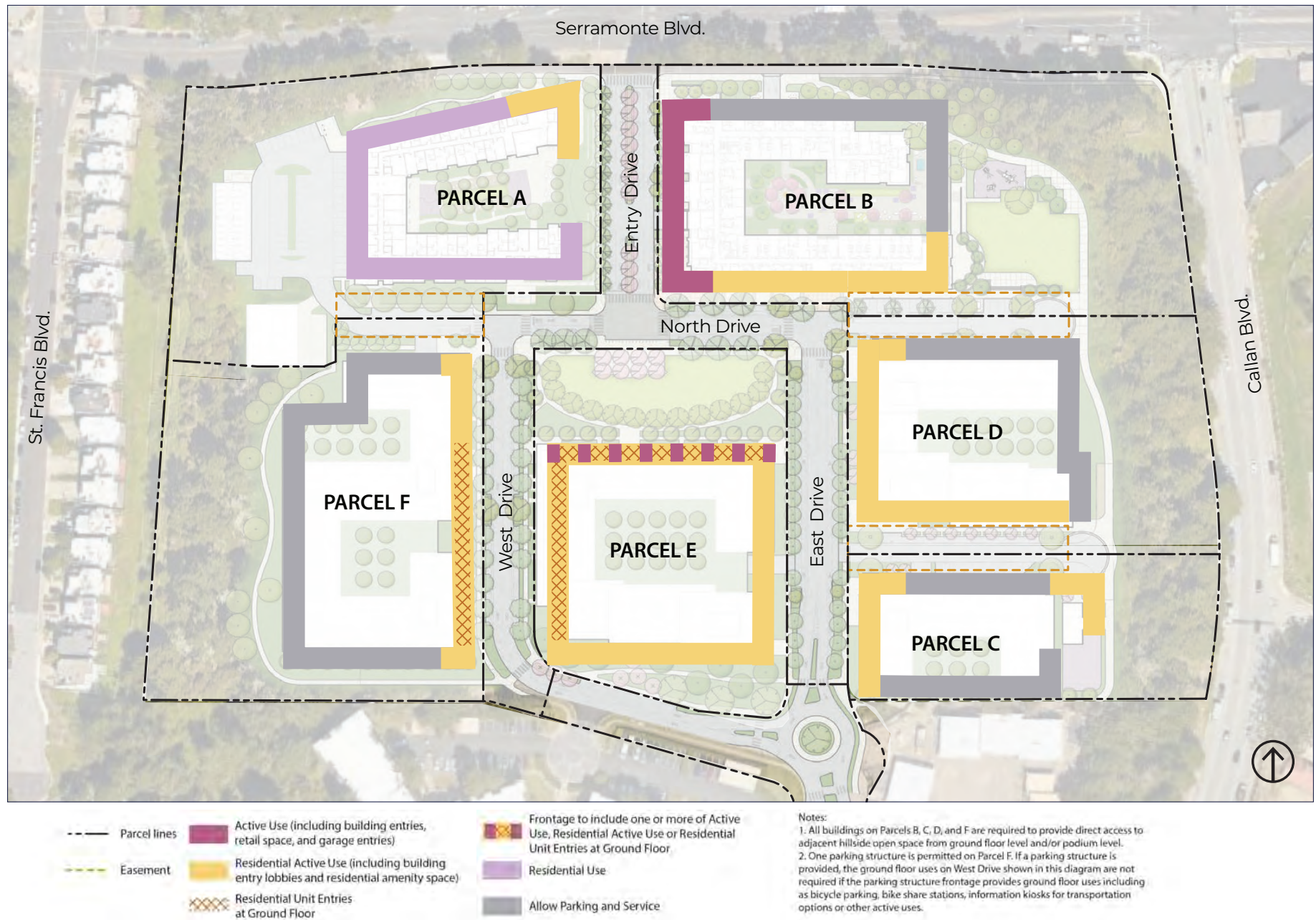
D.1.6 Where any of the use frontages listed above are required, blank walls or walls opening to structured parking areas at the ground floor are limited to 30' maximum.

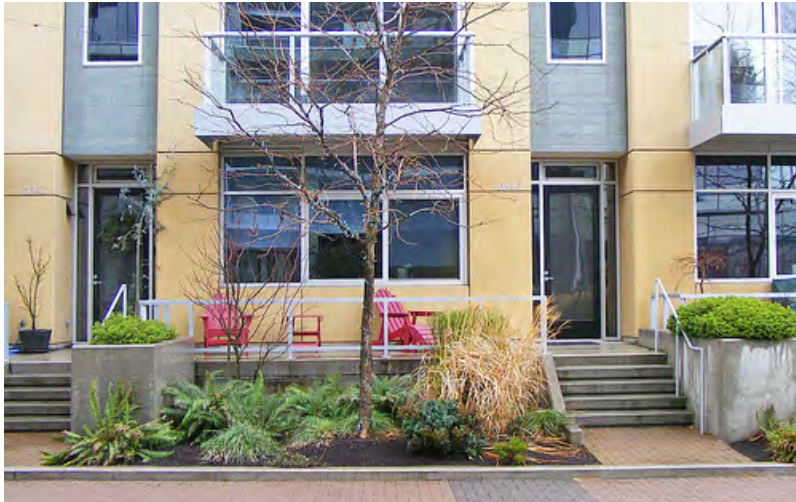
D.1.7 Where Active Uses or Required Building Entry, Lobby or Residential Amenity Space uses are required, the minimum floor-to-floor height for the ground floor is 16'.

Building Frontages

A build-to line is a setback line that sets the location of the main part of the building wall. Table 3.4 shows the location of build-to lines for each parcel. Figure 3.4 Street Frontages shows the percentage of building walls required to be at the build-to line. Taken together, these standards set the location and streetwall for buildings throughout the neighborhood.

Figure 3.3 Ground Floor Use





Example of Residential Unit Entries at Ground Floor.



Example of Residential Active Use.



Example of Active Use.

Building Frontage Standards

D.3.1 The perceived primary wall of a building should align with the build-to line. Buildings can be located up to 6 feet from a build-to-line. Ground floor frontages may be recessed from the build-to line.

D.3.2 Balconies and other projections above 16' from ground level may encroach over the build-to line up to 6 feet.

D.3.3 Building entry canopies, arcades and galleries with a height no greater than 16 feet may encroach into the right-of-way up to 15 feet from the build-to-line.

D.3.4 Stairs to podium level courtyards overlooking parks, stoops, and appropriate fencing may encroach up to 10' on the park side of the build-to line.

Figure 3.4 Street Frontage

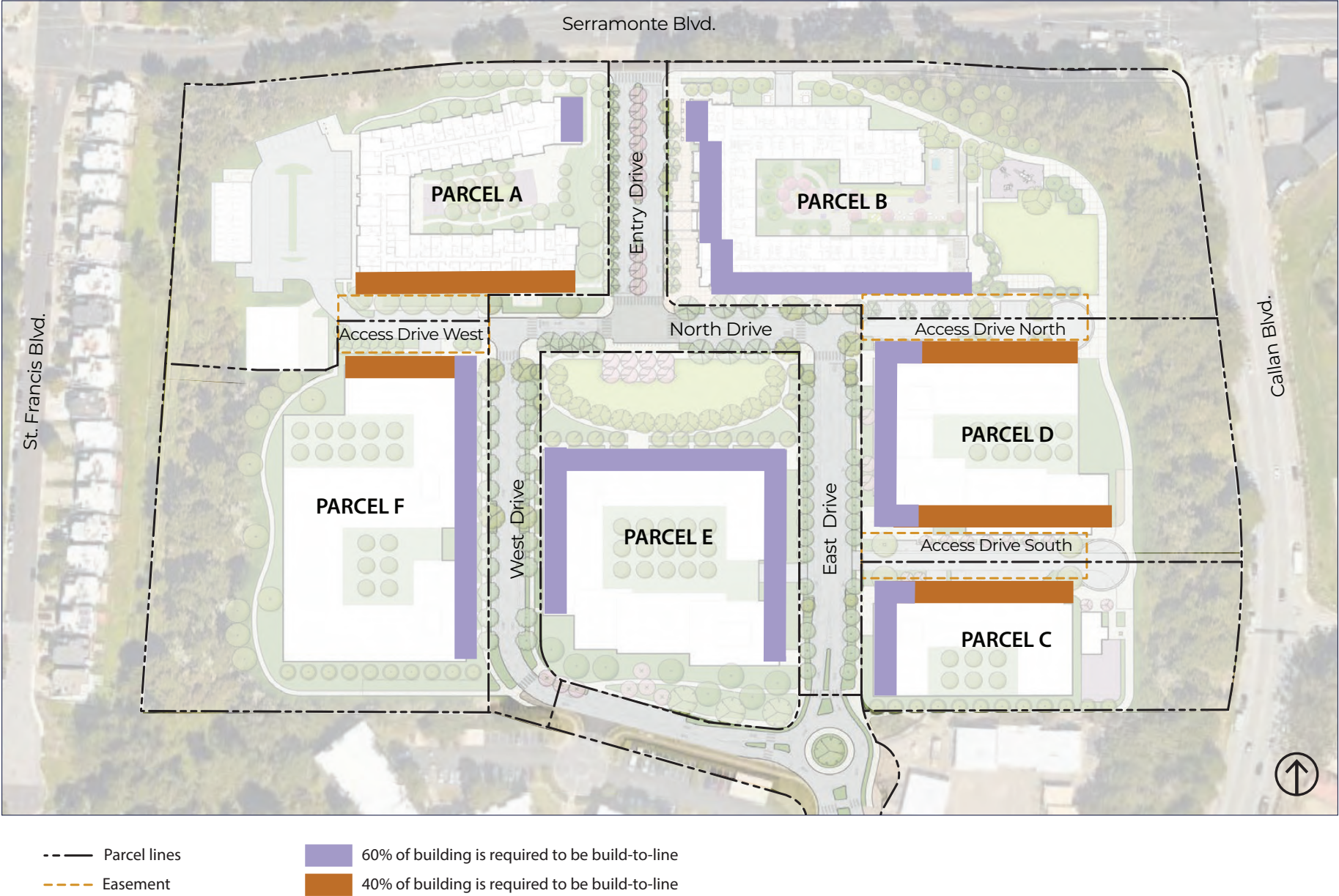


Table 3.4 - Location of build-to-line for parcels

Parcel	Frontage	Build-To Line Or Setback Requirements
Parcel A	Serramonte Boulevard	N/A
	Entry Drive	N/A
	Access Drive West	N/A
Parcel B	Serramonte Boulevard	N/A
	Entry Drive	N/A
	North Drive/Access Drive North	N/A
Parcel C	East Drive	14 feet
	Access Drive South	43 feet
	South Parcel Line	10 feet
Parcel D	East Drive	14 feet
	Access Drive North	40 feet
	Access Drive South	32 feet
Parcel E	East Drive	14 feet
	West Drive	10 feet
	West Drive Extension	15 feet (setback measured from Public Access Easement)
	Central Green	10 feet (setback measured from Public Access Easement)
Parcel F	West Drive	10 feet
	Access Drive West	40 feet
	South Parcel Line	30 feet

E. BUILDING MASSING

Building massing is the three-dimensional bulk of a building in terms of general shape, form, height, width, and depth. Massing requirements for buildings are organized vertically for pedestrian, podium and skyline levels area as follows:

Pedestrian Level

E.1.1 To create a pedestrian level setback with occupied floor above, pedestrian level façade setbacks from the streetwall shall not exceed one third of the setback height.

Podium Level

Podium level building massing shapes the spatial definition of the public realm. Podium level building massing requires articulation to shape a human-scale environment. Building streetwalls up to 87 feet are considered the podium level.

E.2.1 Ground Floor Emphasis. The first two levels of all buildings require particular care in design and execution. From a building massing perspective, they should be differentiated from the upper floor to provide a visual support for the floors above. In addition, they should have high quality materials appropriate for a pedestrian environment.

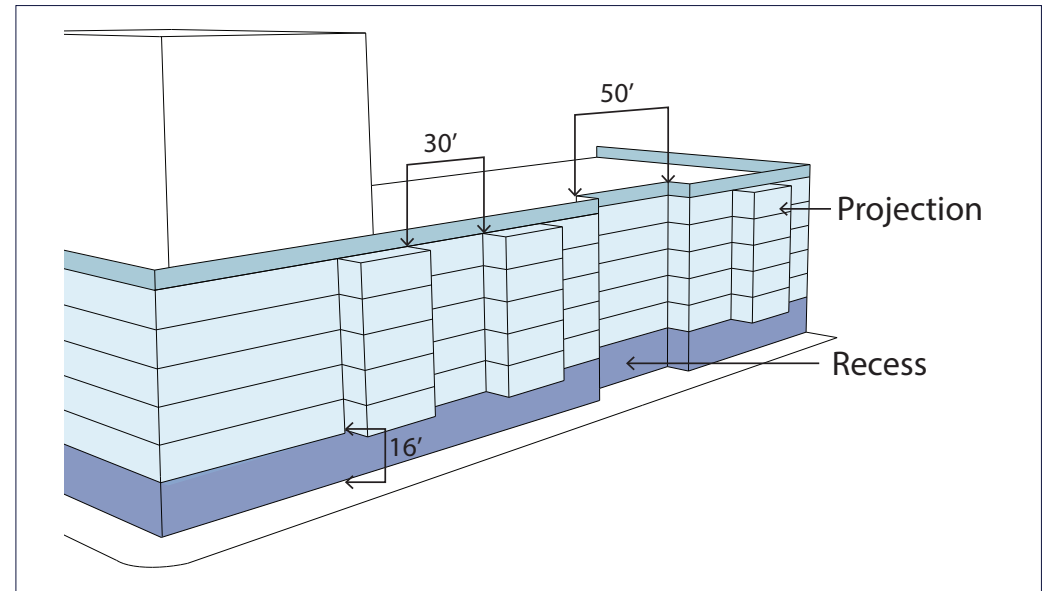
E.2.2 Façade Modulation. Long continuous facades that extend the length of a parcel or city block are to be avoided. Buildings over 100 feet in width require vertical breaks in building massing in the form of projections and recesses to reduce the overall scale of the building. Occupiable projections, such as balconies or bay windows, are permitted to project up to six feet from building face above streets and open spaces above the pedestrian level. The recess or projection shall be a minimum of 3 feet in depth. The façade shall be divided into segments of 30 to 50 feet in width using one of the design approaches below:

- Vertical shifts
- Balconies or bay windows
- Corner expression
- Volumetric notches (including balconies)
- Volumetric projections
- Change of Material:
 - » To achieve modulation by a change of material, the material change must occur for a least 20% of the façade and must change in plane at least 18 inches in depth from the facade.



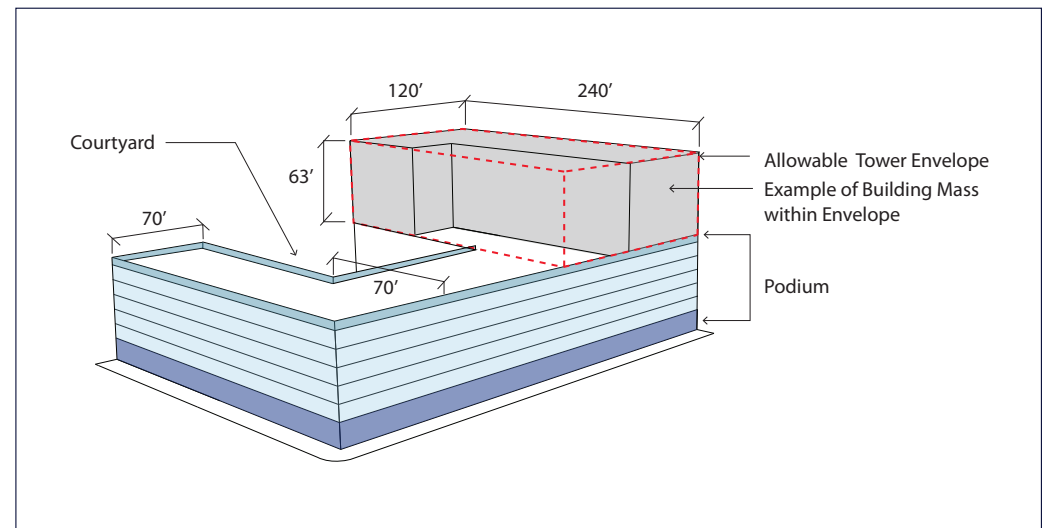
Tall ground floor level provides differentiation from floors above.

Figure 3.5 Facade Modulation



Facade modulation provided by vertical shifts and balconies.

Figure 3.6 Podium Level and Skyline Level Massing



E.2.3 Building Stepbacks. Stepbacks are required as shown on Figure 3.2 Building Heights. Where required, stepbacks shall be no higher than 55 feet above grade with the building set back no less than six feet from the streetwall.

Skyline Level Tower Massing

The skyline level consists of all building levels above 87 feet from grade which are considered towers. The skyline level helps to set the visual identity of the Plan Area. The location, height and massing of the towers will shape the skyline views from Saint Francis Boulevard. Tower massing shall adhere to the following standards.

E.3.1 Tower massing may extend to ground level to visually anchor the tower to the ground.

E.3.2 Towers extending to ground shall be set back 10 feet minimum from the build-to line.

E.3.3 Towers shall be oriented in an east-west direction to minimize impacts to views from residences along Saint Francis Boulevard.

E.3.4 Each tower shall not exceed a massing envelope of 240 feet long by 120 feet wide.

E.3.5 A minimum separation of 60 feet is required between any two towers or portions of skyline level building massing.

E.3.6 Towers are not permitted adjacent to the central open space.

Special Conditions

Buildings in the following locations should be designed to acknowledge and celebrate the special condition.

E.4.1 Corner Sites. Buildings located at the intersection of two streets shall have a special architectural treatment at the corner. This may include tower elements, continuous vertical elements, or recesses.

E.4.2 Gateways. Buildings located at the corner of Serramonte and Entry Drive on Parcel B, and South Campus Drive and West Drive on Parcel E, shall have special architectural treatment acknowledging the importance of the entry to the neighborhood.



Design of corner element provides architectural emphasis at the street intersection.

F. PERIMETER SETBACKS

The perimeter of the Plan Area should have the following setbacks from neighboring properties or street rights-of-way.

- North Perimeter Property Line: Outside of areas with defined street frontage and ground floor use requirements, buildings shall be set back a minimum of 30'.
- East Perimeter Property Line: Buildings shall be set back a minimum of 75'.
- South Perimeter Property Line: Buildings shall be set back a minimum of 10'.
- West Perimeter Property Line: Buildings shall be set back a minimum of 30'.
- Within a parcel, no setback is required for individual buildings to be set back from each other.

These are minimum dimensions; if greater setbacks are outlined in Table 3.4, those will apply.

G. BUILDING DESIGN GUIDELINES

Building Articulation and Massing

Large buildings shall be broken up by modulating building exteriors. To establish a human scale along project frontages, building façades shall provide features that break the apparent size of buildings into smaller components by doing the following in addition to the Building Massing Standards above.



Balconies and large window bays differentiate individual units.

G.1.1 In residential buildings, changes in massing and architectural details should be used to differentiate individual units, including window bays, balconies, porches, and recessed features.

G.1.2 Upper levels should be shaped to increase solar access, light, and air to adjacent lower structures, on- and off-site open spaces, and adjoining land uses.

G.1.3 Buildings should be designed so that all entries are easy to find and are visible from public rights-of-way.

G.1.4 In mixed-use buildings, residential entries should be differentiated from commercial entries using different scales and architectural design.

G.1.5 Primary building entrances should include architectural features that give them prominence, such as recessed entry bays, canopies, tower elements, moldings, lighting, overhangs, or awnings.

G.1.6 When locating pedestrian seating and bicycle parking, areas near building entrances should be prioritized.

G.1.7 Provide multiple entrances into large buildings where possible. These entrances should be located and arranged to create a rhythm.



Building lobby with canopy to give the entry prominence.

Ground Floor Design

G.2.1 Transparent windows, storefronts, show windows, building entries, dwelling entries, and other active uses shall be placed along street and public open space frontages, as required in the Ground Floor Active Frontage standards in Section D above.

G.2.2 Doors or sliding windows should enable ground-floor restaurants and retail to expand into outdoor amenity areas along sidewalks.

G.2.3 High-quality materials, detailing, and intensity of color should be utilized adjacent to sidewalks. Particular attention should be given to enhancing building entries and other ground floor openings.

Windows

G.3.1 Upper story windows should be enhanced with architectural details, such as sills, molded surrounds, and lintels, or the use of recessed or projected windows.

G.3.2 Windows should be arranged and aligned to establish rhythms across the façade. Recessed or projected windows could create patterns.

G.3.3 Street-level glazing should be clear. Transparent glazing at upper levels may be lightly tinted. Reflective glazing is strongly discouraged.

G.3.4 Non-reflective coatings, low-emissivity glass, and external shade devices should be used for heat and glare control.

Blank Facades

G.4.1 A blank façade is a building wall without any variation in plane in terms of horizontal and vertical projections, openings or change in materials. Such blank walls should be avoided for any buildings facing public spaces or streets.

G.4.2 At the ground floor, blank facades longer than 50 feet should provide landscaping or public art for pedestrian interest.

G.4.3 Above the ground floor facades longer than 100 feet should provide projections, openings or change in materials in addition to the standards in Building Massing in Section E above.

Architectural Character

G.5.1 Contemporary and innovative design styles are encouraged provided that the design includes human-scaled proportions and engaging, pedestrian-oriented ground-floor features.

G.5.2 Franchise retail should adapt to the design character of the Plan Area.

Sustainable Building Design

G.6.1 Sunlight exposure shall be considered when determining building locations and orientation, to maximize comfort and minimize energy use for building inhabitants by taking advantage of solar heat and light.

G.6.2 Green building features and elements should be integrated into building designs. Consider incorporation of vegetated roofs and building walls, and horizontal and vertical photovoltaic panels. These features can also contribute to the realization of a unique building character.

G.6.3 Potable water consumption shall be reduced, and recycled water use should be increased with efficient plumbing fixtures, rainwater harvesting, dual plumbing, on-site greywater systems (systems designed to reuse wastewater from showers, baths, and handwash basins for other uses because of its relative cleanliness), and other stormwater features.

G.6.4 Energy-efficient insulation, heating, ventilation, and cooling systems that regulate the interior temperature of buildings throughout the day shall be used. Fully operable windows should be provided that can be adjusted throughout the day for maximum ventilation.

H. ACCESS, PARKING AND LOADING STANDARDS

All new development within the Plan Area will be responsible for providing its own required parking. Following are standards for parking and loading for development in the Plan Area.

Vehicle and Bicycle Access

H.1.1 Vehicular and bicycle entries to parking facilities inside buildings shall be provided as follows for each parcel.

- Parcel A shall be accessed from Access Drive West.
- Parcel B shall be accessed from Serramonte Blvd; Entry Drive; Access Drive North; or any combination of these.
- Parcel C shall be accessed from East Drive; Access Drive South; or any combination of these.
- Parcel D shall be accessed from East Drive; Access Drive North; Access Drive South; or any combination of these.
- Parcel E shall be accessed from East Drive; West Drive; or any combination of these.
- Parcel F shall be accessed from West Drive; Access Drive West; or any combination of these.

H.1.2 Vehicular entries into Parcel E or Parcel C from East Drive shall be located a minimum of 100 feet from the entry point of the roundabout at Campus Drive.

H.1.3 Each vehicular entry may be accessed by two driveways with a width of 12' or a single driveway with a maximum width of 24'.

H.1.4 Bicycle access shall be shared with vehicular entries. Bicycle storage for each building shall be located at the ground level, as close to the driveway entry as practicable, and shall be clearly marked.

Vehicle Access Design

H.2.1 Access points should be designed to minimize conflicts with pedestrians and bicyclists. The number and width of driveways from parking areas onto the main frontage roadway should be minimized. Wherever possible, common access driveways are encouraged for adjacent lots to reduce the number of access points along roadways.

H.2.2 Where a driveway crosses a sidewalk, clearly demarcate the sidewalk across the entire width of the driveway by using colored paving or materials.

H.2.3 Indicate major vehicle entrances with special design treatments, such as entry signage or distinctive landscaping.

Parking Ratios

H.3.1 The parking ratio required for the Plan Area shall be between 1.5 spaces and 1.7 spaces per residential unit. The parking ratio for affordable housing units may be adjusted upon application from the affordable housing developer. The parking ratio for retail at Parcel B is 5.0 spaces per 1,000 square feet of retail space.

H.3.2 The parking ratios above are based on current conditions. Parking demand in the region may increase or decrease over the implementation of the project, therefore a project applicant may request future adjustments to the applicable parking ratios to reflect parking trends at the time of the individual parcel application.

H.3.3 If a project applicant requests a reduction or increase in the parking ratios noted above, the City may request a parking demand study be performed by a traffic engineering firm that demonstrates the revised parking ratio will be appropriate.

H.3.4 When calculating the parking supply, the analysis for the residential parking will include parking provided on-street within the Precise Plan Update Area.

H.3.5 Parking for pick-up and drop-off for Head Start may be accommodated on-street in proximity to the Head Start Program, with signage reserving these parking

spaces for this use during the appropriate hours. Likewise, parking for Head Start's staff may be accommodated with reserved on-street parking rather than within structured parking facilities.

H.3.6 Residential parking may be accommodated in mechanical puzzle lifts.

H.3.7 No more than 20% of the required parking spaces may be tandem, and tandem spaces may only be assigned to spaces for the same dwelling unit. Tandem units may be designed as either front to rear spaces or mechanical lift spaces.

On-street Parking

H.4.1 On-street parking may be provided in the form of parallel parking or angled parking based on the width of the street.

H.4.2 On-street parking shall be provided behind buildings and along North Drive, West Drive and East Drive.

H.4.3 On-street parking shall be separated from building by providing a buffer containing sidewalk or curbside landscaping.

Off-Street Parking and Loading

H.5.1 Parking shall be located behind, within, or under buildings, or within separate structures. Surface parking areas shall never be provided between buildings and streets. This will contribute to an attractive and active street frontage that is pleasant to walk along.

H.5.2 Parking stall and drive aisle dimensions will comply with Daly City standards or may be based on a “unistall” or similar model standard size which has a stall dimension of 8’ – 6” x 18’ – 0”, unless constrained by a wall on one or both sides, in which case the minimum stall width will be 9’ – 0” minimum. The drive aisle shall be a minimum of 24 feet clear.

H.5.3 For mixed-use projects, landowners should be encouraged to enter into shared parking agreements that allow uses with different peak hours of operation to utilize off-street parking facilities provided by another building or use.

H.5.4 Loading docks and service areas shall be located at the rear of the development or inside parking structures for parcels deeper than 80 feet, separate from parking areas. For smaller parcels, loading docks and service area must be located on the side street, wherever possible. Loading zones should not disrupt the flow of traffic within a given project area.

H.5.5 Loading docks shall be located on Access Drives North, South, and West. If this is not possible, loading docks may be provided on East, North or West Drive, if enclosed within a building.

Parking Structures

H.6.1 Parking for residential buildings may be provided as underground, partially above-ground, or above-ground garages. Above-ground garages shall apply at grade façade treatments or be screened to minimize visual impact on the building’s façade.

H.6.2 Parking garages shall be lined with active uses or residential entries at the ground floor or designed with attractive building façades to screen structural elements of the garage. Above-ground parking garages should be designed to complement the overall building design on project sites. They should be wrapped with facades that either include active spaces or screen the garage in an attractive way.

H.6.3 The design of entries to parking garages should not be more prominent on the building façade than the primary pedestrian entry.

H.6.4 Parcels B, C, D, E, and F may contain above-ground parking garages.



Parking Structure with screening to reduce visual impact.

Bicycle Facilities

H.7.1 Bicycle parking should be located close to building entrances and bicycle routes to help make bicycling more convenient. Bicycle parking should be designed to accommodate a range of bicycle types, including standard bicycles and bicycles with trailers.

H.7.2 Design bicycle commuter amenities into the buildings, including showers, lockers, repair stands, and wayfinding information.

H.7.3 On-street bicycle parking shall be separated from automobile parking with the help of a landscaped buffer or curb.

H.7.4 Off-street bicycle parking shall be provided in secure locations in each building in the Precise Plan area.

H.7.5 Bicycle racks for parking shall be placed close to building bicycle entrances and should provide easy access to bikeways planned within the Plan Area.

H.7.6 Bicycle parking shall be designed to serve different types of bicycles, including regular bicycles, E-bikes, tandem bicycles, and trailers.

I. PRIVATE OPEN SPACE STANDARDS

The following standards and guidelines apply to those open spaces provided in private development. See Chapter 5 for standards pertaining to publicly accessible open space.

Open Space Requirement.

All residential development projects, except for existing buildings, are required to provide a minimum amount of open space on-site, as required by Daly City Ordinance for Usable Open Space (17.38.020) or as required by the City.

Projects within the Plan Area shall meet Daly City's Open Space requirement by providing a minimum of 150 square feet of open space per dwelling unit. The requirement for open space is to be met parcel-by-parcel through a combination of the following:

- Open space on-site to include private balconies serving individual units, common area open space (such as the common area podium level, common area roof terraces, and applicable open space at grade)
- Allocation of open space that may be off-site from the specific parcel, including the areas designated by easement that includes Overlook Park, Central Green and the Recreation Trail at Parcels B, C and D.



Building with balconies as private open space.

- The open space at the Retail Plaza at Entry Drive is allocated to Parcel B exclusively.

The allotted Open Space will be assigned to a specific parcel at the time the parcel is submitted for review for approval.

Land that does not meet the City's gradient criteria for usable space (e.g., excessive slopes) will not be counted towards Open Space.



Podium courtyard as common space with access from residential units.



Common Open Space

Common open spaces are communal open spaces or recreational areas with access limited to tenants of a residential, commercial, or mixed-use development. Forms of common open space include plazas, courtyards, rooftop gardens, and similar areas that often provide communal amenities, such as swimming pools, playgrounds, and cabanas.

I.2.1 Buildings should provide enclosure for common open spaces, and secondary building facades should be oriented toward the common open spaces.

I.2.2 Common open space should be accessible from all surrounding buildings. In multi-family residential developments, dwelling units or amenity areas should be sited adjacent to the common open space areas.

I.2.3 Some building windows should be oriented toward the common open space areas for natural surveillance of these areas.

Private Open Space

Private open spaces include balconies, patios, or other open spaces for the exclusive use of a single unit. Where private open space is provided for residential units, follow the guidelines below.

I.3.1 Private open spaces shall be directly accessible from the unit and large enough to permit outdoor activities – a minimum of 5 feet in all dimensions.

I.3.2 Private open space shall be constructed with high quality durable materials just as with other open spaces.

I.3.3 Fencing or screening for private open spaces should balance visibility and privacy.

On-Site Landscaping

Landscaping should be used to provide an attractive setting for development, soften hard building contours, shade walkways, gathering areas, parking areas, and other larger expanses of pavement, and screen any unsightly uses. Additionally, landscaping should aid in managing stormwater.

I.4.1 Landscaping shall be used at the edges of paths, plazas, and seating areas as appropriate to help define the spatial organization of the site.



At-grade open space for residential uses.

I.4.2 For multi-family residential development, setback areas shall be landscaped to establish transition zones between the sidewalk and street-level residential units and entries.

I.4.3 Landscaped areas shall be regularly maintained to keep them aesthetically pleasing, and to remove dead and dying plants.

I.4.4 Gateway or entry points should be emphasized with distinctive trees and plants.

I.4.5 Existing trees should be preserved and integrated into site designs to the extent feasible.

I.4.6 To reduce water usage, all development shall employ water-efficient irrigation techniques, including micro-irrigation, drip systems, and weather-based irrigation controllers, instead of conventional sprinklers.

I.4.7 Native, drought-tolerant, or well-adapted tree and plant species shall be used since they generally require less water and maintenance.

I.4.8 Seasonal and year-round flowering shrubs and trees should be located where they can be most appreciated by site users and passersby, such as adjacent to walks and open space areas, or as frames for building entrances and stairs.

Stormwater Management

I.5.1 Projects should minimize the amount of paved area. Where feasible, paved areas should include “green” stormwater collection and treatment, and employ Low Impact Development (LID) features that minimize surface water runoff. LID features may include bioretention systems, swales, green roofs, and permeable pavers.

I.5.2 Stormwater retention features that minimize runoff into streets, parking lots, landscaped areas, and open spaces should be incorporated, whenever feasible. Stormwater retention features include drainage swales, and rain gardens.

I.5.3 Where feasible, use permeable paving and materials for streets, sidewalks, parking lots, and driveways.

J. CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

Streetscapes and private development shall be designed to ensure safety and crime prevention by applying the principles of Crime Prevention Through Environmental Design (CPTED). CPTED is a crime prevention philosophy based on the theory that the proper design and effective use of the built environment can lead to a reduction in the public perception and incidence of crime. CPTED principles include natural surveillance or “eyes on the street” as well as territorial reinforcement, which means a clear sense of ownership of space, both public and private.

J.1 Natural Surveillance: The design of space shall promote “eyes on the street” by strategically locating windows, entrances, lighting, and other activity generators near a potential crime area.

J.2 Natural Access Control: The design of walkways, fences, lighting, signage, and landscape should provide people with a sense of direction, while keeping unauthorized people out of a particular place.

J.3 Territorial Reinforcement: Development shall use physical designs, such as pavement treatments, landscaping, and signage, to help users create a sense of proprietorship. Clear boundaries between public and private areas shall be provided.

J.4 Maintenance: All development projects shall develop a maintenance plan to avoid neglected and poorly maintained properties, which can attract criminal activity.

K. SIGNAGE

The following section establishes standards and guidelines for signage proposed within the Plan Area, to encourage high quality signage that is complimentary to the vision for the neighborhood. Where this section does not set standards or guidelines, the applicant and City staff shall use the Daly City Code.



Example of building signage.

Types of Signage

Monument/ Gateway Signage

Monument or Gateway signs are used to mark an entry into a neighborhood or district with a primary purpose to inform pedestrians and vehicular traffic. The Precise Plan may include up to two freestanding monument/ gateway signs: at the Serramonte Boulevard and Entry Drive intersection and at the West Drive and Campus Drive intersection, which form major entry points to the Plan Area.

Building Signage

Building signs are mounted on building surfaces and may include colorful and illuminated feature signs, parapet signs (that do not extend above the parapet), building entry signs, and address signs. Parapet signs are intended for long distance viewing, whereas building entry signs are oriented to closer viewing.

Storefront Signage

Storefront signage is intended to emphasize the presence of retail stores and other commercial development, such as leasing offices. This signage type includes retail signage, business identification, and residential tenant information. Signage for storefronts may be designed as hanging signage under canopies or mounted on the building.



Blade sign as storefront signage.



Moveable signage placed to leave open zone for pedestrians.



Example of wayfinding signage.

Temporary/Moveable Signage

Temporary signs augment the storefront character and provide timely information regarding available products and services. This sign type includes poster display cases, banners, display stands or easels, and painted sandwich signs.

Wayfinding Signage

Wayfinding signage for pedestrians, bicyclists and drivers will help visitors make their way to destinations within the neighborhood. They should be appropriately scaled for each user.

Signage Standards

K.2.1 Signs within the Plan Area shall comply with all regulations stated in the City's Zoning Ordinance (Chapter 17.32) unless otherwise specified in the Precise Plan.

K.2.2 All signage shall be considered an important architectural and aesthetic feature within the overall project design. Signage shall be complimentary to the buildings' use, composition, scale, and architecture.

K.2.3 Signs shall be made of high-quality, durable, and environmentally friendly materials.

K.2.4 Multi-tenant development anchor-identity signs should be complementary to any Plan Area signage or established by the Master Developer. Individual property owners will be allowed to use letter styles, but the overall sign should have one consistent material for letters and background.



Wall mounted vertical building signage.

Monument/Gateway Signage

K.3.1 If provided, a single gateway or monument sign at the southern portion of the Plan Area near the roundabout shall be located at Parcel E and be less than 5 feet high. The sign shall not obstruct sightlines for drivers to the extent safety is compromised.

K.3.2 If provided, a single gateway or monument sign at the northern portion of the Plan Area near the Retail Plaza shall be located at Parcel B. It may either be less than 5 feet high and no longer than 25 feet, or may be a tower structure--either integrated with the Parcel B building corner or separate from the building. If an integrated Tower Structure, the structure shall not project more than five feet beyond the face of the building in any direction. If an independent Tower Structure, it may not be greater than 32 feet in height and not more than 64 sq feet in area. The maximum face area of signage of the Tower Structure shall not exceed 200 SF.

K.3.3 Gateway or monument signs shall not have internal illumination, but will be lighted with externally mounted luminaires.

Building Signage

K.4.1 The physical design of signage should conform to the architectural detailing of the associated building.

K.4.2 Signage should not obstruct architectural details such as recesses, structural bays, or windows.

K.4.3 Externally illuminated or halo lit signs are encouraged. The use of internally lighted or box type signs should be discouraged.

K.4.4 No more than two (2) wall mounted building residential signs shall be provided. These shall be limited to address number, street name, and/or a building name if desired. If only one is provided, it shall be placed close to the main entry to the building. If signage is provided at two locations, a minimum of one shall be placed close to the main entry. The second can be located such that the top of the signage is not greater than 25' feet from grade.

K.4.5 Durable, vandal-resistant materials and finishes should be utilized for address signs.

Storefront Signage

K.5.1 Signage for multi-tenant retail buildings shall be developed to minimize potential visual conflict, clutter, and competition.

K.5.2 Maximum size for sign area per retail tenant is 30 SF on the face of a building. A second sign per retail tenant, not exceeding 20 SF may be hung as either a banner or a rigid sign perpendicular to the building face. Either

of these two sign types may be attached to a building's architectural canopy.

K.5.3 For ground floor retail uses, hanging or projecting signs should be located near the front entry of a store. Coordinate with the overall design of the street wall. Hanging or projecting signs shall meet Americans with Disabilities Act (ADA) clearance requirements.

K.5.4 Ancillary retail space or leasing offices may be signed in a manner consistent with the storefront signage standards in this section.

Prohibited Signs

Sign types, materials and sizes prohibited by the Daly City Municipal Code are not permitted in the Plan Area. Prohibited signs include:

K.6.1 Signs which rotate, move mechanically or by the wind, flash, blink or reflect light by means of a polished or mirrored surface.

K.6.2 Open Flames, balloons, loudspeakers used to call attention to a product, service, or a property.

K.6.3 Signs which identify or advertise a product or service not available on the premises.

K.6.4 Externally illuminated signs where the source of light is directly visible to pedestrians or vehicular traffic.

K.6.5 Signs which emit or reflect light by means of direct fluorescence, phosphorescence, or “day-glow” colors.

K.6.6 Any sign illumination which exhibits undue glare.

K.6.7 Any sign placed or displayed on vehicles parked primarily for the purpose of displaying the sign. (This does not apply to food trucks that are parked while they provide service.)

K.6.8 Internally lit signs where the entire face of the sign is illuminated, rather than just the graphics.

K.6.9 Conduit, tubing, or raceways shall be concealed. Transformers and other equipment for the signage shall also be concealed.

K.6.10 Advertising bench signs, unless required by SamTrans at Serramonte Blvd.

K.6.11 Off-site directional signs.

K.6.12 Roof signs.

K.6.13 Outdoor advertising billboard signs.

K.6.14 Abandoned signs.

L. LIGHTING

Lighting in the Plan Area will be comprised of street lighting, pedestrian-scale lighting, lower-illumination pedestrian lighting, and building lighting. See Figure 3.7 Lighting Diagram for locations. A uniform lighting approach will contribute to overall community aesthetic and ensure safety for walkways, bikeways, and roadways. All lighting implemented within the Plan Area should adhere to the following standards.

General Lighting Standards

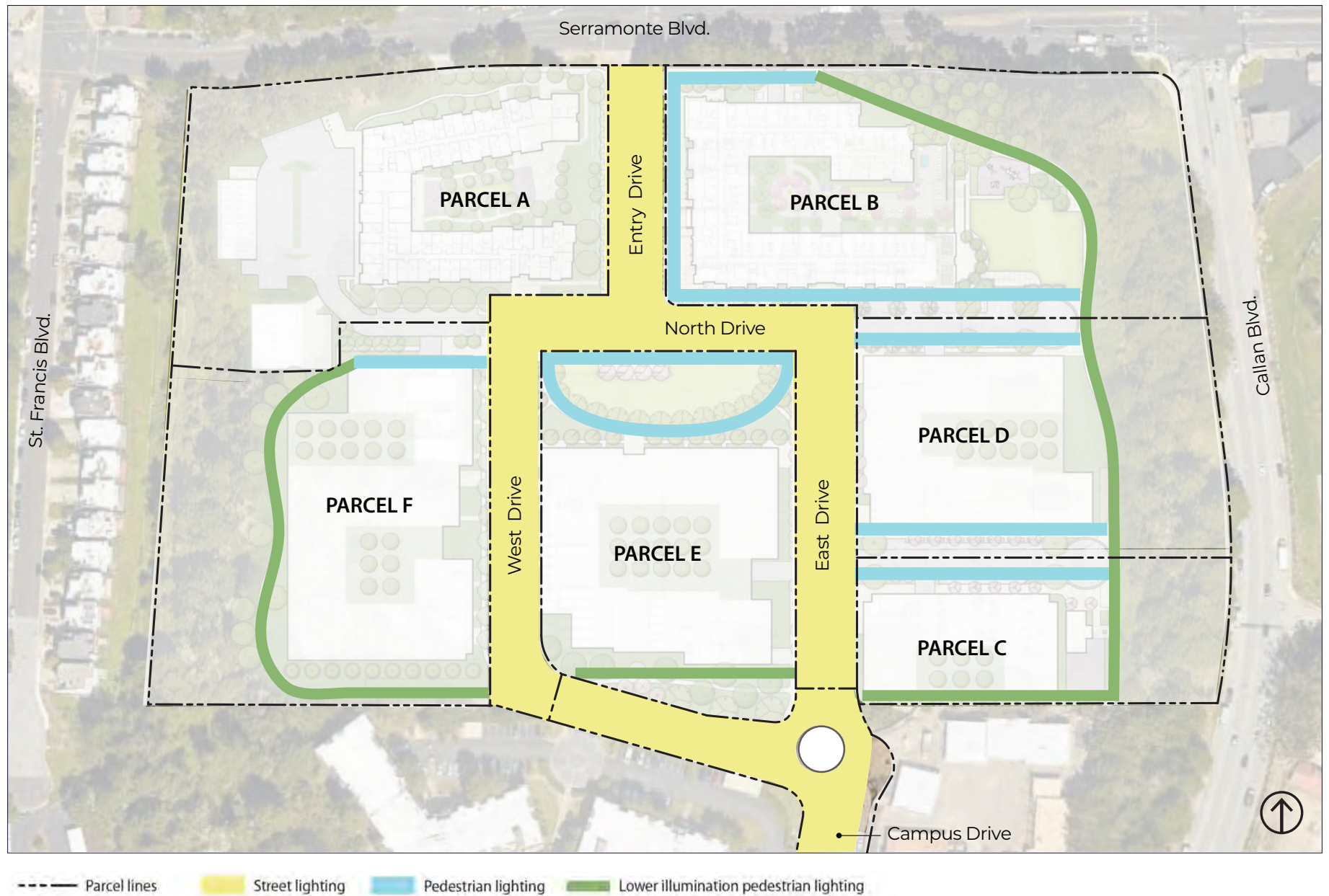
L.1.1 Lighting shall incorporate dark sky principles by shielding fixtures to prevent light from emitting above a 90-degree angle. Any lighting source located on parking or rooftop parking shall be a full cutoff type.

L.1.2 Light shall be designed to minimize glare and light trespass into neighboring buildings and properties.

L.1.3 High-efficiency technology such as LED lighting with advanced controls shall be utilized to minimize energy consumption.

L.1.4 The use of energy-efficient, long life LEDs with light color rendered as a warm white (maximum K 3000) is encouraged.

Figure 3.7 Street Lighting



Street Lighting

L.2.1 Provide streetlights in general locations shown on Figure 3.7, Lighting Diagram.

L.2.2 Streetlights shall comply with Daly City standards.

L.2.3 Sufficient illumination shall be provided at pedestrian crossings within Plan Area to provide pedestrian safety.

Pedestrian Lighting

L.3.1 Provide pedestrian lighting in general locations shown on Figure 3.7, Lighting Diagram. Additional locations for pedestrian lighting are along pedestrian pathways in open spaces and in surface parking areas.

L.3.2 Pedestrian lighting shall not be taller than 25 feet in height.

L.3.3 Pedestrian lighting may be integrated with street-lighting by providing additional luminaires facing the sidewalk on streetlight poles.

L.3.4 Lighting in surface parking lots and service areas shall be directed away from surrounding buildings and properties using fixtures that minimize light trespass and glare.

Lower Illumination Pedestrian Lighting

L.4.1 Commercial grade bollards, step lights, and path lights shall be used as appropriate along pedestrian walkways and plazas.

L.4.2 Nighttime lighting for recreational uses in parks and public spaces should be unobtrusive and control glare.

Building Lights

L.5.1 Lighting should be integrated into the design of buildings in harmony with building architecture to highlight significant architectural features such as signs, entrances, walkways, or storefront displays.

L.5.2 Building facades may be illuminated using shielded fixtures to highlight architectural features.



Pedestrian lighting in a park setting.



Landscape lighting.



Luminaires highlighting a building facade.



Retail lighting.

M. DEFINITIONS

Active Ground Floor Use: Active ground floor uses are land uses that generate pedestrian activity between the ground floor of buildings and streets and public spaces. Active uses can be retail, commercial, educational, artistic, institutional or community uses such as a community room or daycare.

Building Envelope: The building envelope defines the spatial area within which permitted density can be configured. The Precise Plan defines the allowable building envelope horizontally by block size and required street frontage and vertically by building height, massing, and guidance for pedestrian, podium, and skyline levels of architectural design.

Build-to Line: The build-to line for a parcel is the line where the façade of the building, or the podium streetwall, is located, parallel to and measured perpendicular from the property line. Build-to line locations for development are set in the street frontage standards in this Chapter.

Property Line locations: Property line locations to measure Build-to lines are measured from the face-of-curb for publicly accessible private streets, a designated property line along an access drive, or back of sidewalk along public streets.

Face of Curb: The face of curb is along a street, not including bulb-outs, curb extensions, curb-cuts, or pull-outs for drop off and loading zones.

Height: The height for a building is calculated from the building's Average Finished Grade to the top of the parapet at the building's primary roof. The Average Finished Grade is the average of the high and low elevations at the building's exterior where adjacent to North Drive, West Drive, East Drive, or Entry Drive, or the three access drives leading from East Drive or West Drive.

Massing: Massing is the three-dimensional bulk of a building in terms of general shape, form, height, width, and depth.

Pedestrian Level: Pedestrian level is the design of the ground floor public experience shaped by active ground floor use, diversity of use, and street frontage design.

Podium Level: The podium level is the portion of the building above the ground floor and below the skyline level that provides spatial definition to the adjacent street or public space.

Privately-Owned, Public Open Space: Privately-owned outdoor space that functions as public space but may have limited hours of availability.

Public Realm: The public realm is the area outside of buildings accessible to and visible to the public such as streets, parks, and open spaces.

Streetwall: The streetwall is the continuous façade of a building that establishes the edge of the public realm for a street or public space. The street wall extends from the ground floor up to the top of a podium level.

Skyline Level: The Skyline level is the uppermost occupiable portion of the building above the podium level. The Skyline level contributes to the overall urban form and skyline of the plan area.

Setback: The required minimum distance for the placement of a building measured from a property line, face of curb or another feature.

Streetscape: The visual and experiential character of street comprised of the travel way, bike facilities, sidewalk, site access, landscape, paving, street furniture, building frontage, open space, views, and other perceptible urban features.

Stepback: Stepback is a horizontal recess applied to the upper floor or floors of a building to reduce shadow area on the adjacent street or open space.

Transparency: Pedestrian level building design that creates visibility and permeability between the building and the adjacent sidewalk or public space.

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4. Circulation

The Plan Area's circulation network envisions a comprehensive internal system of "complete streets" that support active transportation for healthy living. These complete streets encourage walking and biking and serve to advance Daly City's Vision Zero program to reduce pedestrian fatalities to zero. The Plan Area's circulation network responds to the illustrative plan (Figure 2.1) which arranges courtyard housing in walkable blocks around tree-lined parks. As part of the design, neighborhood connectivity through the site is provided within a system of calmed low-speed roadways. These facilities take advantage of and provide access to the surrounding regional roadway, transit, bicycle, and pedestrian systems.

A. CITY AND REGIONAL CONNECTIVITY

Located just over a mile from the Daly City BART Station and adjacent to State Route 1, the project site has remarkable access to the Bay Area's regional transportation network. The Precise Plan envisions amenities that complement and provide access to these networks, while maintaining a compact walkable neighborhood.

Regional Location and Local Context

Direct access to State Route 1 is provided immediately north of the Plan Area, where residents and visitors can connect to the regional vehicle network. In addition, Interstate 280 is located approximately one-half mile east of the site, with full-movement interchanges provided via Serramonte Boulevard and Hickey Boulevard. From State Route 1 and Interstate 280, project vehicle trips can access the greater regional roadway networks of the Bay Area.

Locally, the development of the Plan Area will restore north-south connectivity through the project site for vehicles, pedestrians, and bicycles. This connection will occur via the northward extension of Campus Drive to Serramonte Boulevard, which is envisioned as a low-speed traffic-calmed street. With this connection, Daly City residents will be able to walk and bike through the site and access the many planned on-site recreation and retail amenities. Traffic calming measures are proposed to minimize cut-through vehicle traffic.

Transit Routes and Stops

The Plan Area is well served by local and regional transit systems. SamTrans Route 120 provides direct service to the Colma and Daly City BART Stations with bus stops conveniently located at the project site's Serramonte

Boulevard/Campus Drive entrance. This bus route operates on frequent, 15-minute headways during weekday commute hours. In addition, SamTrans Route 121 provides connection to Skyline College. The Plan Area will improve the site's existing bus stop with new amenities including a shelter and widened/improved sidewalks. From BART, transit access is provided to the greater Bay Area, including downtown San Francisco, Oakland, and the East Bay. Connections to Caltrain, and eventually California's high-speed rail, are available at the Millbrae Transit Center just south of the City.

B. MOBILITY NETWORK

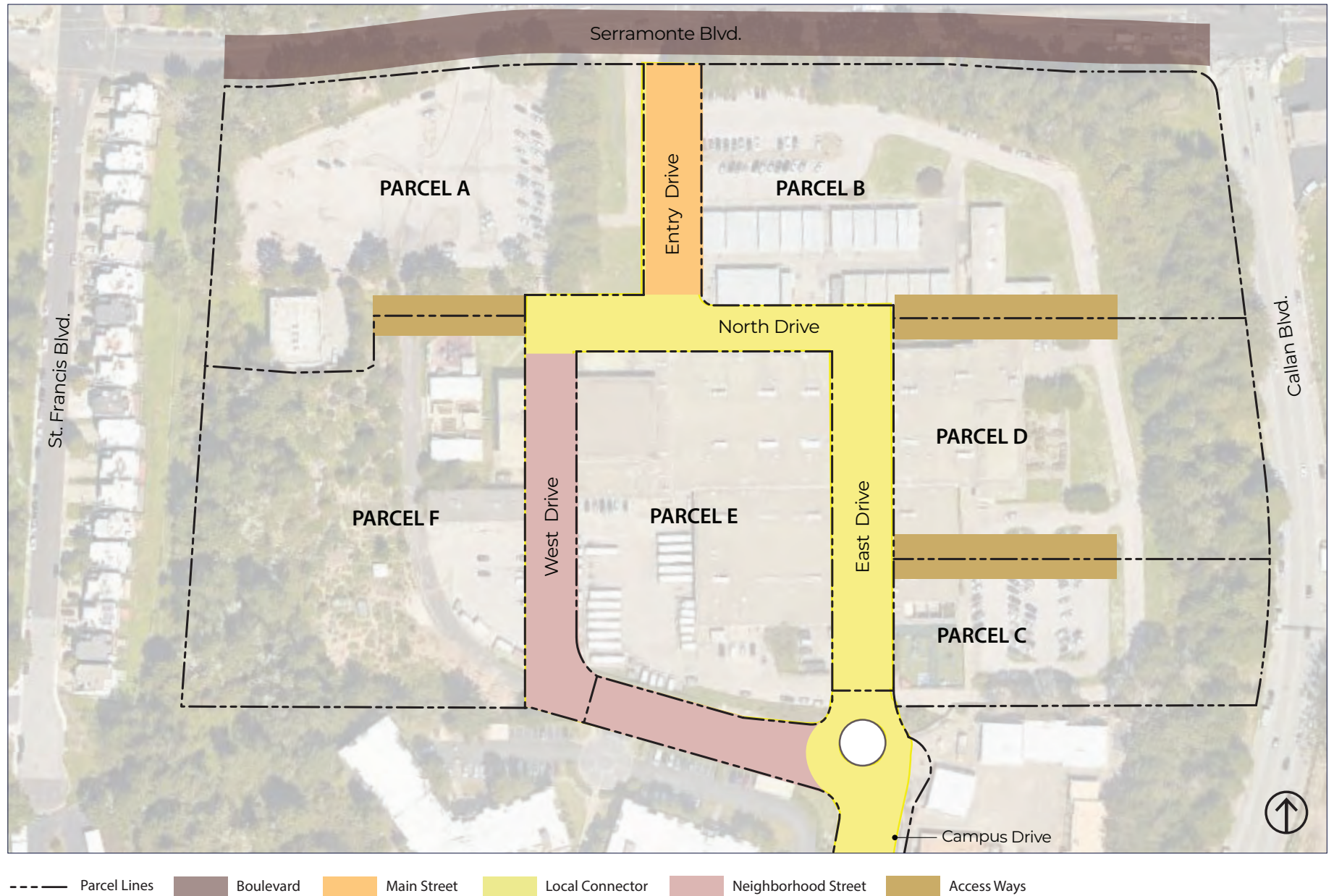
The Plan Area's mobility network provides residents and visitors access and permeability throughout the project site through a system of complete, traffic-calmed streets.

Street Hierarchy

Streets are designed to support both transportation function and adjacent land uses. The Precise Plan identifies the following five street types as shown in Figure 4.1.

- 1. Boulevard:** Serramonte Boulevard is a transit – bike corridor connecting city neighborhoods to regional shopping and transit stations.

Figure 4.1 Street Hierarchy



- 2. Main Street:** Entry Drive is a combined Main Street, which prioritizes pedestrian access in a safe social/commercial environment and a Residential Street which prioritizes safe, walkable environment with slow vehicle speeds.
- 3. Local Connector Street:** East Drive and North Drive are two lane streets that prioritize pedestrians and cyclists with buffered bike lanes in both directions.
- 4. Neighborhood Street:** West Drive is a two-lane street that prioritizes pedestrians in a safe and inviting environment with low vehicle speeds and sharrows/vehicle lanes.
- 5. Access Drives:** Access Drives are two-way, pedestrian-oriented access easements with diagonal back-in, perpendicular and parallel parking designed for pedestrian access to park, daycare, retail, structured parking and hillside open space and recreational trails.

Street Network

Using the street hierarchy described above, vehicular access through the Serramonte Del Rey neighborhood will be provided through a system of low-speed tree-lined private streets connecting Campus Drive south of the site to Serramonte Boulevard at Entry Drive. A pedestrian paseo and café plaza along Entry Drive will be a “pocket” Main Street

with shops spilling outdoors. This tree-lined destination street leads you from Serramonte Boulevard to the Central Green. North Drive, West Drive, East Drive, and West Drive loop around the Central Green and Parcel E and provide access to the remainder of the residential parcels. A roundabout is proposed at the Plan Area’s southern interface with Campus Drive as it enters the site. This pedestrian- and bicycle-friendly landmark feature will slow vehicle traffic, without requiring a stop, as it enters and exits the project.

Bicycle Network

Daly City has a robust existing bicycle network, and the Plan Area is well located to take advantage of the opportunities it provides. In addition, in February 2020 Daly City approved the *Walk Bike Daly City Plan*. This plan includes an extensive network of pedestrian and bicycle improvements throughout the City and around the Plan Area. Existing bicycle facilities proximate to the Plan Area include Class II on-street bike lanes on Callan Boulevard south of Serramonte Boulevard and a Class III bike route on Callan Boulevard north of Serramonte Boulevard. Serramonte Boulevard and Hickey Boulevard are Class III bike routes. A Class II on-street bike lane is striped on St. Francis Boulevard north of Serramonte Boulevard. One of the priority improvements included in the Walk Bike Daly City Plan is the construction of Class IV on-street protected

bicycle lanes on Serramonte Boulevard. The Precise Plan modifies the City of Daly City's conceptual design for priority pedestrian and bike improvements at the intersection of Serramonte Boulevard and Highway 1 ramps to accommodate a wider Entry Drive and a new westbound left turn lane from Serramonte Boulevard to Entry Drive.

Within the Plan Area, bicycle facilities will include Class II buffered bike lanes along East Drive and North Drive, and other streets will include Class III bike "sharrows" (bicycle markings on vehicle lanes indicating the lane is for shared use). Along the neighborhood's eastern side, the trail loop will function as a full Class I off-street bicycle path. With short block lengths, low traffic volumes, and narrow cross sections, the site's roadways will provide bicyclists with a comfortable on-street experience. For younger and more recreational riders, the off-street trail provides a safe route from the SamTrans bus stop on Serramonte Boulevard and Entry Drive to Summit Shasta Charter High School.

Pedestrian Network

Sidewalks will be provided on every street within the Plan Area, with adjacent curbside landscaping. The trail loop will also serve to provide pedestrian access around the site that is separated from vehicles and in a more natural setting. Pedestrian facilities and permeability planned throughout the neighborhood will allow unimpeded access for visitors and residents walking between the Plan Area's parks, open spaces, residences, and retail shops.

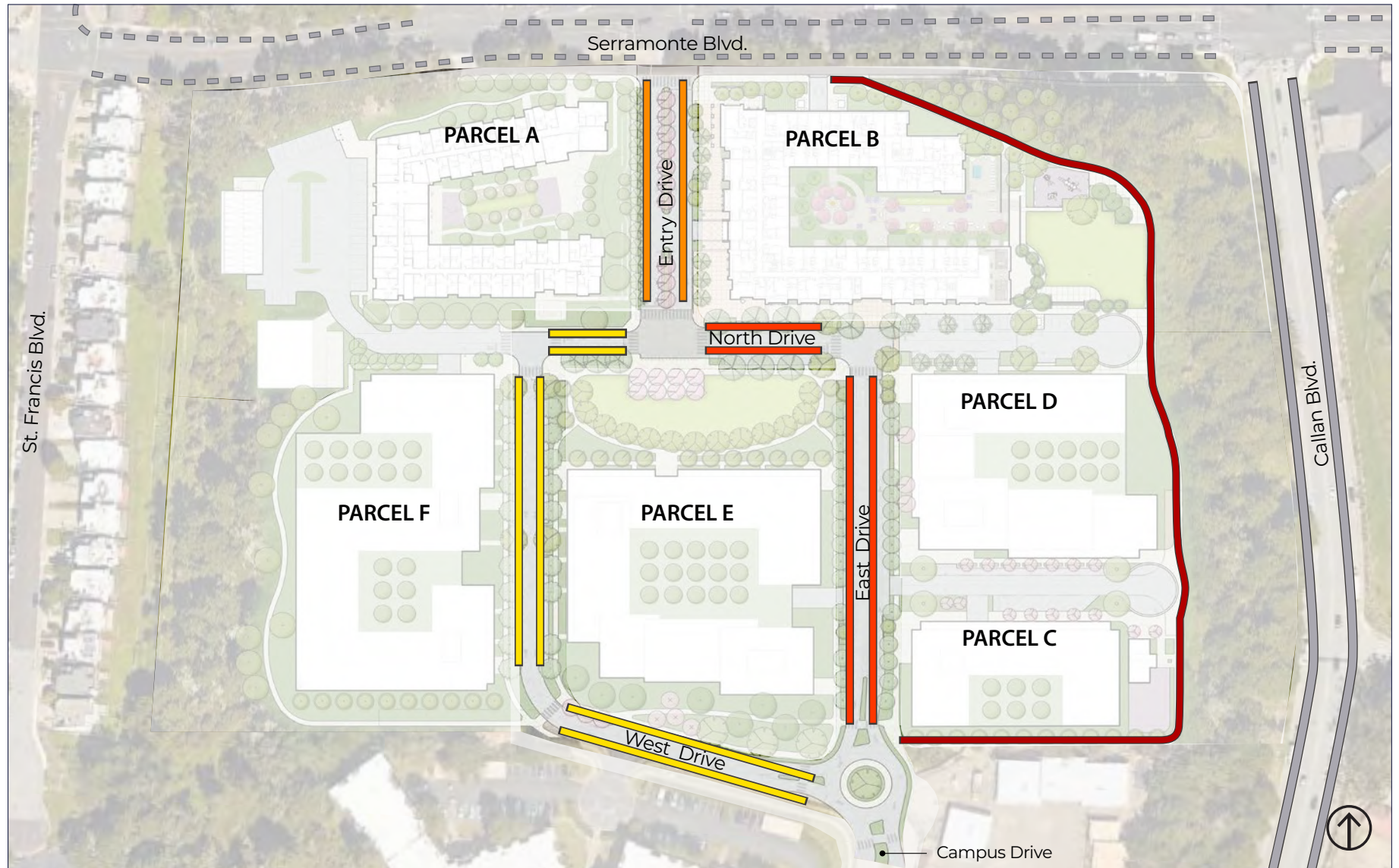


Street with buffered Class II bike lanes.

Figure 4.2 Vehicle Circulation



Figure 4.3 Bicycle Circulation



- | | | |
|--|---------------------------------------|----------------------------------|
| Existing Bicycle Lanes | Shared Bicycle and Pedestrian Path | Class II On-Street Bike Lane |
| City's Proposed Bike Lanes per Walk Bike Daly City | Class II On-Street Buffered Bike Lane | Class III Facility with Sharrows |

C. STREET SECTIONS

Entry Drive

Entry Drive connects Serramonte Boulevard to North Drive. The roadway's section shown in Figure 4.4 is comprised of 11-foot travel lanes, 10-foot continuous through/turn lanes, five-foot class II bike lanes and a six-foot landscape median. On the westside is a six-foot sidewalk and five-foot planting strip. On the east side, the sidewalk is comprised of three zones: a planting and street furniture zone, and through zone for pedestrians and a frontage zone for active ground floor uses to extend onto the sidewalk.

North Drive

North Drive connects East Drive, Entry Drive, and West Drive. The roadway section in Figure 4.5 shows a two-lane facility, with on-street parking and a five-foot-wide landscape strip. A Class II buffered bicycle lane is provided on the segment between East Drive and Entry Drive, continuing the facility provided on East Drive. West of Entry Drive, the roadway section widens, and the on-street buffered bicycle lane is not provided (this segment of North Drive is designated as a class III bike

Figure 4.4 Entry Drive and Retail Plaza

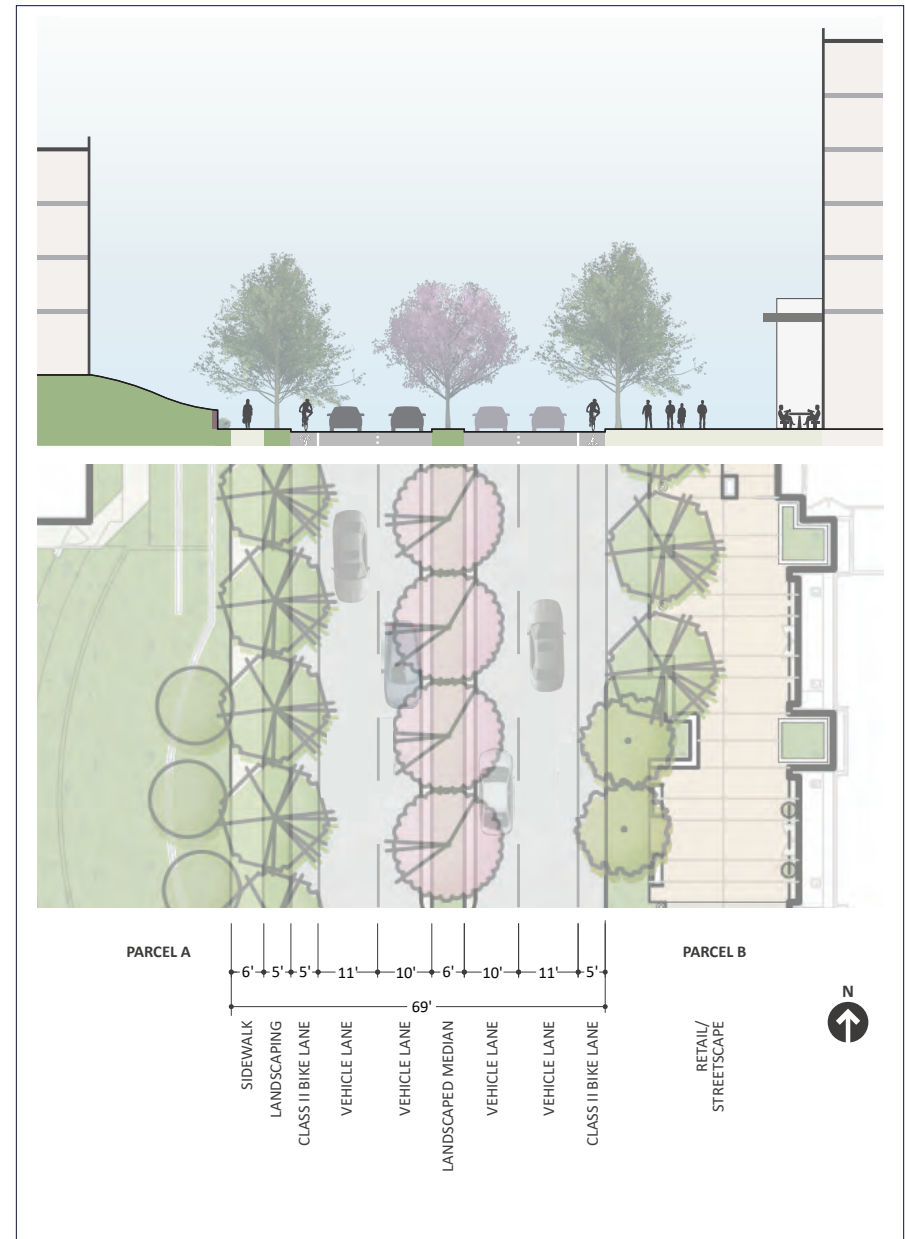
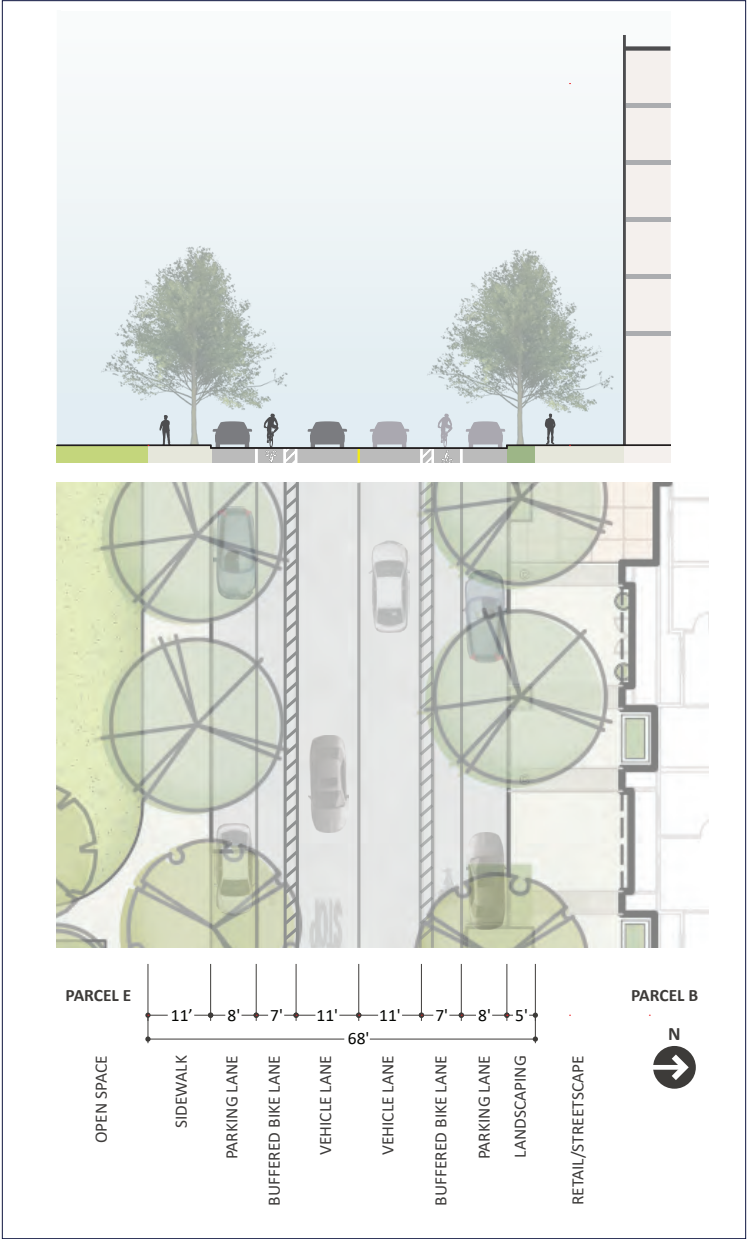


Figure 4.5 Plaza/Park Entry at North Drive



route). The segment of North Drive east of East Drive is envisioned as a cul-de-sac providing access to Overlook Park and residential parcels. Ninety-degree on-street parking is proposed on the south side of this cul-de-sac segment.

West Drive

West Drive is envisioned as a narrow two-lane residential roadway providing access to adjacent residential properties. The section in Figure 4.6 includes two 11-foot travel lanes with nine-foot buffered on-street parallel parking on both sides of the roadway. Five-foot-wide tree-lined landscape strips and six-foot-wide sidewalks complete the sections. West Drive completes the western side of the development's internal loop roadway network.

East Drive

East Drive is the primary north-south roadway extending through the project site. The roadway extends from the southern entry roundabout to North Drive. It provides for two 11-foot-wide travel lanes (one in each direction) with buffered on-street Class II bicycle lanes. Eight-foot-wide on-street parallel parking, five-foot-wide tree-lined landscape strips, and six-foot-wide sidewalks on each side of the street as shown in Figure 4.7.

Figure 4.6 West Campus Drive

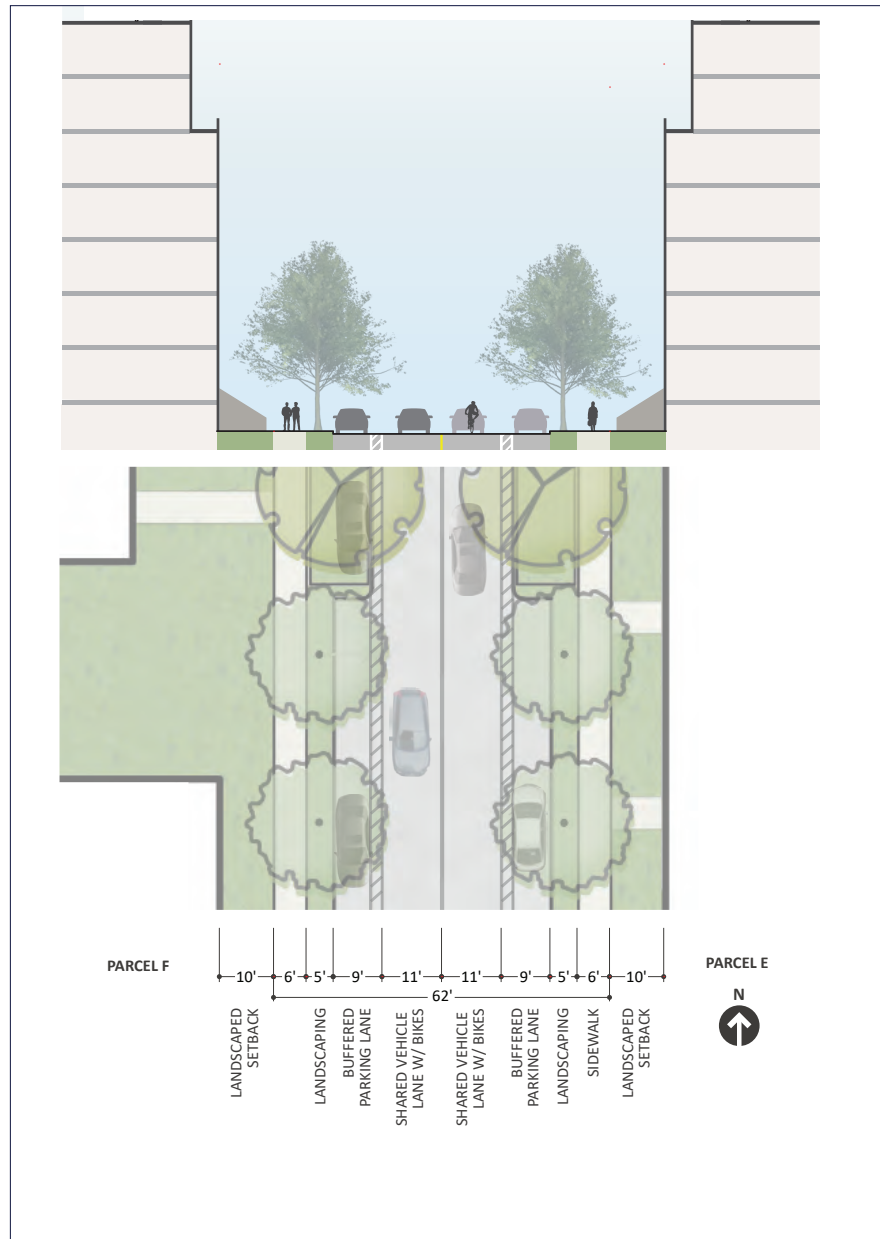
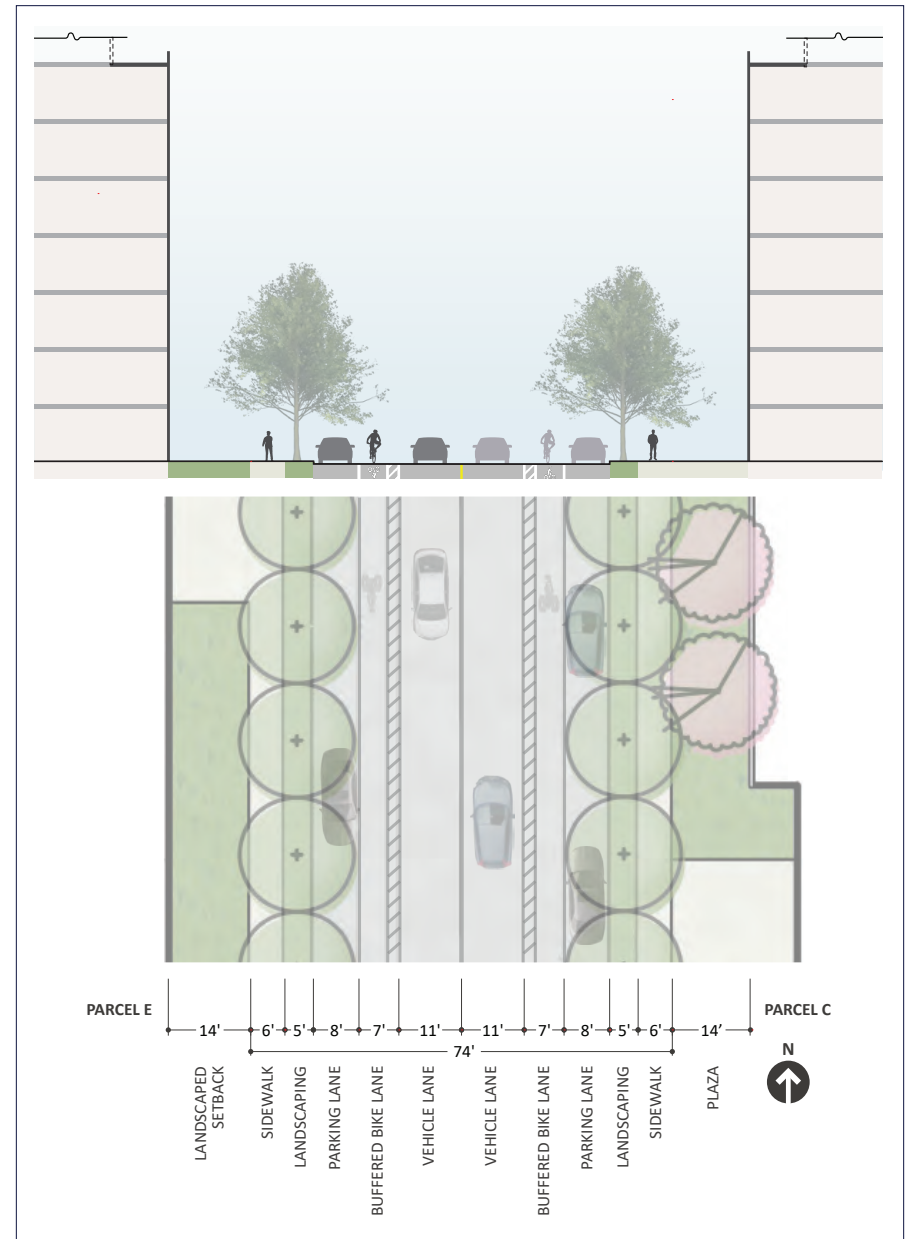


Figure 4.7 East Campus Drive



D. STREET LANDSCAPING

Landscaping plays an important role to provide pedestrian scale, for buffering and screening, to punctuate important connection points and nodes, and to soften the overall experience of moving through and around the site.

Serramonte Del Rey neighborhood entries are punctuated with enhanced landscape features. Entering the neighborhood from the north on Entry Drive from Serramonte Boulevard, residents and visitors are greeted by a tree-lined gateway of flowering trees in a planted median and along the sidewalk, while a vibrant public plaza welcomes pedestrians. As mentioned above, the entrance from the south on West Drive from Campus Drive includes a large, landscaped roundabout, providing a welcoming transition from the surrounding streets and marking the entry into this new neighborhood.

Continuous planter strips separating streets from sidewalks have been provided along all internal streets and drives. Broad canopy trees, low shrubs and groundcovers, and generous sidewalks provide a comfortable and safe pedestrian environment. Adequate visual clearance shall be provided at all safety vision triangles at intersections and driveways to ensure a clear line of sight for pedestrian and bicycle safety. Driveway entries, curb cuts, and curb ramps shall be constructed of concrete and shall

match sidewalks to provide a consistent look and feel for hardscape along vehicular and pedestrian circulation routes. Enhanced finishes and/or striping shall be used for crosswalks.

The 10-foot-wide multi-use trail and six-foot-wide pedestrian trail together create a 0.6-mile loop around the neighborhood. Trail surfaces shall be asphalt or concrete, provide for adequate clearances along the edges and overhead, and be suitable for their intended use. Signage, ornamental landscaping, and trees will be provided along the trail system to enhance the user experiences.

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5. Park and Open Space

This section describes the park and open space objectives, neighborhood open spaces of the plan area, and landscape design guidance for public and private park and open spaces.

A. OBJECTIVES

Precise Plan park and open spaces are designed to improve physical and psychological health, strengthen community relationships, and create an attractive urban setting for family living, in support of the following objectives:

- Create safe, attractive outdoor places for healthy living to foster physical activity, meet resident and visitor needs for recreation and play for people of all ages, as well as encourage walking and biking.
- Design public places to encourage social interaction and community life with social gathering places that are family-oriented, active places.

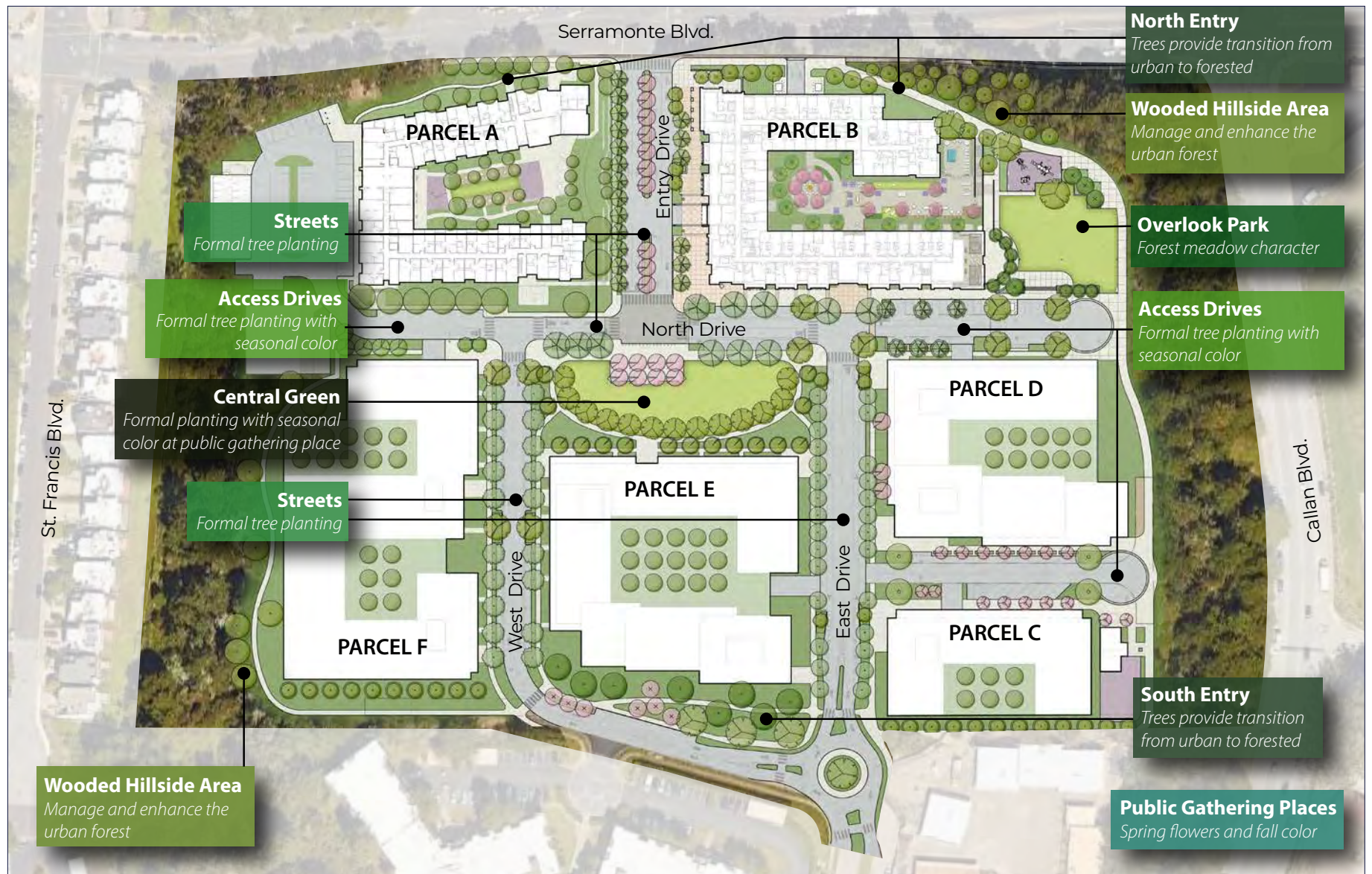
- Shape environments that visually and physically connect people to nature, neighborhood parks, green spaces, and recreational trails.
- Preserve and enhance the aesthetic and ecological quality of the hillside open space areas and expand the diversity of street trees and park plantings to cultivate an urban forest for the plan area.
- Enhance community sustainability and resilience through climate-positive environmental design.

B. A DIVERSE URBAN LANDSCAPE

Landscape concepts for the Plan Area are presented in Figure 5.1. A distinguishing feature of the Precise Plan are the hillsides to the west and east of the plan area which contain numerous trees, all trees planted as part of development of District property. Trees range from young to mature, are in varying health and are densely planted. The intent is to care for the hillside wooded areas to reduce fire hazards, enhance existing vegetation and promote urban forestry. A tree succession plan for aging mature trees will guide the replacement of existing trees over time due to age or fire vulnerability. Removed trees will be replaced with a diverse plant ecology governed by the area's unique coastal/Mediterranean climate including evergreen and deciduous species.

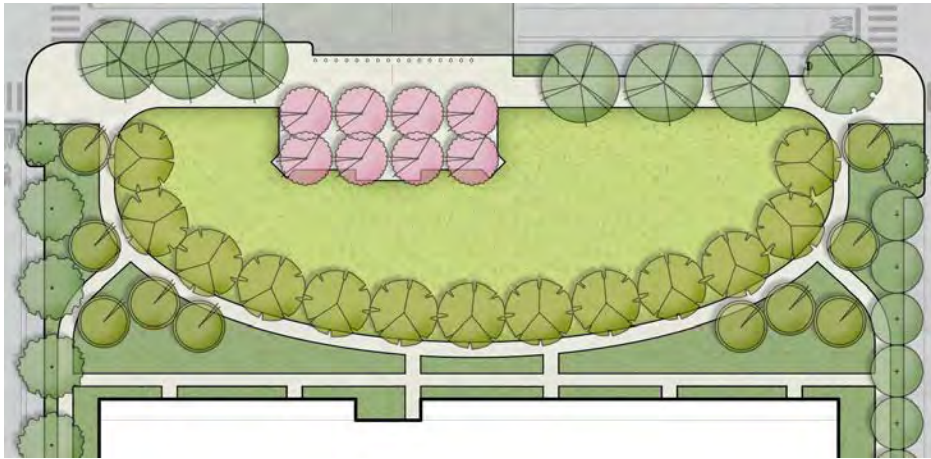
The type and arrangement of street trees and park plantings will contribute to a healthy and attractive urban neighborhood. The north and south entries to the plan area will be visible locations of tree plantings selected and arranged to transition from the informality of a forest to a more ordered urban setting. A diversity of tree species, suitable for the climate and context of the plan area are selected to create identity and sense of place that features the Central Green as a formal center to the neighborhood and Overlook Park as a forest meadow. Seasonal interest

Figure 5.1 Urban Forest Concept Plan



will be created with deciduous trees providing spring flowers and fall color at public gathering places along Entry Drive, Central Green and access drives.

Central Green Plan



C. NEIGHBORHOOD PARKS AND OPEN SPACES

The street and block pattern of residential development is organized around a central neighborhood park – the Central Green – and is bounded by hillside open space to the east with Overlook Park and hillside open space to the west. The combination of park and open spaces with recreational access will offer residents and visitors a diversity of opportunities to connect to nature, restore human well-being, socialize with neighbors, and satisfy needs for outdoor recreation for families and people of all ages.

Central Green is the heart of the neighborhood – a park extending an entire city block greeting residents and visitors into the site from Entry Drive. Organized by a tree-lined crescent shaped walk, the park features an entry plaza with tree-shaded seating, an open meadow, and a backdrop of evergreen woodlands with social spaces nestled under the tree canopy and along the park edges for community enjoyment. This open lawn is a flexible open space for recreation and enjoyment of nature to picnic, walk a dog, or enjoy the sunshine.

Overlook Park Plan



Overlook Park Rendering



Overlook Park looking from the Eastside Recreation Trail.

Overlook Park is designed as family-friendly open space. Gently sloped lawns provide ample space for a wide range of activities: dining and gathering, outdoor fitness classes, community events, and an opportunity to sit and enjoy the views. A large playground provides inclusive play opportunities on interpretive play structures for young children, while a small plaza at the park edge provides a connection to the multi-use loop trail and reinforces the viewer's sense of place. Viewsheds look towards regional landmarks including Daly City, San Bruno Mountain, and beyond.

Entry Drive Plaza is a “pocket” Main Street with plaza-width sidewalk space for retail activity to bring life outdoors to the street. The Plaza provides a building frontage zone for access to retail uses and sidewalk seating; a pedestrian through zone for pedestrian movement; and a street furniture/curb zone for street furniture, lighting, benches, street trees, bicycle parking, fixed, and movable seating. Together these zones create an attractive and comfortable setting for neighborhood shopping and social life. The plaza sidewalk space will have enhanced pavement treatments with color and/or pavers to highlight active public spaces.

Hillside Open Spaces are existing east and west hillsides of the plan area with mature trees planted as part of the landscape development of District property. These areas offer residents an opportunity to connect to the nature and provide a visual screen to the planned development.

Entry Drive Plaza Plan



South Entrance Open Space on Parcel E is a landscape area that provides entrance identity to the plan area, landscape continuity for the “urban forest,” and social space for residents. Enhancement of the South Entrance Open Space at Parcel E is expected. Examples include a corner tower element, a sitting area or water feature with unique landscaping and plantings, a winter garden/ indoor social area, a concave building corner referencing the round-about, or a specific design gesture in materials, scale, or massing that specifically enhances the open space.

Eastside Recreational Trail is a pedestrian-bicycle trail for strolling and recreation extending from Serramonte Boulevard to the north to the roundabout along Campus Drive to the south. This 10-foot-wide multi-use trail provides an off-street connection for pedestrians and bicyclists to access Overlook Park and access to the westside hillside open space.

Westside Walking Trail is a six-foot-wide trail around the west side of Parcel F, weaving along the base of the wooded hillside slope. Together the east and westside trails create an off-road half-mile loop trail system. This trail system connects each parcel, every street, and all members of the community to direct access to the wooded hillside open space.

South Entrance Open Space Plan

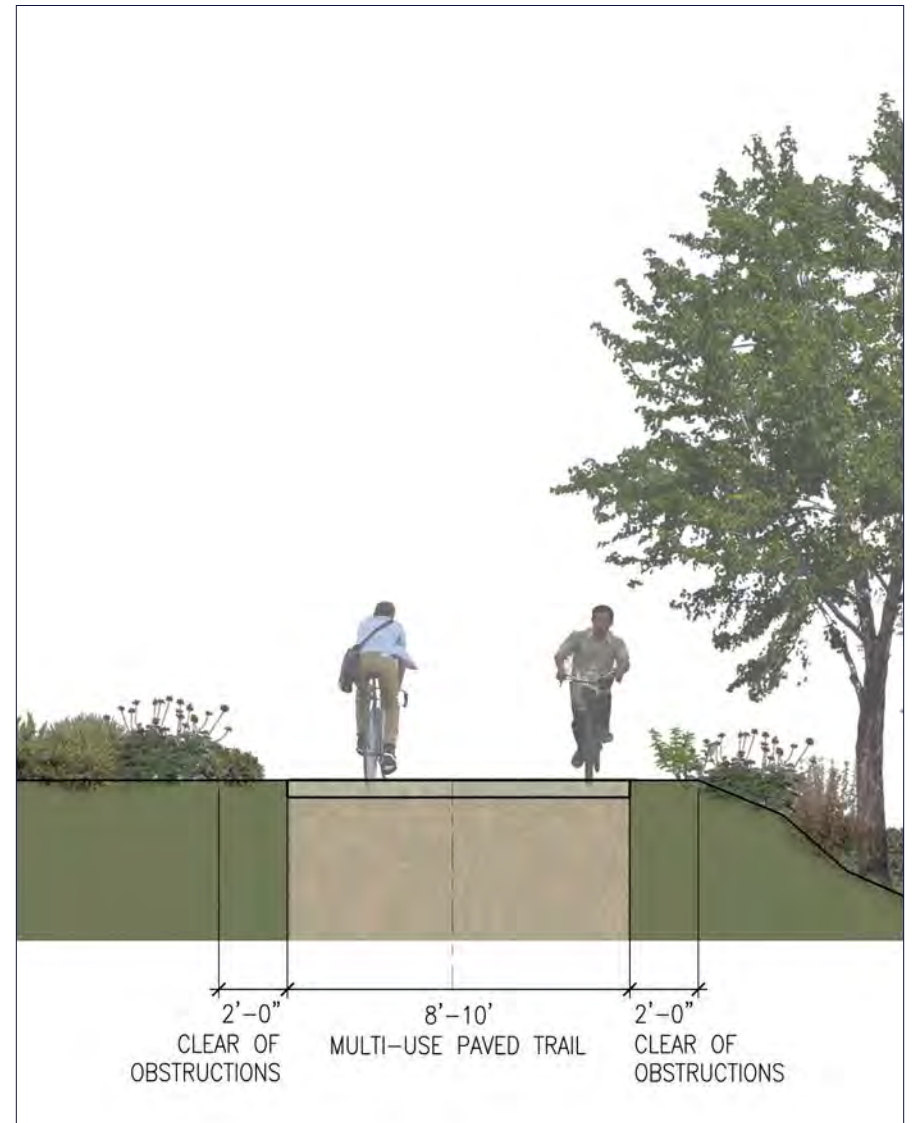


Westside Walking Trail Section



0 6
Scale (Feet)

Eastside Recreational Trail Section



0 6
Scale (Feet)

D. LANDSCAPE DESIGN STANDARDS AND GUIDELINES

This section establishes the standards and guidelines that apply to public and private open space.

General Standards and Guidelines

D.1.1 Landscape planters within the street right of way shall be a minimum of four feet wide.

D.1.2 Tree wells shall be 4'x 4' minimum. Tree grates shall be cast iron with a baked oil finish in plaza areas and be an ADA accessible design consistent with the neighborhood.

D.1.3 Where landscape planting is provided under trees, planters shall be 4'W x 6' L minimum.

D.1.4 Planted medians shall provide at least five feet wide planting area in addition to a minimum 12 inches wide maintenance band at the back of curb consisting of concrete, pavers, or fixed cobbles.

D.1.5 Enhanced pedestrian spaces should be provided at retail plazas as well as at major and minor lobbies for each residential building. Seating opportunities should be provided at retail, parks, open spaces, adjacent to the trails, and in front of primary building lobbies.



Sidewalk with landscape planting provided under trees.



Landscape median planted with trees and shrubs.



Sidewalk with landscape planter bed and tree grates.



Landscaping and furnishings enhance seating areas next to the sidewalk.

Landscape Materials

Plants

D.2.1 Plant material shall comply with all City and regional guidelines and be comprised of at least 75% drought tolerant plant species. Planting plans shall comply with the Model Water Efficient Landscape Ordinance (MWELO) guidelines and the Water Use Classification of Landscape Species (WUCOLS).

D.2.2 Where turf grass is used, low water use hybrids and/or no mow varieties should be used. A variety of shrubs and ground covers should be used to create layering around building foundations, keeping shrubs at or below windowsills. Plant selections should be such that sight lines remain open and clear and places of concealment are not fostered. Where allowed, plants should be used to screen above-ground utilities. Along streets and sidewalks, plant species shall be used that promote a feeling of separation from vehicular traffic and be appropriate for narrow planters within the public right of way.

D.2.3 Pollinator plants that attract native birds and insects should be used strategically in locations well-suited to attract and sustain native populations. Use of fruiting plant material should occur away from hardscape areas to prevent staining of pavements and to minimize maintenance.

Trees

D.2.4 The project's wooded hillside perimeter to the west and east shall be cleaned of surface and ladder fuels. Replacement trees shall include evergreen and deciduous species as described in the Project Tree List below.

D.2.5 Trees within the street right of way, in plazas, and high-visibility open space areas should be provided in 24-inch box size or larger and be secured with tree stakes or below-grade root ball guying systems appropriate for the windy conditions found in Daly City. Above-ground cabling guying shall not be used in public spaces. Trees shall be pruned up to 6 feet to 8 feet clear off the ground or as required by ADA or City guidelines.

D.2.6 Individual developments within the Plan Area shall use trees that are provided in 15-gallon size or larger, with 24-inch box preferred.

D.2.7 Entries at the north and south shall have unique tree plantings.

D.2.8 Seasonal interest shall be created with deciduous trees providing spring flowers and fall color.

Project Tree List

D.2.9 The trees used throughout the Plan Area shall be carefully selected to work within the Urban Forest framework while allowing expression of individual character. The following list shall be used for specifying tree species on public streets and open spaces.

Table 5.1 - Recommended Tree Species for public streets and open spaces within the Precise Plan

Forested Hillsides (Tree Succession Species)		Streets & Parks	
<i>Aesculus californica</i>	California Buckeye	<i>Acer buergeranum</i>	Trident Maple
<i>Acer macrophyllum</i>	Big Leaf Maple	<i>Acer x freemanii</i> 'Autumn Blaze'	Autumn Blaze Maple
<i>Arbutus menziesii</i>	Pacific Madrone	<i>Acer Macrophyllum</i>	Big Leaf Maple
<i>Calocedrus decurrens</i>	Incense Cedar	<i>Arbutus</i> 'Marina'	Strawberry Tree
<i>Ceanothus</i> 'Ray Hartman'	Wild Lilac	<i>Cercis</i> 'Forest Pansy'	Forest Pansy Rebud
<i>Hesperocyparis macrocarpa</i>	Monterey Cypress	<i>Cercis occidentalis</i>	Western Redbud
<i>Fremontodendron californicum</i>	Fremontia	<i>Ginkgo</i> 'Princeton Sentry	Maidenhair Tree
		<i>Hesperocyparis macrocarpa</i>	Monterey Cypress
		<i>Hymenosporum flavum</i>	Sweetshade
		<i>Koelreuteria paniculata</i> 'Fastigiata'	Goldenrain Tree
		<i>Lagunaria pattersonii</i>	Primrose Tree
		<i>Lophostemon confertus</i>	Brisbane Box
		<i>Lyonothamnus floribundus</i>	Catalina Ironwood
		<i>Melaleuca quinquenervia</i>	Cajeput Tree
		<i>Olea europea</i> 'Swan Hill'	Fruitless Olive
		<i>Pistacia chinensis</i>	Chinese Pistache
		<i>Quercus agrifolia</i>	Coast Live Oak
		<i>Quercus suber</i>	Cork Oak
		<i>Sequoia sempervirens</i>	Coast Redwood
		<i>Tristaniopsis laurina</i> 'Elegant'	Water Gum

Site Furnishings

D.3.1 Site Furnishings shall be comprised of materials designed to withstand outdoor conditions.

D.3.2 Short term bicycle parking shall be dispersed throughout the Plan Area, as required to meet project requirements, city standards, and bicycle parking standards. Bicycle racks shall be galvanized, vinyl covered, or stainless steel, and meet all City requirements. In ground- or surface-mounted attachment is acceptable.

D.3.3 Benches shall be made of metal and/or wood.

Where wood is used, it should be thermally modified, or a suitable hardwood built to withstand weather and heavy public usage.

D.3.4 Public café tables with chairs should be movable and provided in a variety of sizes in and around gathering spaces and shall be constructed of materials suitable for outdoor public usage.



Bicycle parking area.



Circular bicycle rack.



An integrated group of furnishings including bicycle rack, tree fence, streetlight and bench.



Seating and landscape along sidewalk.



Movable outdoor seating provides flexibility.

D.3.5 Drinking fountains shall be provided at Overlook Park, Central Green, and the Recreation Trail. Dog bowl and water bottle filling attachments are recommended.

D.3.6 Within Overlook Park, Applicant shall provide play equipment for children ages two through twelve. All play areas will be designated for children between ages of two to five and for ages five to twelve years old. These structures should offer a variety of stand-alone features and a wide variety of varied physical activities for the children. The equipment should promote fitness, physical activity, and connection.



An attractive playground bordered by landscaping and trees.

Irrigation Systems

D.4.1 Site Irrigation systems shall comply with all local and state requirements, including the Model Water Efficient Landscape Ordinance (MWELO).

D.4.2 All irrigation equipment shall be controlled with weather-based controllers located in easily accessible, locked stainless steel pedestal boxes. The equipment should include flow sensors and automatic shut off valve capability with a wi-fi based alarm system to alert maintenance controller team(s).

D.4.3 Irrigation systems shall provide quick couplers or hose bibbs in lockable wall boxes in all common use areas.

Soil & Drainage

D.5.1 On-grade planting areas shall be comprised of amended topsoil import or amended native soil as required, based on a soil analysis report and soil laboratory recommendations. Excavation, clearing and grubbing, or soil preparation shall occur within established tree protection zones as per the advice of a landscape architect or arborist.

D.5.2 Planting areas shall be dressed with a 3-inch layer of mulch or as dictated by local or regional guidelines.

D.5.3 Cast iron or similar drain grates shall be used in turf and pedestrian circulation areas. Landscape planters shall be drained with cast iron, decorative metal, plastic or similar flat or atrium-style grates and factory-fabricated bodies.



6. Utilities

The Plan Area will have utility infrastructure to address stormwater collection, sanitary sewage collection and water supply and distribution. There will also be systems for power, natural gas and communications, which are called Dry Utilities. Utility infrastructure systems are described in the following sections.

A. STORMWATER

The following sections describe the existing and proposed stormwater flows for the 18.4-acre area impacted by the Precise Plan area.

Existing Conditions

The site is bound by Serramonte Boulevard to the north, Callan Boulevard to the east, Campus Drive to the south and residential buildings to the west. The current uses on the campus include a bus yard, district offices, churches, child day care facilities, a Comcast building, and the Workforce Housing project (currently under construction). The Workforce Housing project (including the apartment building, car barn, and surface parking lot located at the northern portion of the existing campus) and the Comcast building will remain operational throughout and after construction of the Precise Plan. The Workforce Housing project is under separate approval and storm water improvements for the building, surface parking lot and area immediately adjacent to the building are

to remain and are not modified as part of the plan area. The driveway just to the south of the Workforce Housing project will be replaced and is included in the plan area.

The existing ground coverage consists of approximately 108,830 sq. ft. impervious and 59,440 sq. ft. pervious (64.7% impervious). Site elevations vary from approximately elevation 495 feet to the west and 480 at the main parking lot near the entrance to the site. Stormwater onsite is collected in area drains or inlets and conveyed in below grade pipes to the storm drain outfall located in the existing parking lot near the main vehicular entrance at Serramonte Boulevard. The outfall discharges to an existing 24" storm drain main in Serramonte Boulevard that flows to the east.

Proposed System

The proposed changes in the plan area consist of open space, park areas, landscape areas, concrete paths, private roadways, asphalt drives, asphalt parking lots, and multi-story residential buildings. The project proposes to maintain the existing drainage patterns and replace the existing drainage system.

The proposed ground coverage consists of approximately 120,300 sq. ft. impervious and 47,970 sq. ft. pervious (71.5% impervious). The project will increase the amount of impervious surface from the existing condition and will require retention to control the peak flow and volume leaving the site. Overall, the proposed condition will increase the site's impervious footprint by approximately 11,470 sq. ft. and will therefore require stormwater retention. The project proposes to satisfy the retention requirement with a Master Plan approach that will allow one parcel to overcompensate and accrue credits that can be applied to other parcels that will have more difficulty meeting the requirement.

The proposed drainage system will consist of area drains, drop inlets, manholes, stormwater treatment areas with overflow structures, and below grade pipes. The drainage system will convey runoff to the existing outfall located near the main vehicular entrance.

Stormwater Requirements

The project shall not increase the flow or volume leaving the site for the design storm. If a project increases the imperviousness of the site stormwater retention will be required to retain the increased flow and volume.

B. SANITARY SEWER

Existing Condition

The existing City sewer system in the vicinity of the Plan Area consists of a 10-inch sewer main in Serramonte Boulevard, 8-inch and 10-inch sewer main that runs through the district's property, 8-inch sewer main in Campus Drive south of the school site, and a 6-inch sewer main in Callan Boulevard. A portion of the existing sewer system that runs through the District's property connects the 8-inch main in Campus Drive to the 10-inch main in Serramonte Boulevard. Sewer generated by the Workforce housing project (currently under construction) and the existing school site is discharged into the main that runs through the District's property, which ultimately connects to the 10-inch main in Serramonte Boulevard. Elevations and sizes of the existing system are from field and record data. Rim and Invert elevations are obtained from field data with elevations based on North American Vertical Datum (NAVD 88).

Proposed System

The project proposes to construct a public sewer system in the private streets (to be located in an easement) and an onsite sewer system to connect the buildings to the public sewer system. The proposed public sewer system will consist of manholes and pipes. The onsite sewer system consists of pipes, cleanouts, and manholes. The project will connect to the 10-inch sanitary sewer main in Entry Drive and the new sewer connection on Callan Drive.

Sewage Generation Calculations

The City of Daly City establishes sewage demand numbers for different types of building uses based on the demands provided in the City's 2009 Master Sewer Study. The proposed project will replace the existing buildings, including an existing school building and modular units. The sewage generation flows from the buildings to be removed will be applied as a credit to the project. This information will be used by the City to determine the impacts the proposed project will have on the City's sewer system and determine if the existing sewer system has sufficient capacity to serve the project. Despite the credit, the City is anticipated to experience an increase of sewer flows of 173,468 gpd. A detailed sewer study is included in the entitlement documents.

C. WATER SUPPLY

Existing Condition

The existing City water system in the vicinity of the project consists of a 6-inch AC water main in Serramonte Boulevard and a 10-inch water main in Entry Drive constructed with the previous project. The existing domestic water system for the school campus is fed by a 3-inch service near the main entrance off Serramonte Boulevard while the existing fire service for the site is served from an 8-inch line from Callan Boulevard. The existing Jefferson Union High School District Workforce Housing project is fed from the existing 10-inch main.

Proposed System

The proposed project will construct a new public water main within the new streets and provide new domestic water, fire water, and irrigation water services to the proposed buildings. All proposed services are anticipated to be fed from a portion of the existing 10-inch main constructed with the previous project and new 10-inch water mains constructed with the new private streets. The on-site domestic water system consists of service lines from the public main to each building.

Water Generation Calculations

The City establishes water demand numbers for different types of building uses. A summary of existing demands, proposed building type, area, and number of units, and area of irrigated landscape area is included in the entitlement documents. This information will be used by the City to determine the water demand for the proposed project. The flows generated by the proposed project and the reduction in flows from the existing building and landscaping being removed will be used in the City's model to determine if the City's water system has enough capacity to serve the project.

D. DRY UTILITIES

Dry utility infrastructure modifications and additions will be required and will be built out in phases to accommodate and support the development. Utility providers serving the Plan Area include PG&E, Comcast, and AT&T.

PG&E recently installed infrastructure to serve Parcel A and maintains service to the existing Comcast Building and School Building. Data/Telecom services were also extended to serve the development at Parcel A.

A joint trench will be provided in the Private Streets to extend the utility providers' infrastructure throughout the development to serve the Parcels. Dry utilities will be coordinated with the appropriate utility provider to establish new service routes to support the Plan Area.

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7. Implementation

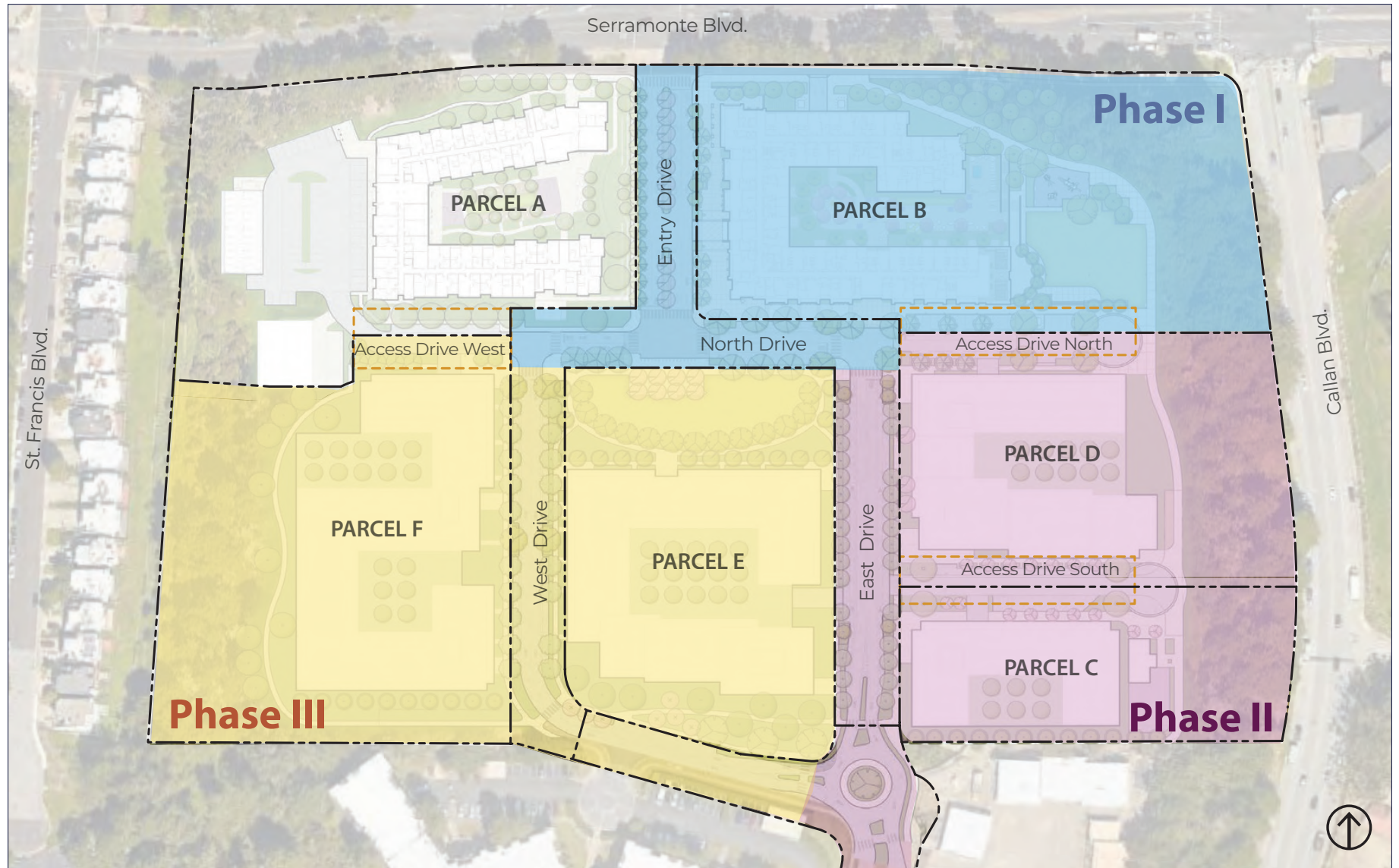
A. PHASING

The Plan Area is to be built-out in phases over a period anticipated to be eight to twelve years but may be up to 15 years. Each phase of development includes the infrastructure necessary to support development, open space and public improvements associated with specific parcels as follows and as shown in Figure 7.1:

- **Phase I** is the development of Parcel B housing, retail, Overlook Park, North Drive, north side of North Access Way and associated utility improvements.
- **Phase II** is the development of Parcel C affordable housing, Head Start, East Drive, south side of North Access Way, South Access Way and Parcel D housing, and associated utility improvements.
- **Phase III** is the development of Parcel E housing and Central Park together, Parcel F housing, West Drive, and associated utility improvements. Parcel E or Parcel F may develop independently and in any order.

The number of phases, number of units, and timeline for the project build-out will ultimately depend on market conditions. The rate of the buildout of housing will fluctuate with the regional economy, capital expectations and availability, costs for development and the conditions of the Daly City housing market.

Figure 7.1 Phasing



-- Parcel lines - - - - Easement

B. CONFORMANCE REVIEW

Planning and engineering review and approval of development applications shall be in accordance with the Daly City Municipal Code and the Precise Plan conformance review process as shown in Figure 7.2: Conformance Review and Approval Process.

Planning Review

Development applications shall be submitted to the City for Design Review in accordance with Daly City Municipal Code. Planning staff shall review the application for consistency with the Precise Plan's goals, development standards and design guidelines and applicable entitlement documents. The Precise Plan is consistent with and implements the Daly City General Plan.

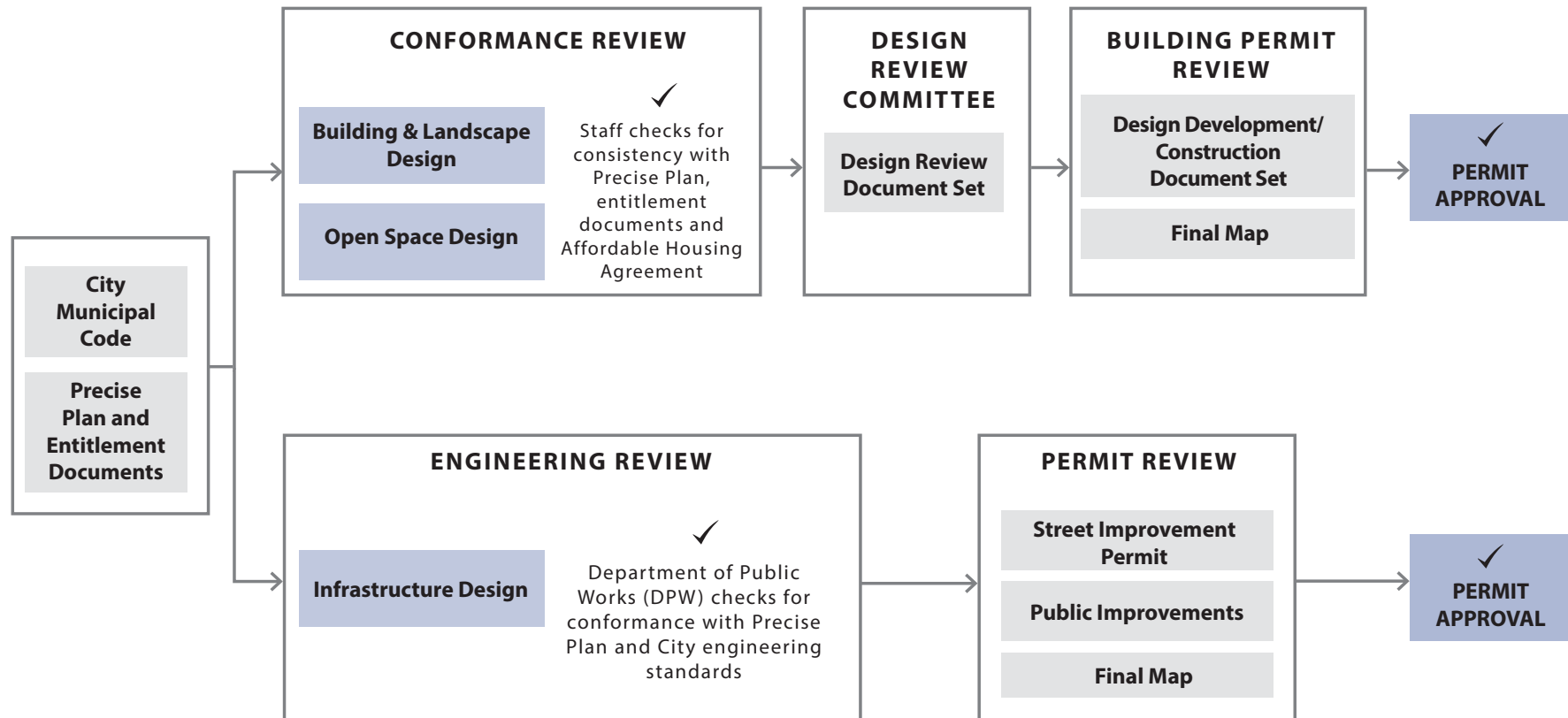
Land Uses in the Plan Area shall be permitted according to the general category of uses submitted with this Precise Plan. A use proposed which is not similar in character to an identified use by general category may be permitted upon securing a use permit. Changes that reflect minor differences between the Precise Plan and construction documents, including modifications in the location of off-street parking, changes in the phasing of development, the distribution of private open space, the design of private street systems, and building design,

may be approved by the city planner, if in the opinion of the planner, the change is not substantial. The applicant shall provide a narrative describing the requested change, a rationale for why the change is needed and how the change achieves the design intent of the Precise Plan.

Engineering Review

The applicant shall apply for approval of final subdivision maps and improvement plans per the Precise Plan, City of Daly City's Municipal Code and City Engineering Division standards. The development application for a final subdivision map shall be consistent with the approved tentative map for horizontal infrastructure, including utilities, streets, roads, sidewalks, and other improvements, and shall be submitted at the same time as a development project submittal. Final subdivision maps and improvement plans may address all or a portion of the Plan Area per the general direction on phasing per Section A above.

Figure 7.2 Conformance Review and Approval Process



C. ENTITLEMENT DOCUMENTS

By Resolution No. [] the City Council approved text and map amendments to the General Plan to enable high density residential and mixed-use residential development. By Resolution No. [] the City Council approved the update to the Serramonte Del Rey Precise Plan, which modified land use designations and created a new street and open space network. The District and the City of Daly City entered into a Development Agreement to secure vested development rights and terms for an Affordable Housing Agreement. The City Council approved a Tentative Map indicating the subdivision of the District lands into parcels with infrastructure and open space improvements. The City of Daly City, as the lead agency under the California Environmental Quality Act (CEQA) prepared the project's Environmental Impact Report (EIR) to disclose to the City, general public and other agencies the environmental impacts of the project. By Resolution No. [] the City certified the EIR for the project, adopted findings, statement of overriding considerations [if needed] and a Mitigation Monitoring and Reporting Program (MMRP). The Precise Plan is consistent with and will implement the MMRP as approved by the City Council.

D. PROCESS FOR AMENDING THE PRECISE PLAN

An applicant can request an amendment to the Precise Plan as part of future development application. The applicant shall provide a narrative describing the requested change, a rationale for why the change is needed and how the change will achieve the design intent of the Precise Plan. Amending the Precise Plan shall follow the requirements of the City's Zoning ordinance as of the date of project approval.

E. CALIFORNIA ENVIRONMENTAL QUALITY ACT

All proposals for development shall be subject to the mitigation measures specified in the Environmental Impact Report (EIR) certified by the City Council as part of this Precise Plan. Subsequent environmental review of development of Phase I, Phase II, or future phases of development shall be reviewed for compliance with the EIR and MMRP prepared for this Precise Plan and the California Environmental Quality Act.

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Acknowledgements

Jefferson Union High School District

Board of Trustees

- » Andrew Lie
- » Carla Ng-Garrett
- » Nick Ochipinti
- » Kalimah Salahuddin
- » Rosie Tejada

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- » Toni Presta, Superintendent of Schools
- » Tina Van Raaphorst, Associate Superintendent of Business Services
- » April Hawkins, Director of Communications & Staff Housing
- » Monica Casey, President American Federation of Teachers (AFT) Local 1481

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- » Bruce Fukuji, Planning Director
- » Chris White, Project Director

PlaceWorks

- » Bruce Brubaker, Principal-in-Charge
- » Janet Chang, Project Manager
- » Pranjali Deokule, Project Manager

Seidel Architects

- » Alex Seidel, FAIA, Founding Principal
- » Paul Dent, Senior Associate
- » Michael Rizza, Associate

Jett Landscape Architecture + Design

- » Bruce Jett, Principal
- » Jesse Markman, Principal
- » Samantha Elms, Landscape Designer

Fehr & Peers Transportation Planning

- » Bill Burton, Senior Associate

BKF Engineers

- » Tim Heffernan, Senior Project Manager

Office of the San Mateo County Counsel

- » John D. Nibbelin, Chief Deputy County Counsel

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SERRAMONTE DEL REY
PARCEL B MULTIFAMILY HOUSING / MIXED USE

ATTACHMENT D

PARKING SUMMARY

MINIMUM PARKING REQUIREMENTS: REFER TO PRECISE PLAN
RETAIL: 4 SPACES PER 1000 SF (RENTABLE)
RESIDENTIAL: 1.5 SPACES / D.U.

Level	Residential					Public - Retail & Leasing				
	Standard	Accessible	Van Accessible	EVCS Accessible	Puzzle Lift	Retail Standard	Retail Accessible	Retail Van Accessible	EVCS Accessible	Leasing
Lower Garage	104				108					
	8	6	1	1	74	37	1	1	1	3
Ground Floor										
Totals	112	6	1	1	182	37	1	1	1	3
	302					43				

(1.5 / DU)

(5 SPACES / RENTABLE RETAIL SF)

GROSS CONSTRUCTION BUILDING AREA SUMMARY

(NOTE: GROSS AREA IS NOT EQUAL TO BUILDING AREA FOR CITY PLANNING PURPOSES)

Name	Area	Level
PARKING	70,464 SF	LOWER GARAGE
TOTAL LOWER GARAGE	70,464 SF	
AMENITY	5,014 SF	GROUND FLOOR
COMMON - RESIDENTIAL	10,132 SF	GROUND FLOOR
PARKING	43,990 SF	GROUND FLOOR
RETAIL	8,792 SF	GROUND FLOOR
TOTAL GROUND FLOOR	67,928 SF	
APARTMENTS	38,287 SF	2ND FLOOR / PODIUM
COMMON - RESIDENTIAL	7,639 SF	2ND FLOOR / PODIUM
TOTAL 2ND FLOOR / PODIUM	45,926 SF	
APARTMENTS	39,542 SF	3RD FLOOR
COMMON - RESIDENTIAL	6,729 SF	3RD FLOOR
TOTAL 3RD FLOOR	46,272 SF	
APARTMENTS	39,462 SF	4TH FLOOR
COMMON - RESIDENTIAL	6,751 SF	4TH FLOOR
TOTAL 4TH FLOOR	46,213 SF	
APARTMENTS	38,239 SF	5TH FLOOR
COMMON - RESIDENTIAL	6,512 SF	5TH FLOOR
TOTAL 5TH FLOOR	44,751 SF	
AMENITY	1,216 SF	6TH FLOOR
APARTMENTS	33,165 SF	6TH FLOOR
COMMON - RESIDENTIAL	6,435 SF	6TH FLOOR
TOTAL 6TH FLOOR	40,817 SF	
TOTAL GROSS AREA	362,370 SF	
TOTAL TYPE I AREA	138,392 SF	
TOTAL TYPE III-A AREA	223,978 SF	

PRIVATE BALCONY SUMMARY

(SEE LANDSCAPE DRAWINGS FOR FULL OPEN SPACE SUMMARY)

Name	Area	Level
BALCONY	155.6 SF	2ND FLOOR / PODIUM
BALCONY	348.4 SF	2ND FLOOR / PODIUM
2ND FLOOR / PODIUM	504.0 SF	
BALCONY	155.6 SF	3RD FLOOR
BALCONY	348.4 SF	3RD FLOOR
3RD FLOOR	504.0 SF	
BALCONY	129.5 SF	5TH FLOOR
BALCONY	129.7 SF	5TH FLOOR
BALCONY	129.8 SF	5TH FLOOR
BALCONY	129.8 SF	5TH FLOOR
BALCONY	129.8 SF	5TH FLOOR
BALCONY	130.1 SF	5TH FLOOR
5TH FLOOR	778.8 SF	
Grand total	1,786.8 SF	

UNIT TABULATION

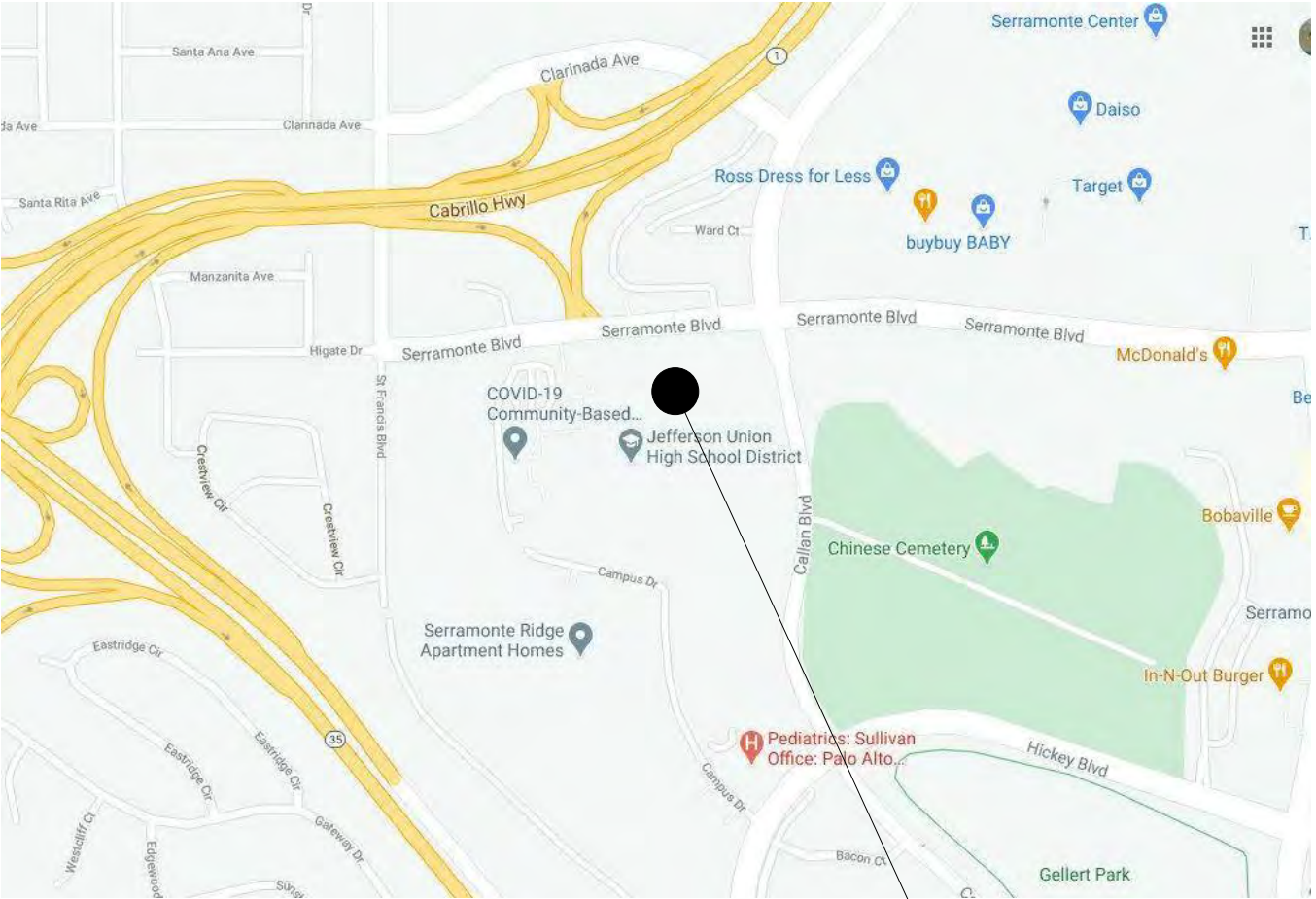
Unit Type	ST/JR-1	ST/JR-2	ST/JR-3	1A	1B	1C-1	1C-2	1D	2A-1	2A-2	2B	2C	2D	2E-1	2E-2	2F	3A	3B	Totals
Average Area																			
2nd floor	2	2		11		2	1		14		1			4			2	1	40
3rd floor	2	2		12		2	1		13		1			4			3	1	41
4th floor	2	2		12		2	1		13		1			4			3	1	41
5th floor	2	2		10	2	2	1		9		1	4		2	2		3	1	41
6th floor	2	2	1	9	1	2	1	3	3	4	1		3		2	1	3		38
Totals	10	10	1	54	3	10	5	3	52	4	5	4	3	14	4	1	14	4	201

DRAWING INDEX

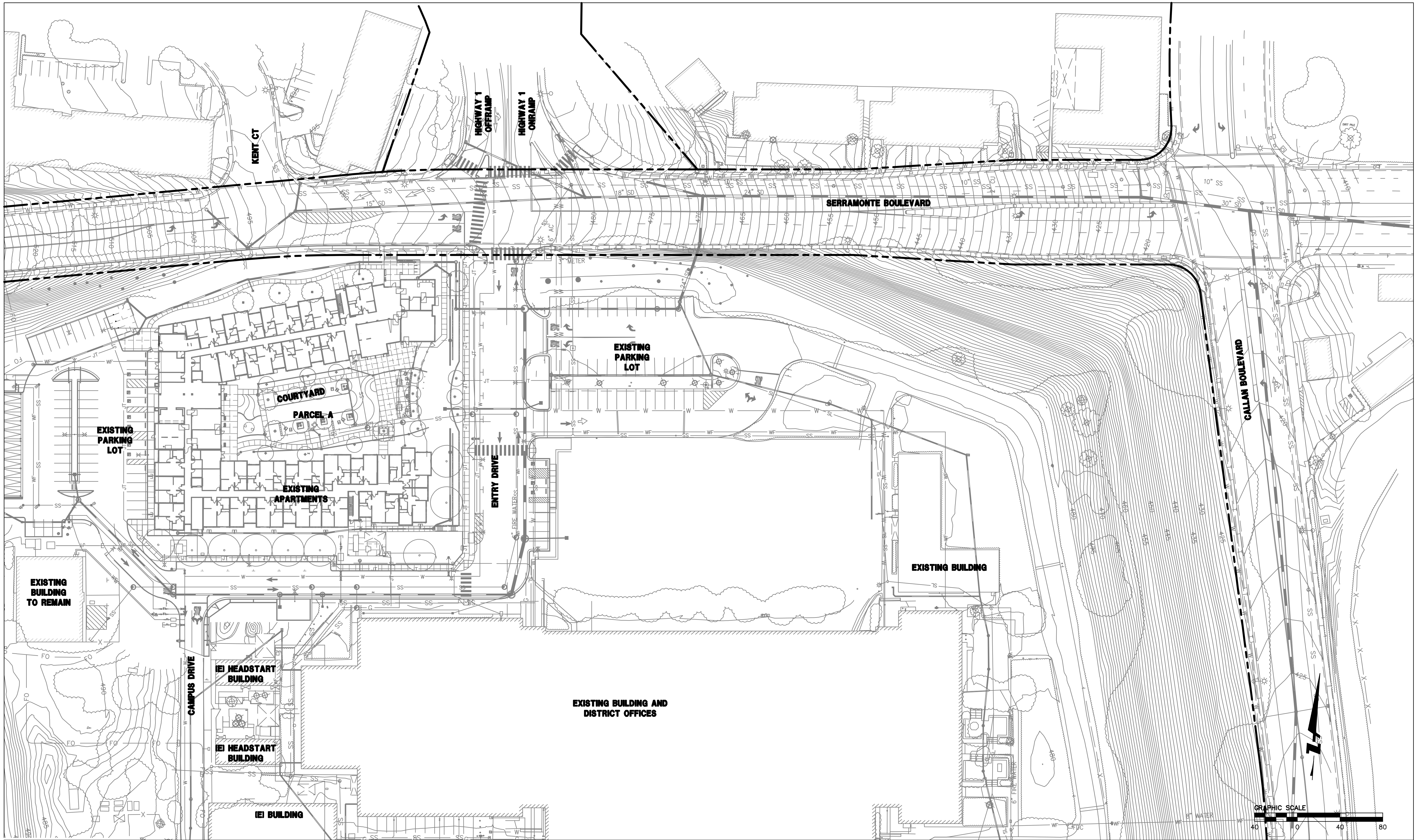
GENERAL	
A0.1	PROJECT INFORMATION
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C3.1	CONCEPTUAL GRADING PLAN
C4.1	CONCEPTUAL STORMWATER MANAGEMENT PLAN
C5.1	CONCEPTUAL UTILITY PLAN
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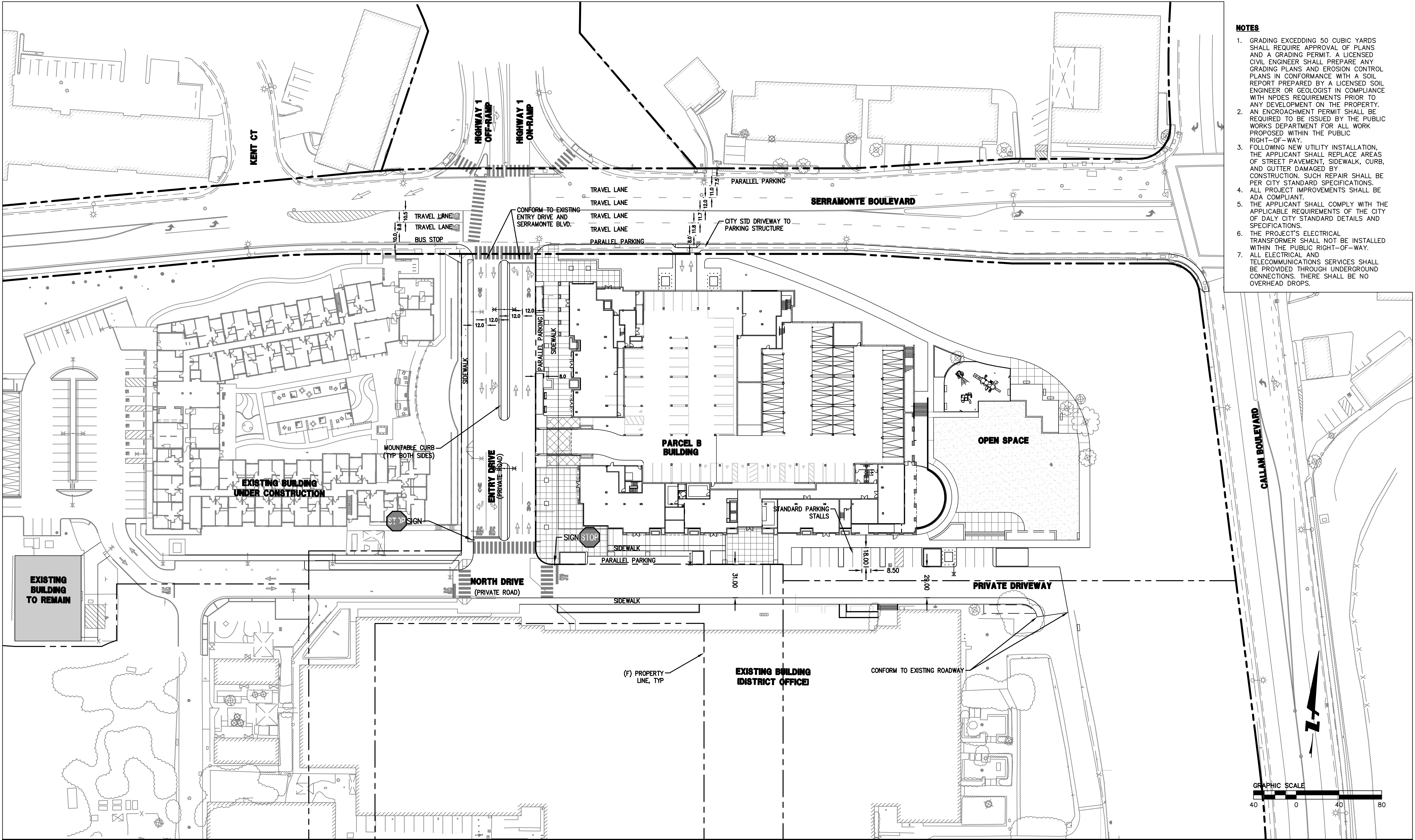
PROJECT INFORMATION

APN:	091-211-230
ZONING:	PLANNED DEVELOPMENT COMMERCIAL MIXED-USE DISTRICT (C-MU)
SETBACKS:	REFER TO PRECISE PLAN
TYPE OF CONSTRUCTION:	TYPE I (GARAGE / GROUND FLOOR) TYPE III-A (SUPERSTRUCTURE)
SITE AREA:	188,680 SF (4.33 ACRES)
SITE COVERAGE:	68,041 / 188,680 = 36%
REQUIRED OPEN SPACE:	201 D.U. x 150 SF/DU = 30,150 SF
MAXIMUM BUILDING HEIGHT: PROPOSED BUILDING HEIGHT:	87'-0" (PER PRECISE PLAN UPDATE) 85'-0"
RETAIL AREA (RENTABLE)	NORTH RETAIL: 4511 SF SOUTH RETAIL: 3403 SF TOTAL: 7914 SF
BICYCLE PARKING PROVIDED:	1 PER D.U. (IN ENCLOSED ROOMS ON GROUND FLOOR & BASEMENT, TOTAL 1875 SF)



VICINITY MAP

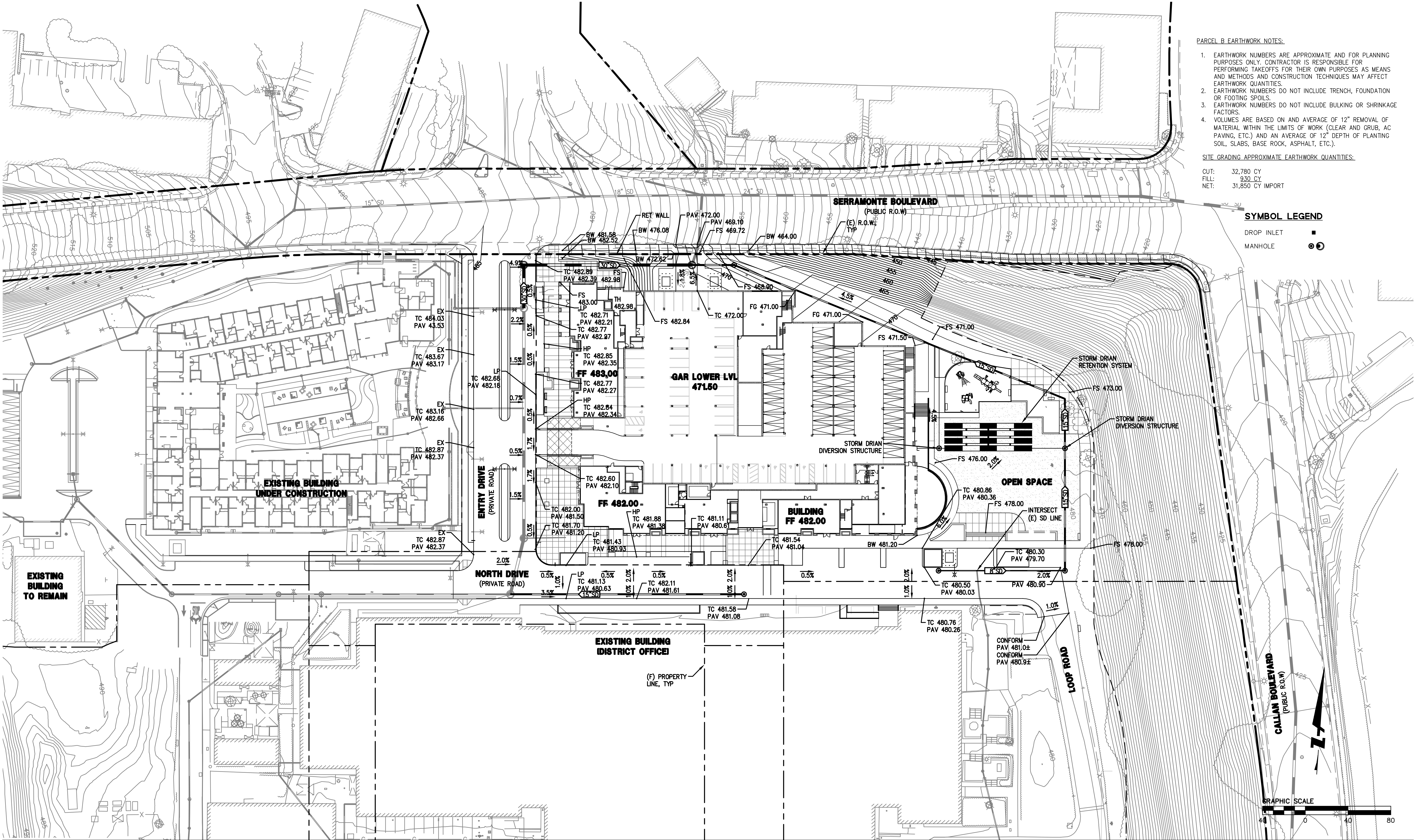




NOTES

1. GRADING EXCEEDING 50 CUBIC YARDS SHALL REQUIRE APPROVAL OF PLANS AND A GRADING PERMIT. A LICENSED CIVIL ENGINEER SHALL PREPARE ANY GRADING PLANS AND EROSION CONTROL PLANS IN CONFORMANCE WITH A SOIL REPORT PREPARED BY A LICENSED SOIL ENGINEER OR GEOLOGIST IN COMPLIANCE WITH NPDES REQUIREMENTS PRIOR TO ANY DEVELOPMENT ON THE PROPERTY.
2. AN ENCROACHMENT PERMIT SHALL BE REQUIRED TO BE ISSUED BY THE PUBLIC WORKS DEPARTMENT FOR ALL WORK PROPOSED WITHIN THE PUBLIC RIGHT-OF-WAY.
3. FOLLOWING NEW UTILITY INSTALLATION, THE APPLICANT SHALL REPLACE AREAS OF STREET PAVEMENT, SIDEWALK, CURB, AND GUTTER DAMAGED BY CONSTRUCTION. SUCH REPAIR SHALL BE PER CITY STANDARD SPECIFICATIONS.
4. ALL PROJECT IMPROVEMENTS SHALL BE ADA COMPLIANT.
5. THE APPLICANT SHALL COMPLY WITH THE APPLICABLE REQUIREMENTS OF THE CITY OF DALY CITY STANDARD DETAILS AND SPECIFICATIONS.
6. THE PROJECT'S ELECTRICAL TRANSFORMER SHALL NOT BE INSTALLED WITHIN THE PUBLIC RIGHT-OF-WAY.
7. ALL ELECTRICAL AND TELECOMMUNICATIONS SERVICES SHALL BE PROVIDED THROUGH UNDERGROUND CONNECTIONS. THERE SHALL BE NO OVERHEAD DROPS.





- PARCEL B EARTHWORK NOTES:
1. EARTHWORK NUMBERS ARE APPROXIMATE AND FOR PLANNING PURPOSES ONLY. CONTRACTOR IS RESPONSIBLE FOR PERFORMING TAKEOFFS FOR THEIR OWN PURPOSES AS MEANS AND METHODS AND CONSTRUCTION TECHNIQUES MAY AFFECT EARTHWORK QUANTITIES.
 2. EARTHWORK NUMBERS DO NOT INCLUDE TRENCH, FOUNDATION OR FOOTING SPOILS.
 3. EARTHWORK NUMBERS DO NOT INCLUDE BULKING OR SHRINKAGE FACTORS.
 4. VOLUMES ARE BASED ON AND AVERAGE OF 12" REMOVAL OF MATERIAL WITHIN THE LIMITS OF WORK (CLEAR AND GRUB, AC PAVING, ETC.) AND AN AVERAGE OF 12" DEPTH OF PLANTING SOIL, SLABS, BASE ROCK, ASPHALT, ETC.).

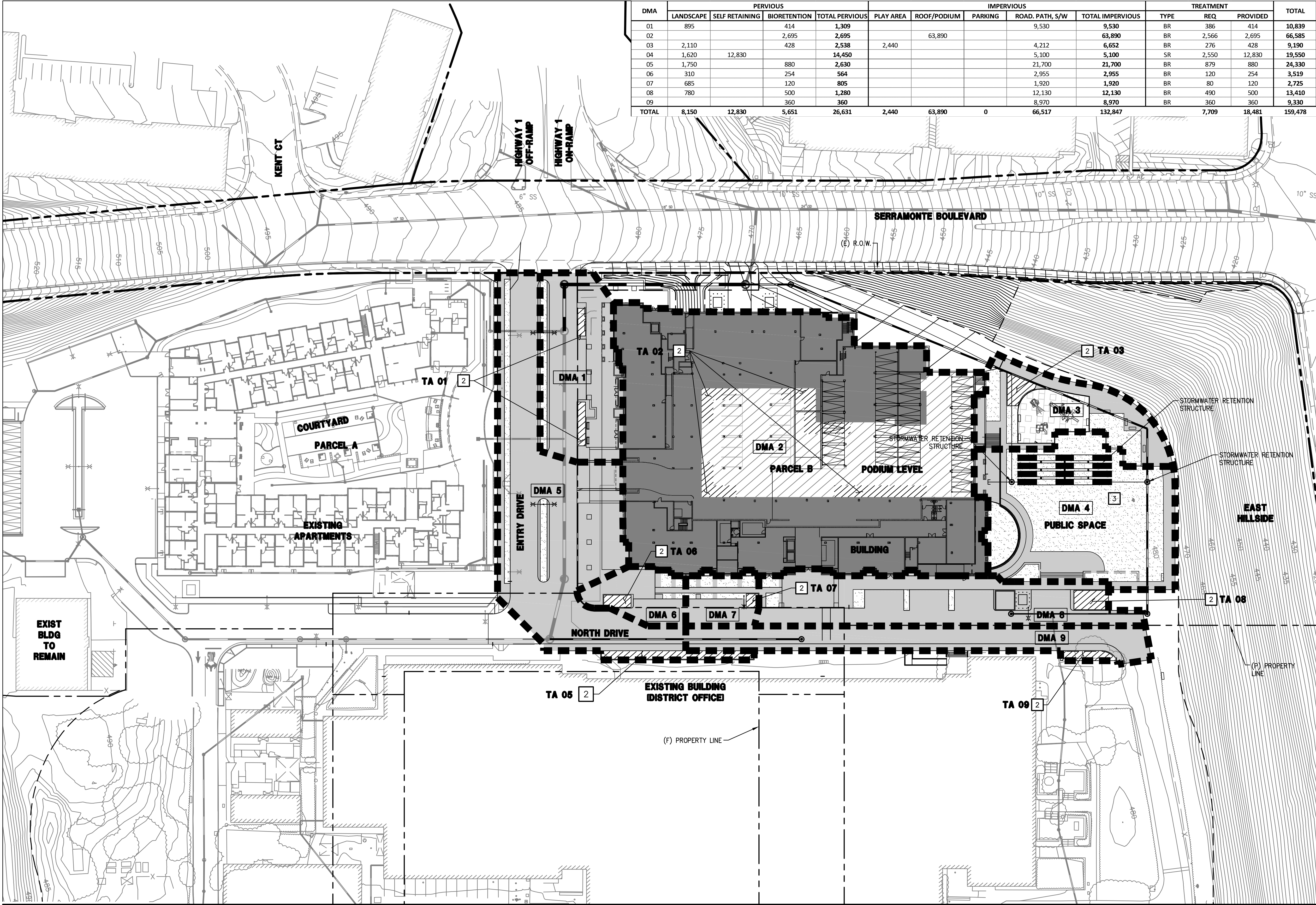
SITE GRADING APPROXIMATE EARTHWORK QUANTITIES:

CUT:	32,780 CY
FILL:	930 CY
NET:	31,850 CY IMPORT

SYMBOL LEGEND

- DROP INLET ■
- MANHOLE ●





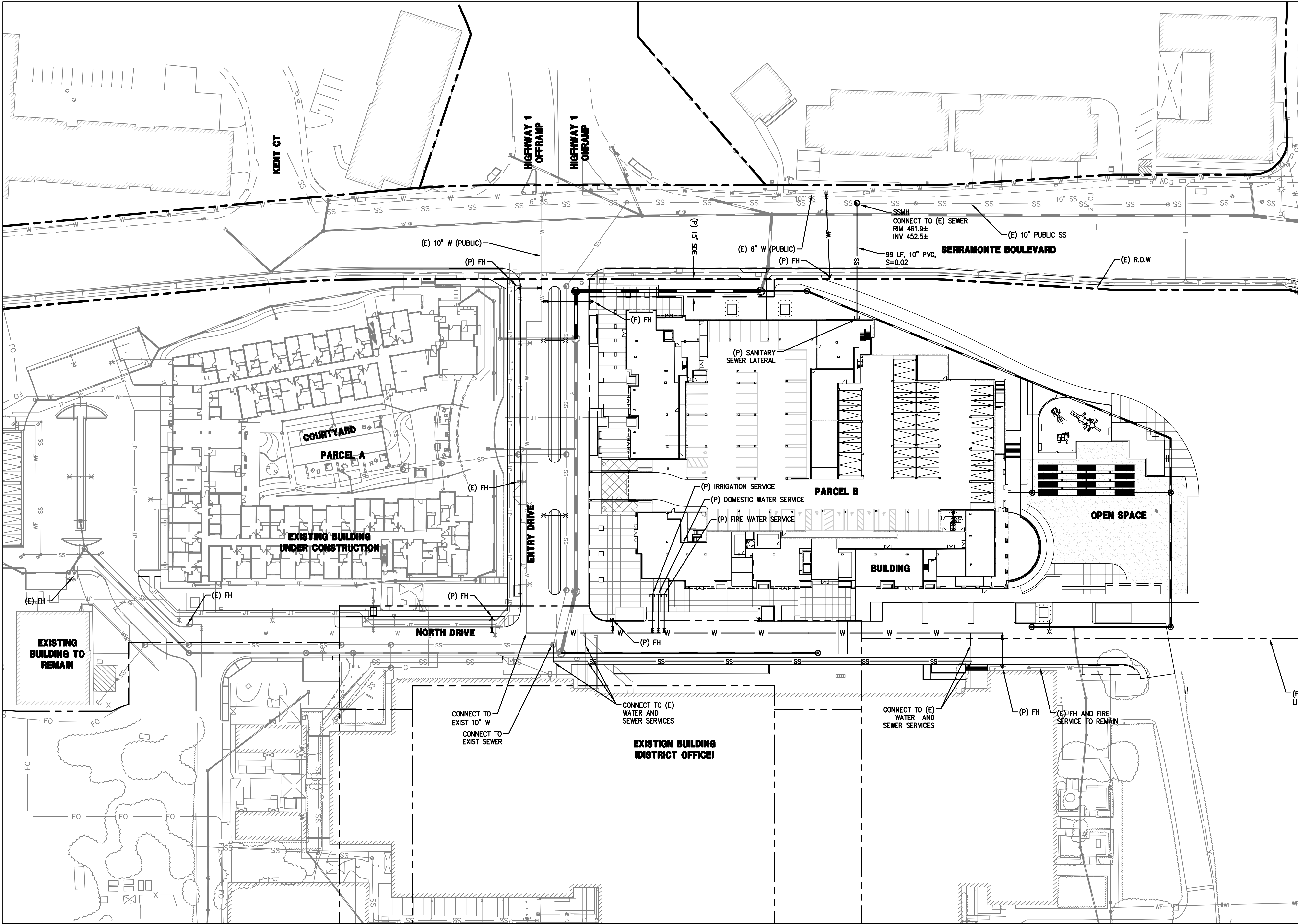
DMA	PERVIOUS				IMPERVIOUS					TREATMENT			TOTAL
	LANDSCAPE	SELF RETAINING	BIORETENTION	TOTAL PERVIOUS	PLAY AREA	ROOF/PODIUM	PARKING	ROAD, PATH, S/W	TOTAL IMPERVIOUS	TYPE	REQ	PROVIDED	
01	895		414	1,309				9,530	9,530	BR	386	414	10,839
02			2,695	2,695		63,890			63,890	BR	2,566	2,695	66,585
03	2,110		428	2,538	2,440			4,212	6,652	BR	276	428	9,190
04	1,620	12,830		14,450				5,100	5,100	SR	2,550	12,830	19,550
05	1,750		880	2,630				21,700	21,700	BR	879	880	24,330
06	310		254	564				2,955	2,955	BR	120	254	3,519
07	685		120	805				1,920	1,920	BR	80	120	2,725
08	780		500	1,280				12,130	12,130	BR	490	500	13,410
09			360	360				8,970	8,970	BR	360	360	9,330
TOTAL	8,150	12,830	5,651	26,631	2,440	63,890	0	66,517	132,847		7,709	18,481	159,478

- LEGEND**
- PROJECT BOUNDARY
 - STORM DRAIN LINE
 - LANDSCAPING (SELF TREATING)
 - STORMWATER TREATMENT AREA (BIORETENTION)
 - PLAY AREA
 - IMPERVIOUS PAVING (ROAD, PARKING PATH, S/W)
 - BUILDING PODIUM
 - ROOF
 - BIORETENTION AREA ON GRADE (6" PONDING)
 - BIORETENTION AREA STRUCTURE (6" PONDING)
 - SELF RETAINING AREA (2" PONDING)
 - SELF TREATING AREA

ABBREVIATIONS

DMA	DRAINAGE MANAGEMENT AREA	
TA	TREATMENT AREA	
TA	UNDERDRAINED	LINED
01	X	
02	X	X
03	X	X
05	X	
06	X	
07	X	
08	X	
09	X	





NOTES:

1. THIS CONCEPTUAL SITE PLAN IS INTENDED TO SHOW GENERAL SITE AND UTILITY LAYOUT.
2. REFER TO ARCHITECTURAL PLANS FOR ELEVATIONS
3. REFER TO LANDSCAPE PLANS FOR MATERIALS
4. SEWER AND WATER MAINS BUILT IN PRIVATE STREETS SHALL BE OWNED BY THE CITY
5. SEWERS OWNED OR CONNECTED TO CITY OWNED INFRASTRUCTURE SHALL BE INSTALL PER SECTION 02720 OF THE CITY OF DALY CITY STANDARD SPECIFICATIONS.
6. UTILITY CLEARANCES AND SEPARATION REQUIREMENTS SET FORTH IN SECTION 02710, 3.05 AND 02720, 3.07 OF THE CITY OF DALY CITY STANDARD CONDITIONS AND DRAWINGS SHALL ALWAYS BE FOLLOWED.
7. WATER CONNECTIONS TO BE CONNECTED TO CITY OWNED WATER INFRASTRUCTURE SHALL BE INSTALLED PER SECTION 02710 OF THE CITY OF DALY CITY STANDARD SPECIFICATIONS. CONNECTIONS SHALL BE MADE WITH A 3-VALVE TEE.
8. WATER SERVICES SHALL BE INSTALLED PER DALY CITY STANDARD DETAIL DRAWING W-3
9. FIRE SERVICES SHALL BE INSTALLED PER DALY CITY STANDARD DETAIL DRAWING W-12

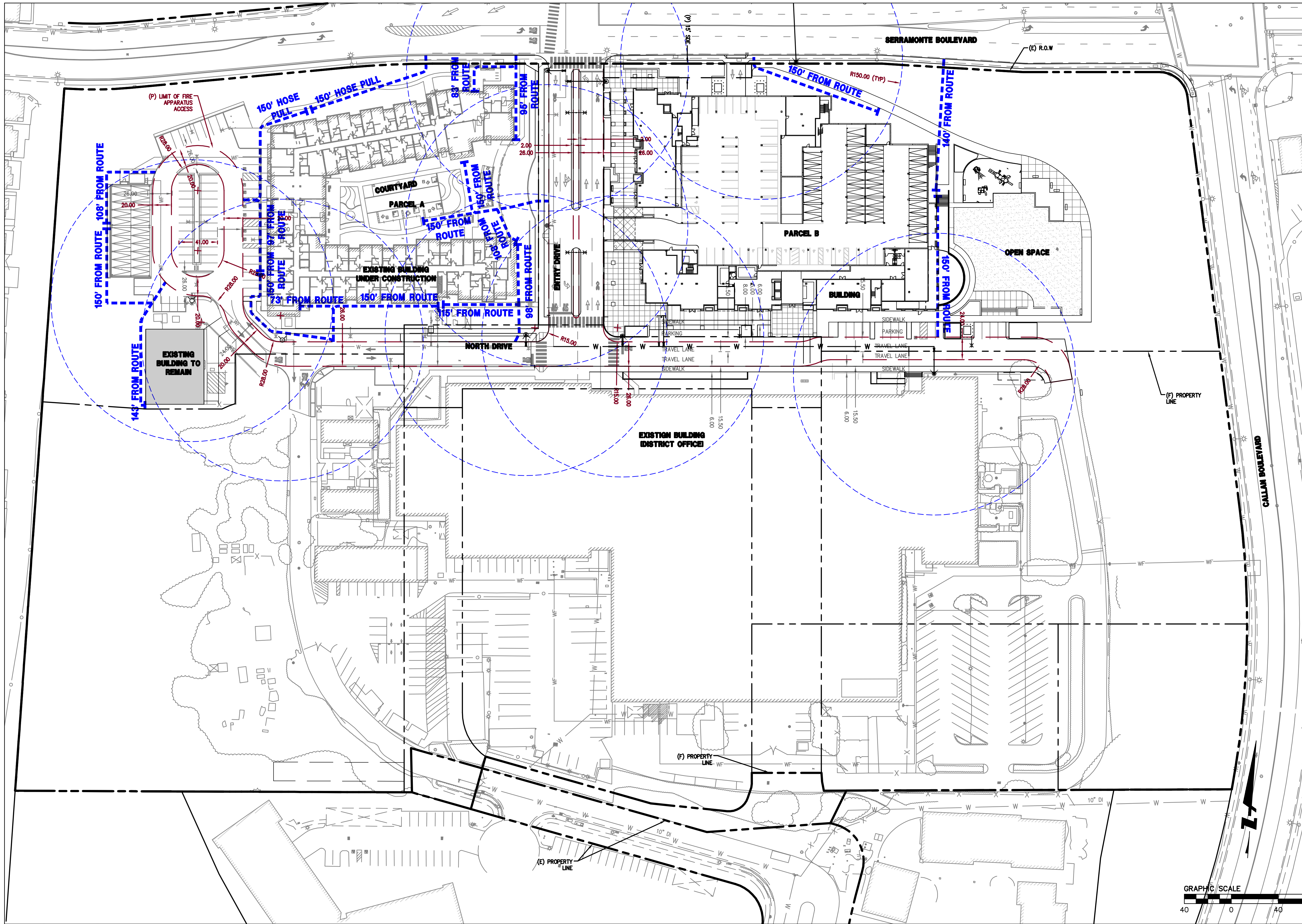
SYMBOL LEGEND

DROP INLET		CLEANOUT		SANITARY SEWER LINE	SS
DOMESTIC WATER LINE	W	STORM DRAIN LINE	SD	JOINT TRENCH	JT
TELEPHONE	T	FIBER OPTIC	FO	GAS	G
GAS	G	STREET LIGHT	SL		

ABBREVIATIONS

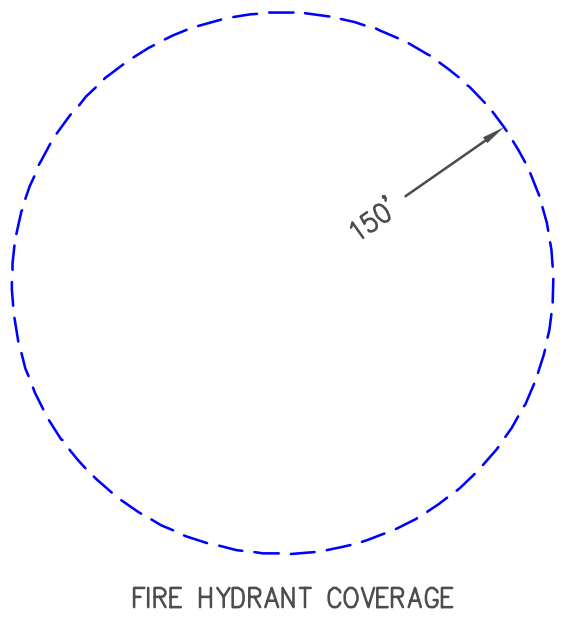
AD	AREA DRAIN
DN	DOWN
DS	DOWNSPOUT
DW	DOMESTIC WATER
(E)	EXISTING
FS	FINISH SURFACE
FW	FIRE WATER
(P)	PROPOSED
PA	PLANTED AREA
SD	STORM DRAIN
SS	SANITARY SEWER
W	WATER





LEGEND

- END OF HOSE
- HOSE PULL FROM ACCESS ROUTE
- FIRE APPARATUS ACCESS ROUTE
- (E) FIRE HYDRANT
- (P) FIRE HYDRANT



ROAD DIMENSIONS

FIRE ACCESS ROAD DIMENSIONS

- FIRE NOTES:**
1. FIRE ACCESS ROADS FOR PROPOSED BUILDINGS ARE BASED ON THE 2019 CALIFORNIA FIRE CODE CHAPTER 5 APPENDIX D.
 2. HOSE LENGTHS ARE APPROXIMATE AND SHOWN FOR GENERAL LAYOUT/COVERAGE.
 3. PER CFC SECTION 503.1.1 THE FIRE APPARATUS ACCESS ROAD SHALL EXTEND TO WITHIN 150 FEET OF ALL PORTIONS OF THE FACILITY AND ALL PORTIONS OF THE EXTERIOR WALLS OF THE FIRST STORY OF THE BUILDING AS MEASURED BY AN APPROVED ROUTE AROUND THE EXTERIOR OF THE BUILDING OR FACILITY.
 - 3.1. EXCEPTIONS - THE FIRE CODE OFFICIAL IS AUTHORIZED TO INCREASE THE DIMENSION OF 150 FEET WHERE ANY OF THE FOLLOWING CONDITIONS OCCUR:
 - 3.1.1. THE BUILDING IS EQUIPPED THROUGHOUT WITH AN APPROVED AUTOMATIC SPRINKLER SYSTEM INSTALLED IN ACCORDANCE WITH SECTION 903.3.1.1, 903.3.1.2, OR 903.3.1.3.
 - 3.1.2. FIRE APPARATUS ACCESS ROADS CANNOT BE INSTALLED BECAUSE OF LOCATION ON PROPERTY, TOPOGRAPHY, WATERWAYS, NONNEGOTIABLE GRADES OR OTHER SIMILAR CONDITIONS, AND AN APPROVED ALTERNATIVE MEANS OF FIRE PROTECTION IS PROVIDED.
 4. PER CFC SECTION 503.2.1 FIRE APPARATUS ACCESS ROADS SHALL HAVE AN UNOBSTRUCTED WIDTH OF NOT LESS THAN 20 FEET, EXCLUSIVE SHOULDERS, EXCEPT FOR APPROVED SECURITY GATES IN ACCORDANCE WITH SECTION 503.6 AND AN UNOBSTRUCTED VERTICAL CLEARANCE OF NOT LESS THAN 13 FEET 6 INCHES.
 5. PER CFC SECTION 503.2.5 DEAD-END FIRE APPARATUS ACCESS ROADS IN EXCESS OF 150 FEET IN LENGTH SHALL BE PROVIDED WITH AN APPROVED TURNAROUND FIRE APPARATUS. REFER TO PLAN FOR LIMITS OF DESIGNATED FIRE APPARATUS ACCESS ROADS.
 6. PER CFC SECTION 507.2.1 PRIVATE FIRE SERVICE MAINS AND APPURTENANCES SHALL BE INSTALLED IN ACCORDANCE WITH NFPA 24 AS AMENDED IN CHAPTER 80.
 7. A FIRE HYDRANT SHALL BE WITHIN 40 FEET OF THE FIRE DEPARTMENT CONNECTION.
 8. PER APPENDIX C102.1 THE NUMBER OF FIRE HYDRANTS AVAILABLE TO A BUILDING SHALL BE NOT LESS THAN THE MINIMUM SPECIFIED IN TABLE C102.1.
 9. PER APPENDIX C103.1 FIRE APPARATUS ACCESS ROADS AND PUBLIC STREETS PROVIDING REQUIRED ACCESS TO BUILDINGS IN ACCORDANCE WITH SECTION 503 SHALL BE PROVIDED WITH ONE OR MORE FIRE HYDRANTS, AS DETERMINED BY SECTION C102.1.
 10. PER APPENDIX C103.2 THE AVERAGE SPACING BETWEEN FIRE HYDRANTS SHALL BE IN ACCORDANCE WITH TABLE C102.1.
 11. PER APPENDIX C103.3 THE MAXIMUM SPACING BETWEEN FIRE HYDRANTS SHALL BE IN ACCORDANCE WITH TABLE C102.1.
 12. PER APPENDIX D103.1 WHERE A FIRE HYDRANT IS LOCATED ON A FIRE APPARATUS ACCESS ROAD, THE MINIMUM ROAD WIDTH SHALL BE 26 FEET, EXCLUSIVE OF SHOULDERS.
 13. PER APPENDIX D103.4 DEAD-END FIRE APPARATUS ACCESS ROADS IN EXCESS OF 150 FEET SHALL BE PROVIDED WITH WIDTH AND TURNAROUND PROVISIONS IN ACCORDANCE WITH TABLE D103.4.
 14. PER APPENDIX D103.6 FIRE APPARATUS ACCESS ROADS SHALL BE MARKED WITH PERMANENT NO PARKING-FIRE LANE SIGNS.
 15. PER APPENDIX D105.1 WHERE THE VERTICAL DISTANCE BETWEEN THE GRADE PLANE AND THE HIGHEST ROOF SURFACE EXCEEDS 30 FEET, APPROVED AERIAL FIRE APPARATUS ACCESS ROADS SHALL BE PROVIDED.
 - 15.1. PER APPENDIX D105.2 AERIAL FIRE APPARATUS ACCESS ROADS SHALL HAVE A MINIMUM UNOBSTRUCTED WIDTH OF 26 FEET, EXCLUSIVE OF SHOULDERS, IN THE IMMEDIATE VICINITY OF THE BUILDING OR PORTION THEREOF.
 - 15.2. PER APPENDIX D105.3 ONE OR MORE OF THE REQUIRED ACCESS ROUTES MEETING THIS CONDITION SHALL BE LOCATED NOT LESS THAN 15 FEET AND NOT GREATER THAN 30 FEET FROM THE BUILDING, AND SHALL BE POSITIONED PARALLEL TO ONE ENTIRE SIDE OF THE BUILDING.

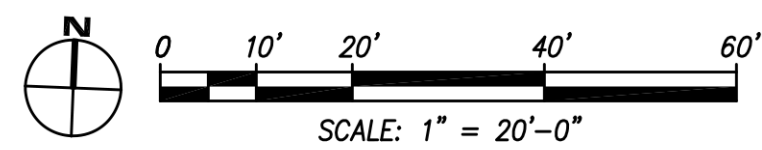


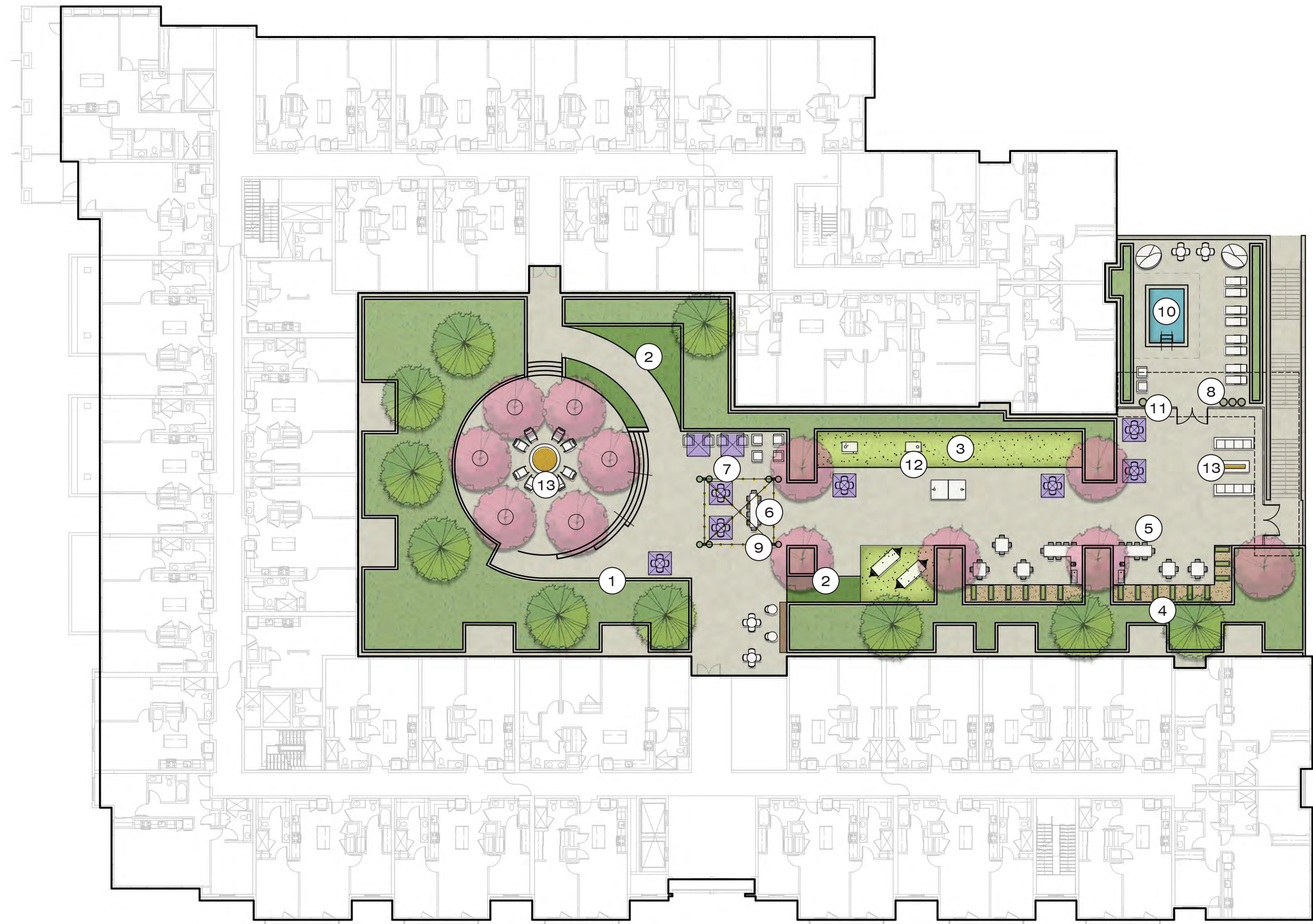
SERRAMONTE BOULEVARD



LEGEND

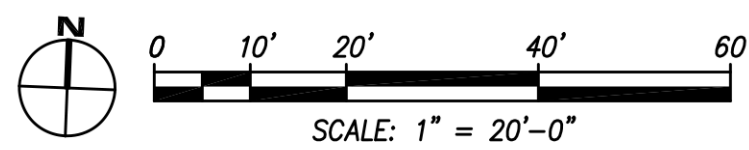
- ① ENHANCED PAVING, TYP
- ② INCLUSIVE PLAYGROUND WITH STRUCTURES FOR AGES 2-5 & 5-12
- ③ OVERLOOK
- ④ RESIDENTIAL TERRACE
- ⑤ REFER TO CIVIL PLANS FOR LIMIT OF WORK AND PHASING FOR ROADWAY IMPROVEMENTS
- A REFER TO L-10 FOR SECTION ELEVATIONS

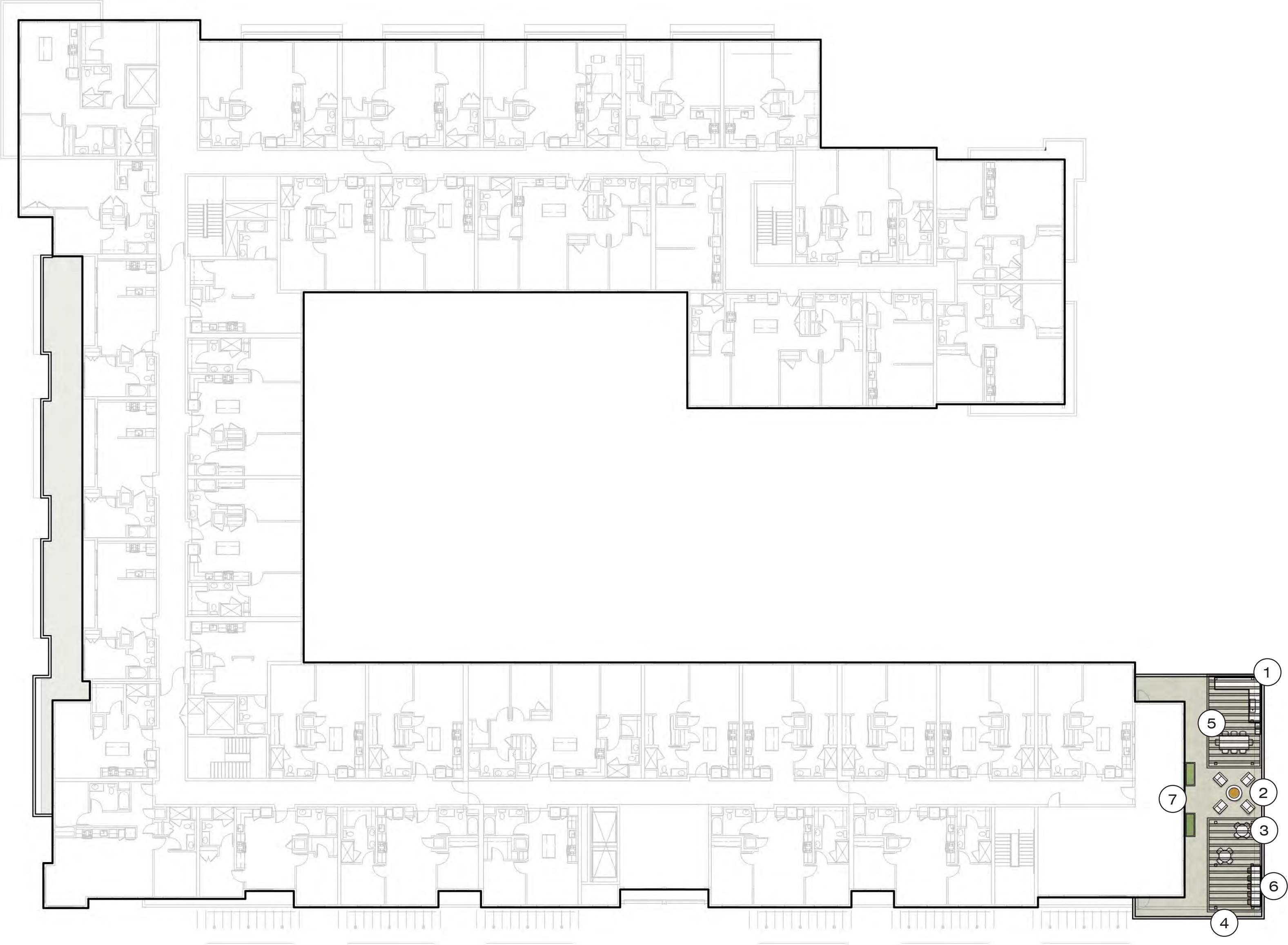




LEGEND

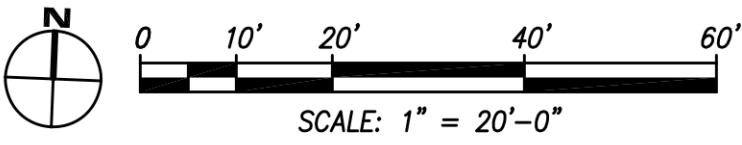
- ① RAISED PLANTER, TYP
(INCLUDES STORMWATER TREATMENT AREAS)
- ② LOW GREENROOF PLANTING, TYP
- ③ SYNTHETIC TURF, TYP
- ④ RAISED GARDEN PLANTERS, TYP
- ⑤ OUTDOOR KITCHEN & COUNTER SEATING, TYP
- ⑥ COMMUNITY TABLE
- ⑦ LOUNGE FURNITURE & UMBRELLA, TYP
- ⑧ PLANTER, TYP
- ⑨ STRING LIGHTING
- ⑩ SPA
- ⑪ SPA ENCLOSURE
- ⑫ OUTDOOR GAMES; CORN-HOLE, PADDLE BALL
- ⑬ FIREPIT





LEGEND

- ① OUTDOOR KITCHEN WITH BBQ, TRASH & RECYCLE RECEPTACLE
- ② FIRE PIT & LOUNGE SEATING
- ③ TABLES & CHAIRS, TYP
- ④ ARBOR, TYP
- ⑤ COMMUNITY TABLE
- ⑥ OVERLOOK COUNTER
- ⑦ PLANTER, TYP





OVERLOOK COUNTER AT ROOF TERRACE



RAISED PLANTERS



BIKE RACKS



OUTDOOR KITCHEN & COUNTER SEATING AT COURTYARD



HAMMOCK AT COURTYARD



LAWN AREA AT OVERLOOK PARK



STRING LIGHTS AT COURTYARD



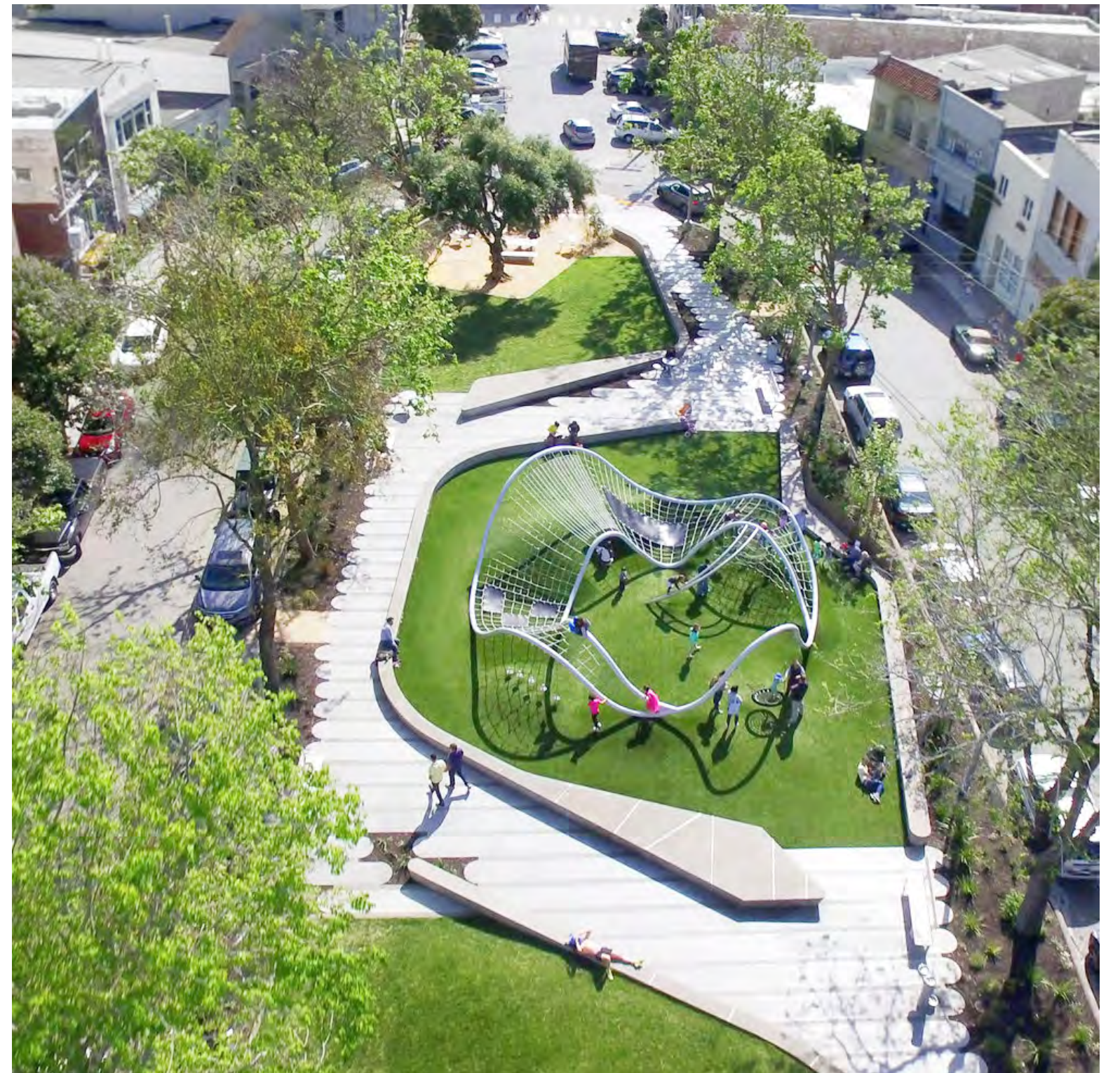
OUTDOOR GAMES AT COURTYARD



FIREPIT AT COURTYARD



ARBOR AT ROOF TERRACE

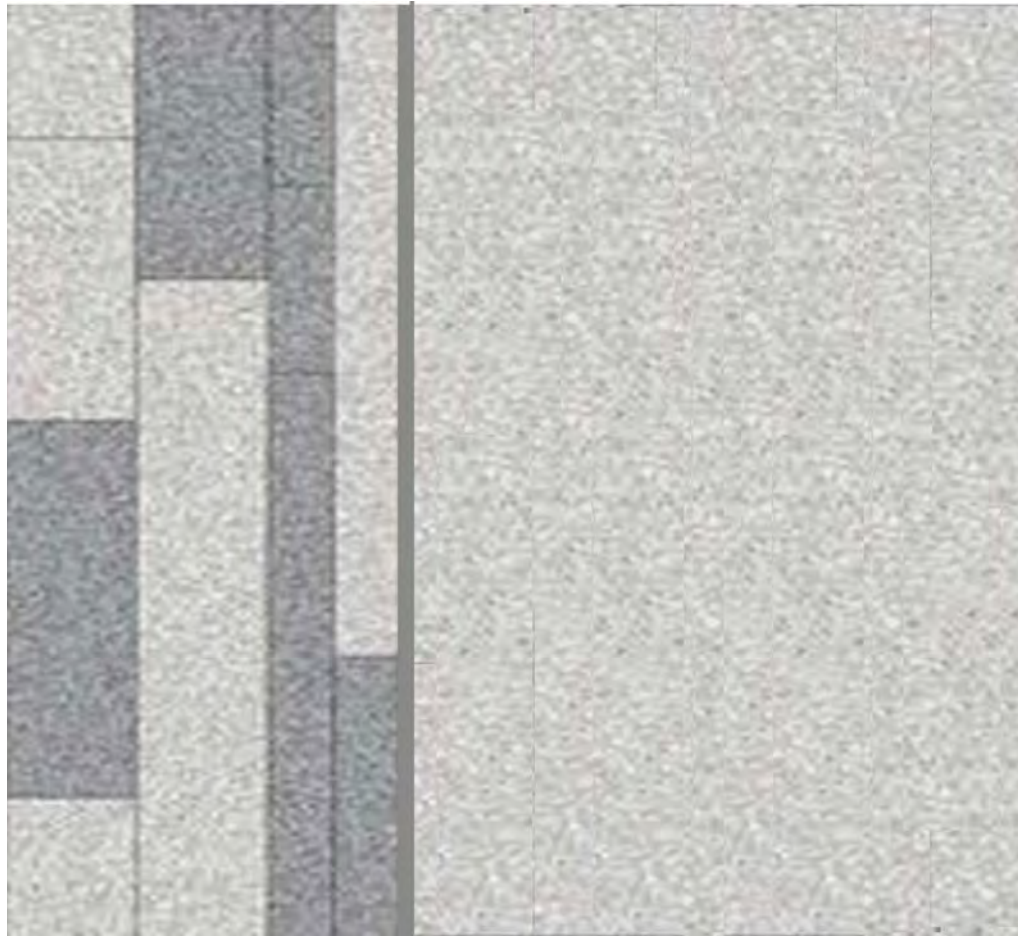


INCLUSIVE PLAYGROUND AT OVERLOOK PARK

PAVING



STANDARD CONCRETE



ENHANCED PAVING



PLAY AREA RESILIENT SURFACING



DECOMPOSED GRANITE PAVING AT COURTYARD RAISED PLANTERS



SYNTHETIC TURF AT COURTYARD



LAWN AT OVERLOOK PARK

WALLS AND FENCING



42" HIGH METAL ENCLOSURE FENCE AROUND PLAY AREA



RAISED PLANTERS AT COURTYARD



BOARD FORM CONCRETE WALL AT OVERLOOK PARK



RETAINING WALL AT OVERLOOK PARK

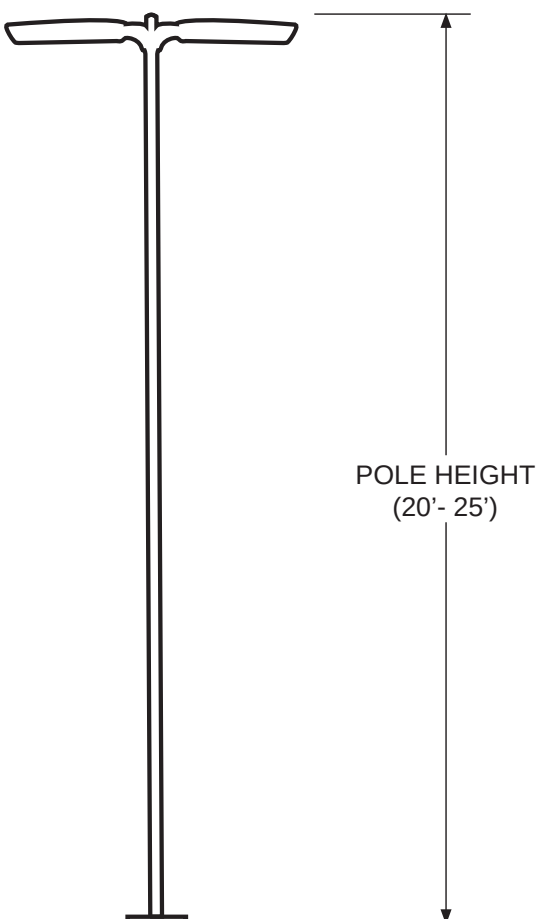


BUILT-IN-BENCH AT RETAIL PLAZA

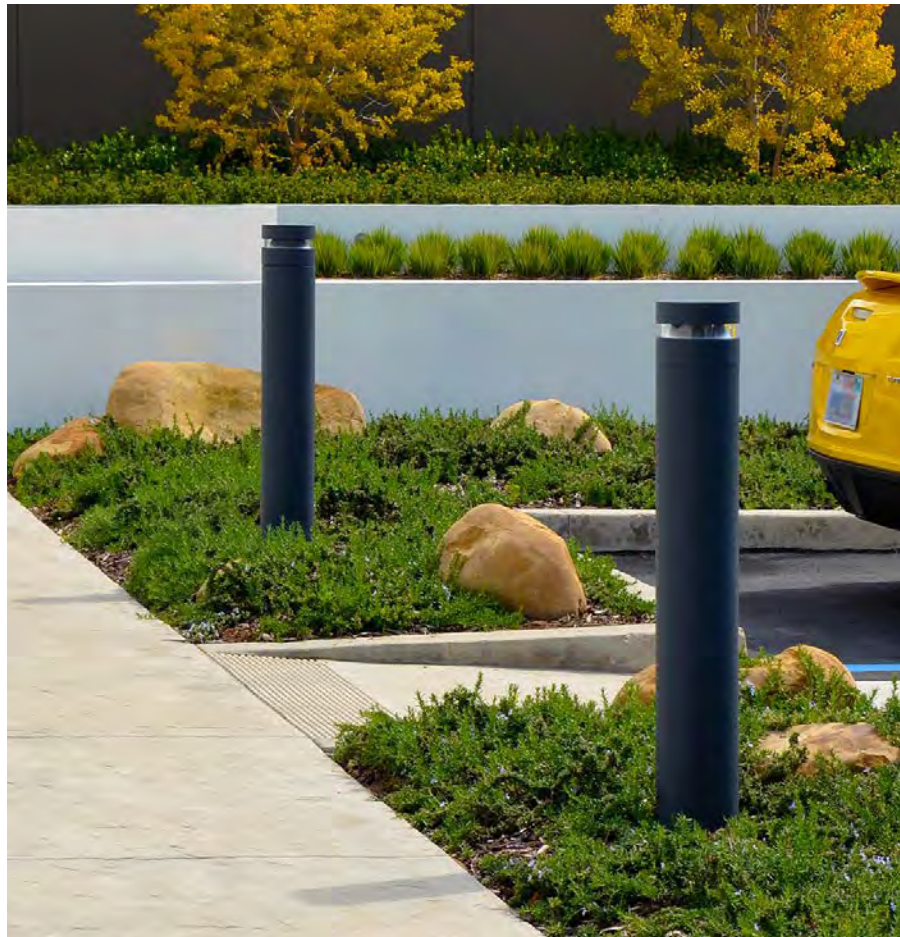
LIGHTING



LED PARKING & ROAD LIGHT FIXTURE



PEDESTRIAN LIGHT FIXTURE



BOLLARD LIGHT AT RETAIL PLAZA



RECESSED WALL LIGHT



STRING LIGHTS AT COURTYARD



STREET TREES



ACCENT/SMALL TREES

HILLSIDE SUCCESSION AREA



MEDIUM AND SMALL SHRUBS

ACCENT PLANTING



ACCENT PLANTING

GROUNDCOVER



C3 STORMWATER PLANTING

PRELIMINARY PLANT PALETTE

STREET TREES - COORDINATE WITH CITY ARBORIST

- ACER BUERGERIANUM - TRIDENT MAPLE
- ARBUTUS 'MARINA'- STRAWBERRY TREE
- HYMENOSPORUM FLAVUM - SWEETSHADE
- MELALEUCA QUINQUENERVIA - SEJPUT TREE
- OLEA EUROPAEA 'SWAN HILL' - OLIVE TREE
- TRISTANIOPSIS LAURINA - WATER GUM

PARK TREES

- LAGUNARIA PATERSONIA - NORFOLK ISLAND HIBISCUS
- QUERCUS SUBER - CORK OAK

ACCENT/SMALL TREES

- ACER PALMATUM - JAPANESE MAPLE
- *CERCIS OCCIDENTALIS - WESTERN REDBUD
- PISTACIA CHINENSIS - CHINESE PISTACHE

MEDIUM AND SMALL SHRUBS

- *CALAMAGROSTIS FOLIOSA - MENDOCINO REED GRASS
- *EPILOBIUM CANUM 'CATALINA' - CALIFORNIA FUCHSIA
- HELICTOTRICHON SEMPERVIRENS - BLUE OAT GRASS
- RIBES SANGUINEUM - PINK FLOWERED CURRENT
- *ROSMARINUS OFFICINALIS - ROSEMARY
- PITTOSPORUM CRASSIFOLIUM - KARO
- POLYSTICHUM MUNITUM - WESTERN SWORD FERN

ACCENT PLANTINGS

- AGAVE ATTENUATA - FOX TAIL AGAVE
- ANIGOZANTHOS - KANGAROO PAW
- CLIVIA MINIATA - KAFFIR LILY
- LIBERTIA PEREGRINANS - ORANGE LIBERTIA
- *SALVIA GREGGII - AUTUMN SAGE
- SENECIO VITALIS - NARROW LEAF CHALKSTICKS

GROUNDCOVER

- ALOE DISTANS
- AEONIUM CANARIENSE - HOUSELEEK
- AJUGA REPTENS - BLUE BUGLE
- *CEANOETHUS - CALIFORNIA LILAC
- THYMUS - THYME

C3 STORMWATER PLANTING

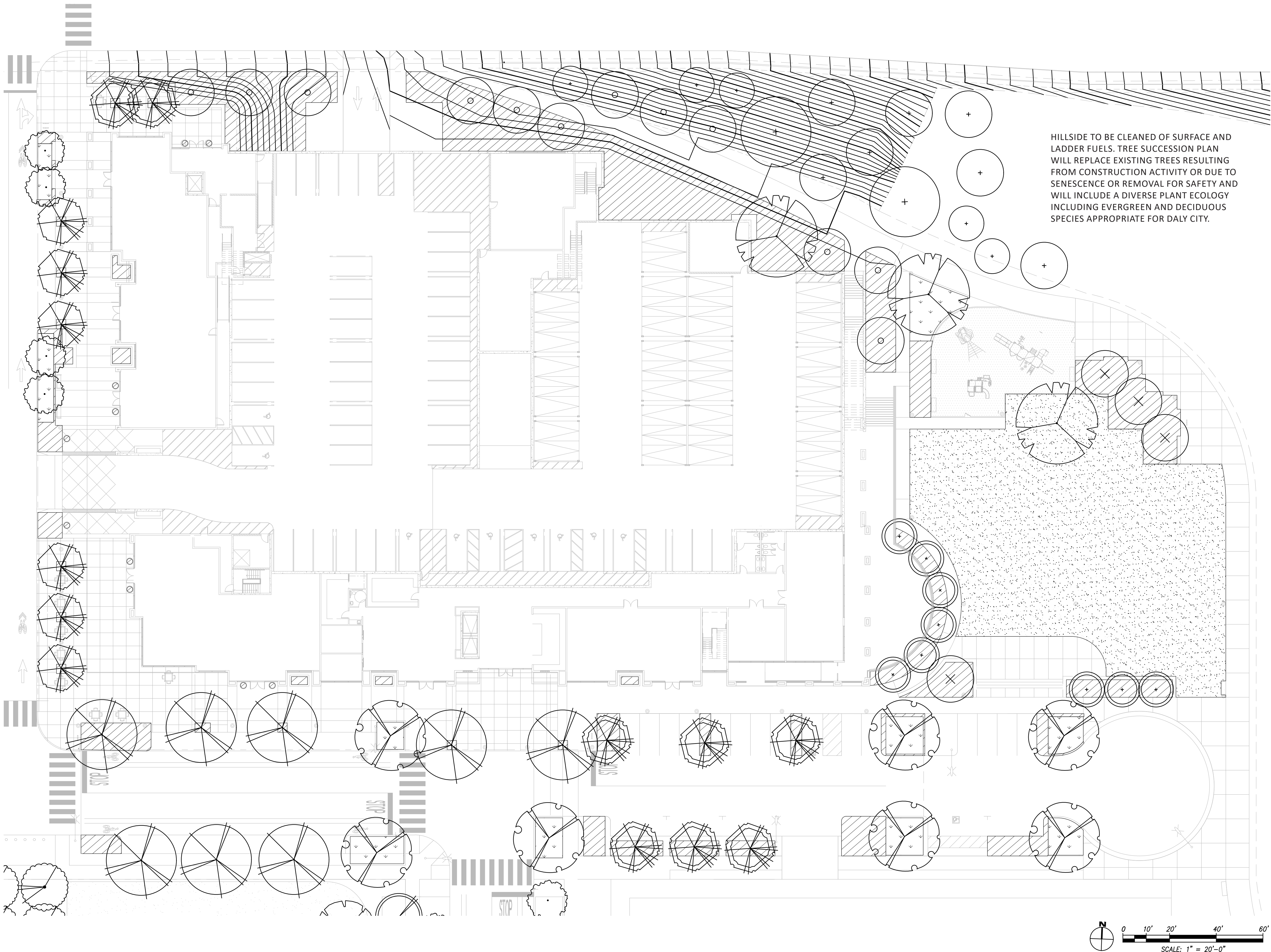
- *ACHILLEA MILLEFOLIUM - YARROW
- CHONDROPETALUM TECTORUM - CAPE RUSH
- *ERIOGONUM LATIFOLIUM - COAST BUCKWHEAT
- LOMANDRA LONGIFOLIA - DWARF MAT RUSH
- *PENSTEMON 'MARGARITA BOB' - BEARD TONGUE
- CERCIS CANADENSIS 'FOREST PANSY

HILLSIDE SUCCESSION AREA

- AESCULUS CALIFORNICA - CALIFORNIA BUCKEYE
- ACER MACROPHYLLUM - BIG LEAF MAPLE
- ARBUTUS MENZIESII - PACIFIC MADRONE
- CALOCEDRUS DECURRENS - INCENSE CEDAR
- CENAOTHUS 'RAY HARTMAN' - WILD LILAC
- HESPEROCYPARIS MAROCCARPA - MONTEREY CYPRESS
- FREMONTODENDRON CALIFORNICUM - FREMONTIA

GENERAL PLANTING AND IRRIGATION NOTES:

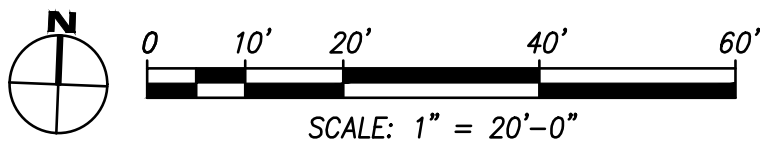
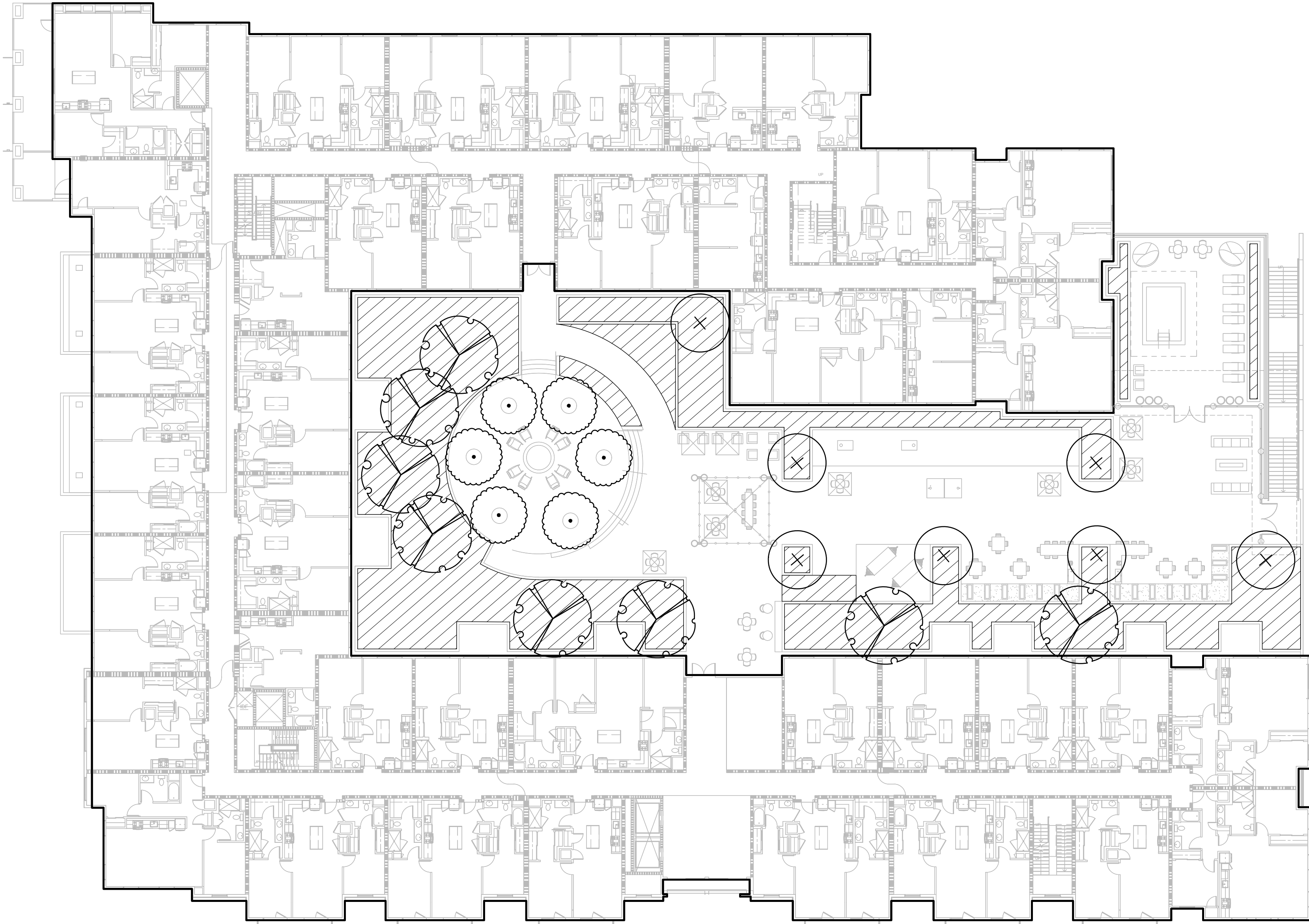
1. LANDSCAPE AND IRRIGATION PLANS SHALL COMPLY WITH THE CRITERIA OF THE CALIFORNIA MODEL WATER EFFICIENCY ORDINANCE AND APPLY THOSE CRITERIA FOR THE EFFICIENT USE OF WATER IN THE LANDSCAPE DESIGN PLAN AND COMPLY WITH APPLICABLE CITY CODES, ORDINANCES AND PRECISE PLAN REQUIREMENTS.
2. LANDSCAPE AND IRRIGATION PLANS SHALL CONFORM WITH TIER 2 LANDSCAPE PROJECT REQUIREMENTS. WATER USE EFFICIENCY CHECKLIST AND WATER USE CALCULATIONS TO BE PROVIDED WITH DETAILED LANDSCAPE AND IRRIGATION DESIGN DRAWINGS FOR BUILDING PERMIT.
3. ALL PLANTING AREAS SHALL BE TOP-DRESSED WITH A MINIMUM 3" LAYER OF ORGANIC, UN-DYED MULCH RECYCLED FROM LOCAL ORGANIC MATERIALS SUCH AS TREE TRIMMINGS, PLANT, OR CLEAN WOOD WASTE ON EXPOSED SURFACES.
4. IRRIGATION SYSTEM IS TO BE A FULLY AUTOMATIC WEATHER-BASED SYSTEM USING LOW FLOW DRIP AND BUBBLER SYSTEM.
5. STREET TREES SHALL BE TIED INTO IRRIGATION SYSTEM.
6. AT LEAST EIGHTY PERCENT OF THE PLANTS IN LANDSCAPE AREA SHALL BE NATIVE PLANTS OR LOW-WATER USING PLANTS.



PRELIMINARY PLANT PALETTE							
KEY	SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	WTR USE	QTY
TREES							
T-1		ACER BUERGERIANUM	TRIDENT MAPLE	24" BOX	PER PLAN	M	8
T-2		ACER PALMATUM	JAPANESE MAPLE	24" BOX	PER PLAN	M	6
T-3		ARBUTUS 'MARINA'	MARINA STRAWBERRY TREE	24" BOX	PER PLAN	L	15
T-4		CERCIS OCCIDENTALIS	WESTERN REDBUD	24" BOX	PER PLAN	M	7
T-5		HYMENOSPORUM FLAVUM	SWEETSHADE	24" BOX	PER PLAN	L	6
T-6		LAGUNARIA PATERSONII	NORFOLK ISLAND Hibiscus	24" BOX	PER PLAN	M	9
T-7		MELALEUCA QUINQUENERVIA	SEJUPUT TREE	24" BOX	PER PLAN	M	12
T-8		OLEA EUROPEA 'SWAN HILL'	OLIVE TREE	24" BOX	PER PLAN	L	8
T-9		PISTACIA CHINENSIS	CHINESE PISTACHE	24" BOX	PER PLAN	L	4
T-10		QUERCUS SUBER	CORK OAK	24" BOX	PER PLAN	L	3
T-11		TRISTANOPSIS LAURINA	WATER GUM	24" BOX	PER PLAN	L	4

HILLSIDE SUCCESSION AREA				
SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	WTR USE
	AESCULUS CALIFORNICA	CALIFORNIA BUCKEYE	24" BOX	L
	ACER MACROPHYLLUM	BIG LEAF MAPLE	24" BOX	L
	ARBUTUS MENZIESII	PACIFIC MADRONE	24" BOX	L
	CALOCEDRUS DECURRENS	INCENSE CEDAR	24" BOX	L
	CEANOTHUS 'RAY HARTMAN'	WILD LILAC	24" BOX	L
	HESPEROCYPARIS MACROCARPA	MONTEREY CYPRESS	24" BOX	L
	FREMONTODENDRON CALIFORNICUM	FREMONTIA	24" BOX	L

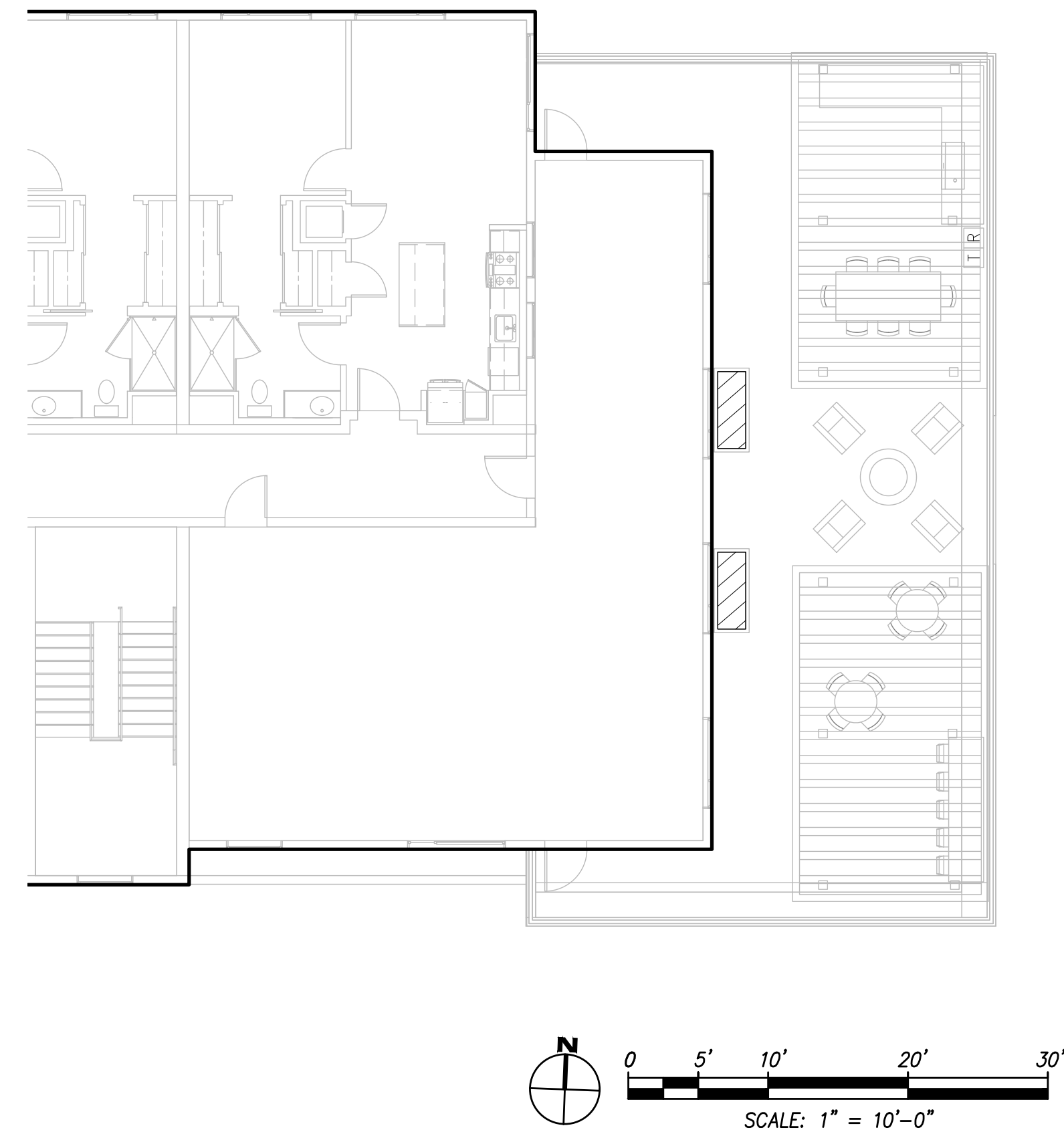
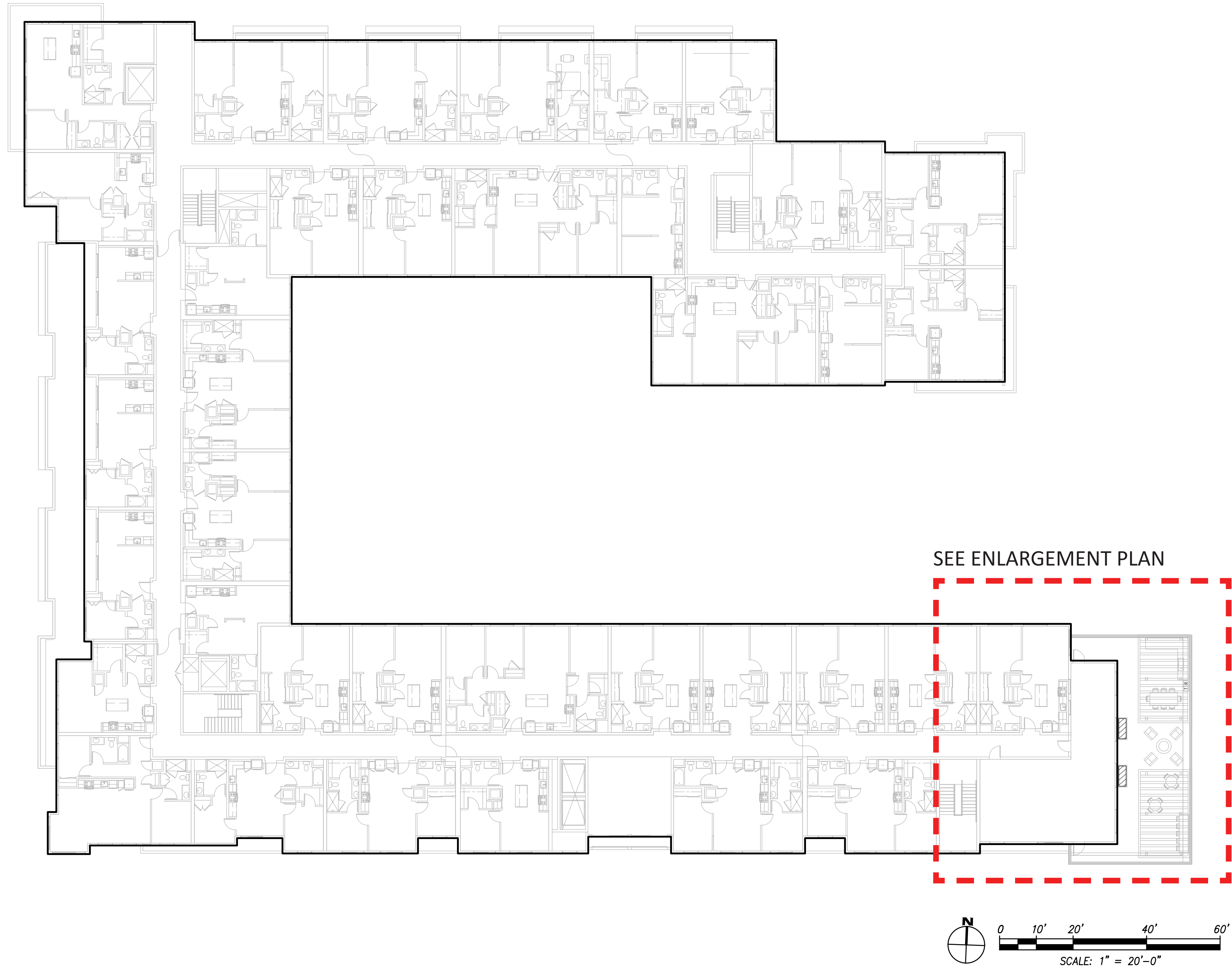
SEE SHEET L-8 FOR FULL PLANTING PLAN PALETTE



PRELIMINARY PLANT PALETTE							
KEY	SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	WTR USE	QTY
TREES							
T-1		ACER BUERGERIANUM	TRIDENT MAPLE	24" BOX	PER PLAN	M	8
T-2		ACER PALMATUM	JAPANESE MAPLE	24" BOX	PER PLAN	M	6
T-3		ARBUTUS 'MARINA'	MARINA STRAWBERRY TREE	24" BOX	PER PLAN	L	15
T-4		CERCIS OCCIDENTALIS	WESTERN REDBUD	24" BOX	PER PLAN	M	7
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T-6		LAGUNARIA PATERSONII	NORFOLK ISLAND HIBISCUS	24" BOX	PER PLAN	M	9
T-7		MELALEUCA QUINQUENERVIA	SEJEPUT TREE	24" BOX	PER PLAN	M	12
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T-9		PISTACIA CHINENSIS	CHINESE PISTACHE	24" BOX	PER PLAN	L	4
T-10		QUERCUS SUBER	CORK OAK	24" BOX	PER PLAN	L	3
T-11		TRISTIAOPSIS LAURINA	WATER GUM	24" BOX	PER PLAN	L	4

HILLSIDE SUCCESSION AREA				
SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	WTR USE
	AESCULUS CALIFORNICA	CALIFORNIA BUCKEYE	24" BOX	L
	ACER MACROPHYLLUM	BIG LEAF MAPLE	24" BOX	L
	ARBUTUS MENZIESII	PACIFIC MADRONE	24" BOX	L
	CALOCEDRUS DECURRENS	INCENSE CEDAR	24" BOX	L
	CEANOTHUS 'RAY HARTMAN'	WILD LILAC	24" BOX	L
	HESPEROCYPARIS MACROCARPA	MONTEREY CYPRESS	24" BOX	L
	FREMONTODENDRON CALIFORNICUM	FREMONTIA	24" BOX	L

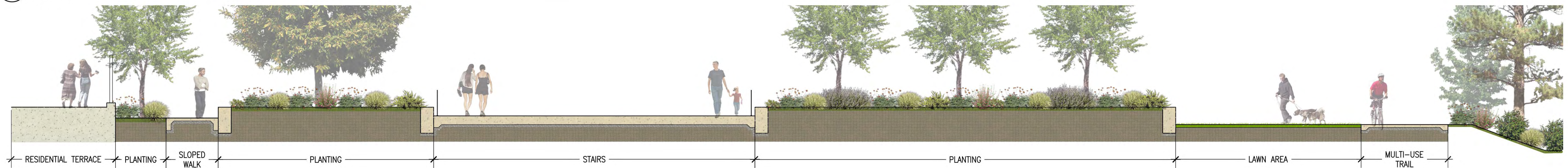
SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	WTR USE
MEDIUM AND SMALL SHRUBS					
	CALAMAGROSTIS FOLIOSA	MENDOCINO REED GRASS	5 GAL	4'-0" OC	L
	EPILOBIUM CANUM 'CATALINA'	CALIFORNIA FUCHSIA	5 GAL	5'-0" OC	L
	HELIOTRICHON SEMPERVIRENS	BLUE OAT GRASS	5 GAL	5'-0" OC	L
	RIBES SANGUINEUM	PINK FLOWERED CURRENT	5 GAL	5'-0" OC	L
	ROSMARINUS OFFICINALIS	ROSEMARY	5 GAL	4'-0" OC	L
	PITTSOPORUM CRASSIFOLIUM	KARO	5 GAL	5'-0" OC	L
	POLYSTICHUM MUNITUM	WESTERN SWORD FERN	5 GAL	4'-0" OC	L
ACCENT PLANTING					
	AGAVE ATTENUATA	FOX TAIL AGAVE	5 GAL	6'-0" OC	L
	AGNIGOZANTHOS	KANGAROO PAW	5 GAL	4'-0" OC	L
	CIIVA MINIATA	KAFIR LILY	5 GAL	4'-0" OC	L
	LIBERITA PEREGRINANS	ORANGE LIBERTIA	5 GAL	3'-0" OC	L
	SALVIA GREGGII	AUTUM SAGE	5 GAL	3'-0" OC	L
	SENECIO VITALIS	NARROW LEAF CHALKSTICKS	5 GAL	5'-0" OC	L
GROUNDCOVERS					
	ALOE DISTANS	JEWEL ALOE	1 GAL	5'-0" OC	L
	AEONIUM CANARIENSE	HOUSELEEK	1 GAL	3'-0" OC	L
	AJUGA REPETENS	BLUE BUGLE	1 GAL	2'-0" OC	L
	CEANOTHUS	CALIFORNIA LILAC	1 GAL	5'-0" OC	L
	THYMUS	THYME	1 GAL	5'-0" OC	L
STORMWATER PLANTING					
	AHHILLEA MILLEFOLIUM	YARROW	1 GAL	2'-0" OC	L
	CHONDROPETALUM TECORUM	CAPE RUSH	1 GAL	3'-0" OC	L
	ERIOGONUM LATIFOLIUM	COAST BUCKWHEAT	1 GAL	3'-0" OC	L
	LOMANDRA LONGIFOLIA	DWARF MAT RUSH	1 GAL	4'-0" OC	L
	PENSTEMON 'MARGARITA BOP'	BEARD TONGUE	1 GAL	3'-0" OC	L
	CERCIS CANADENSIS 'FOREST PANSY'	EASTERN REDBUD	1 GAL	3'-0" OC	L
TURF					
	-	90/10 TALL FESCUE/ BLUE GRASS BLEND	SOD	-	-
MULCH ONLY AREA					
	3" LAYER OF MULCH	-	-	-	-



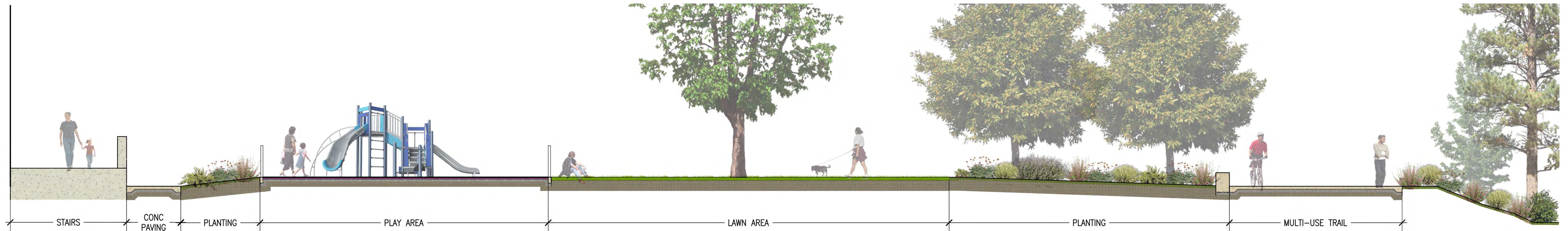
SEE SHEET L-8 FOR FULL PLANTING PLAN PALETTE



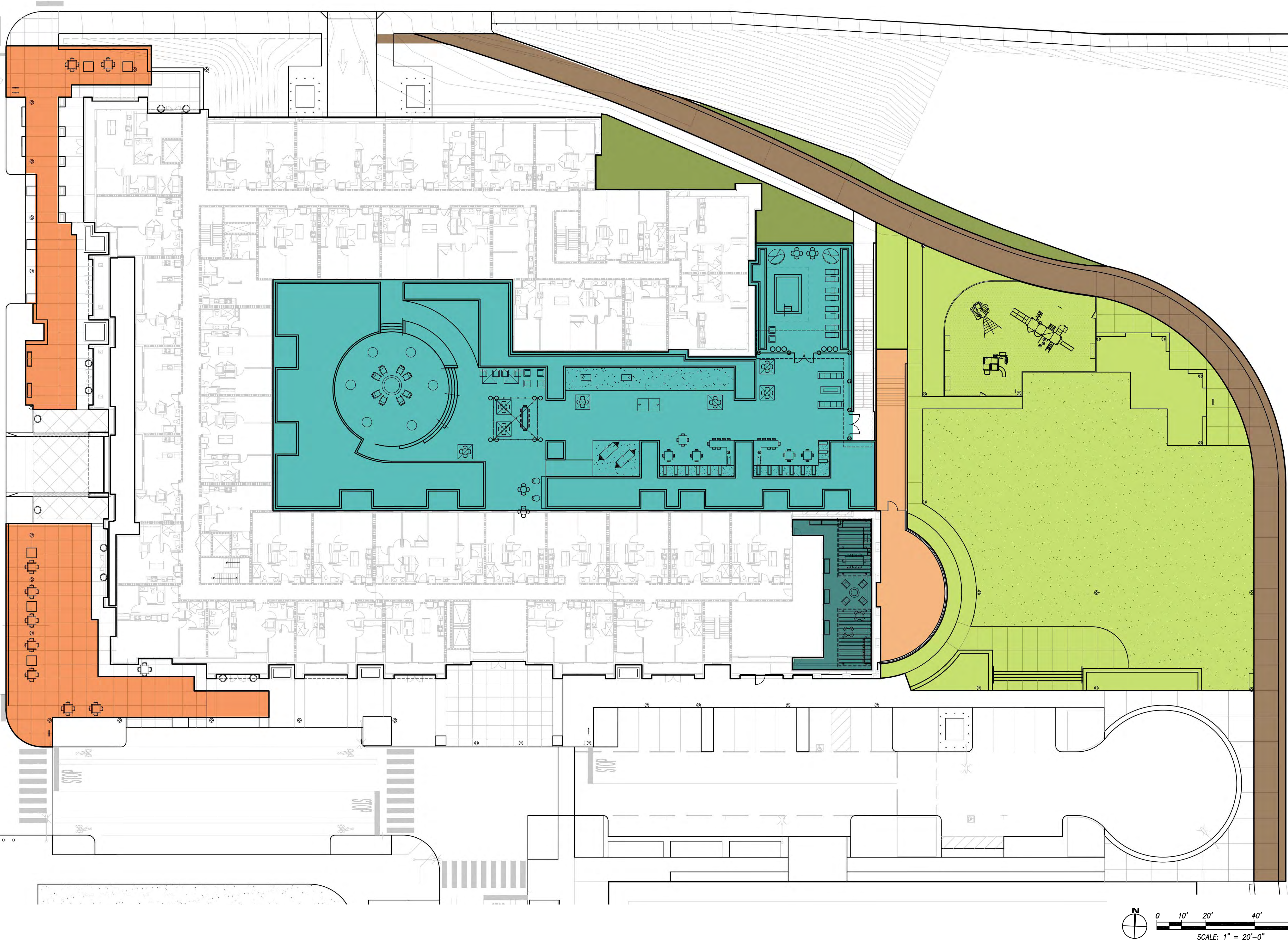
A OVERLOOK PARK SECTION ELEVATION 1
SCALE: 1/8" = 1'-0"



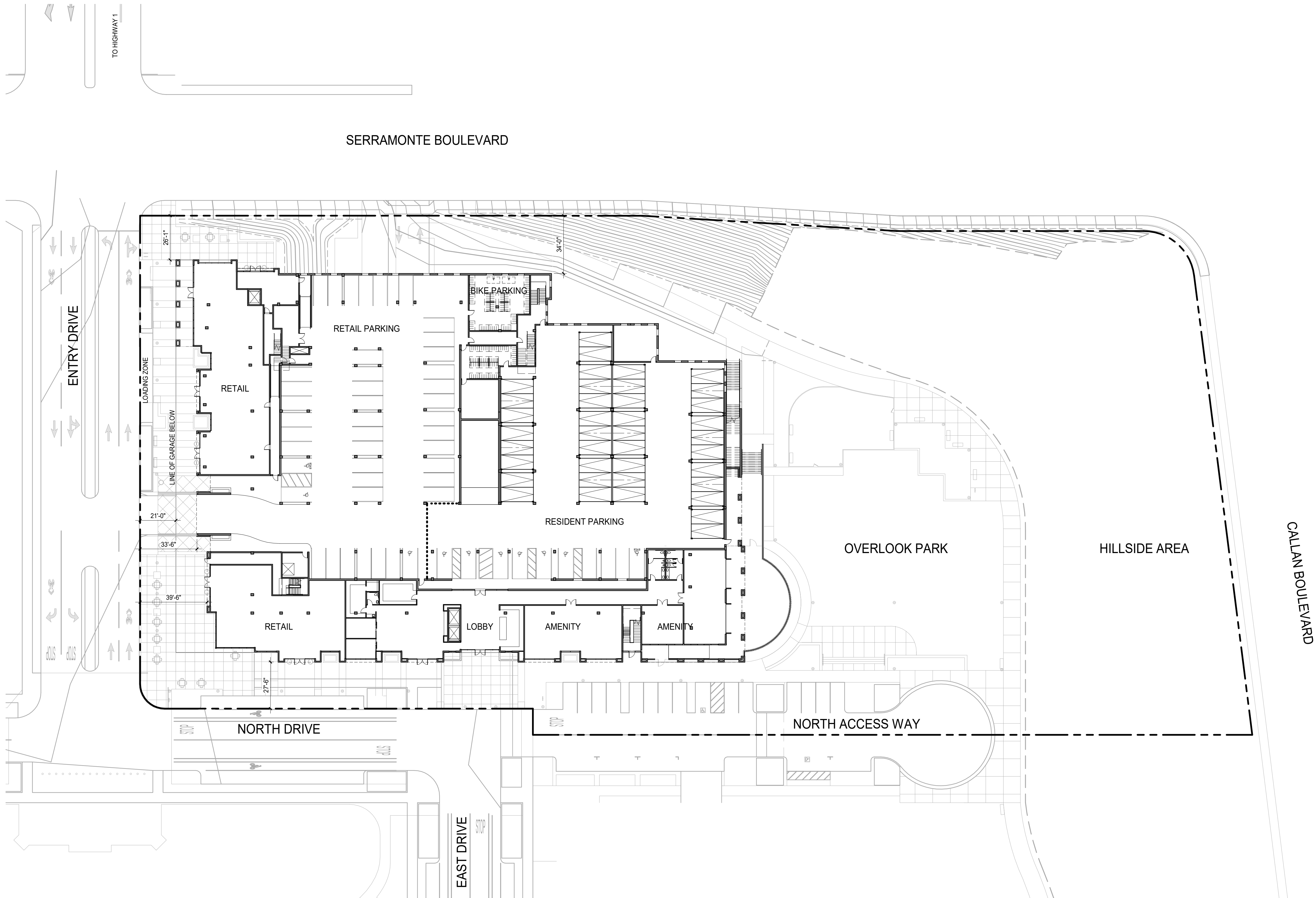
B OVERLOOK PARK SECTION 1
SCALE: 3/16" = 1'-0"

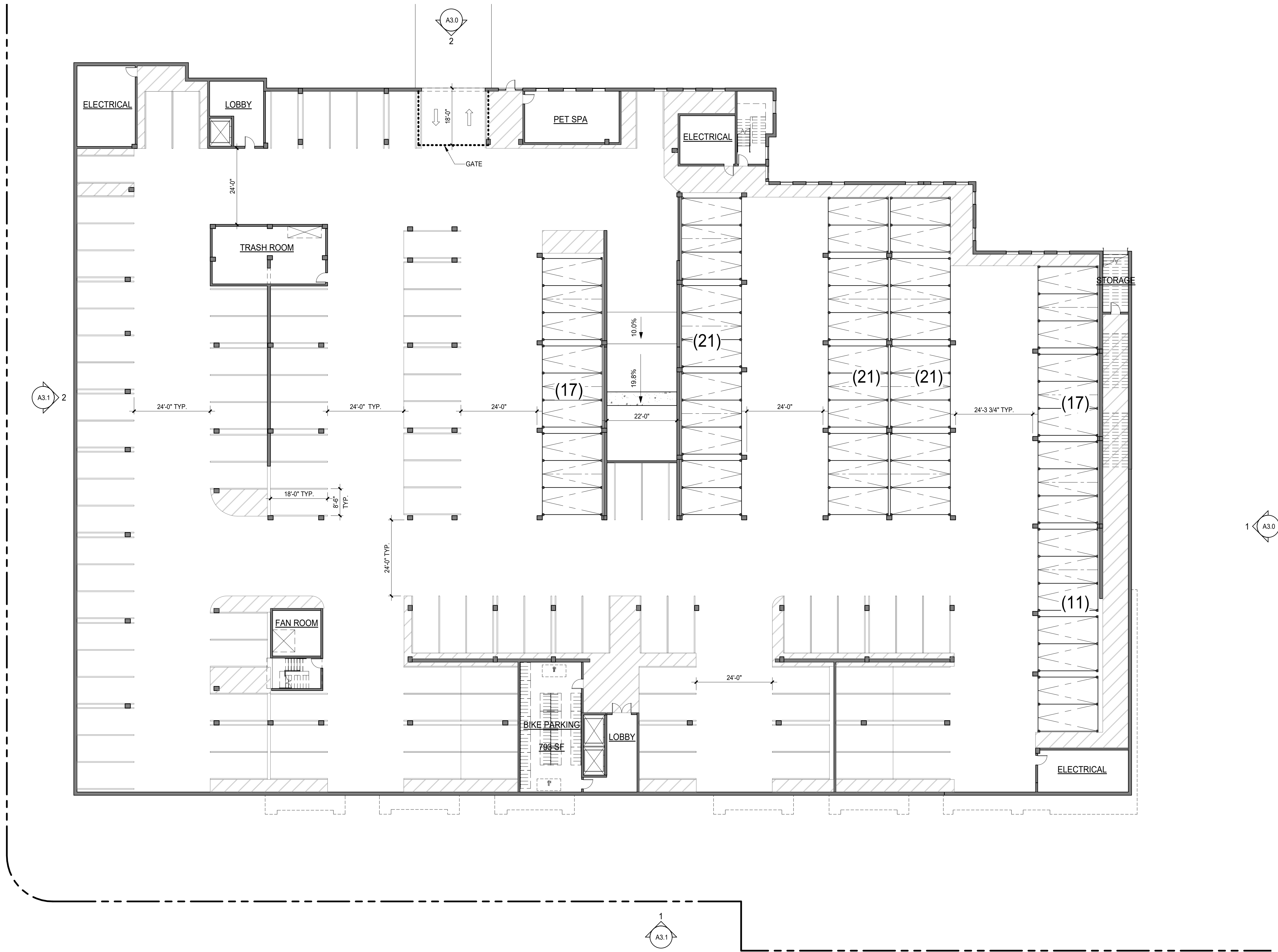


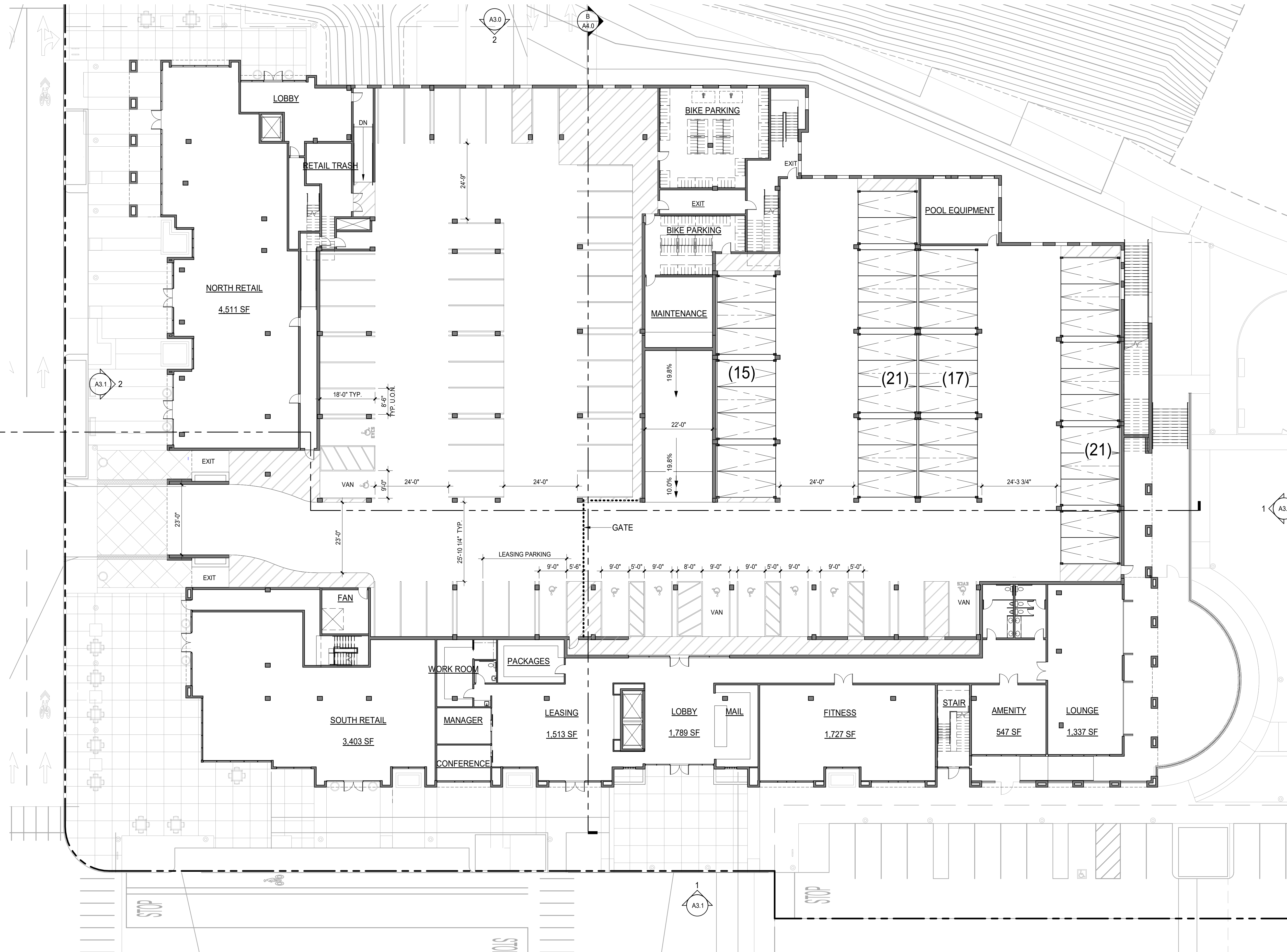
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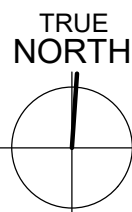
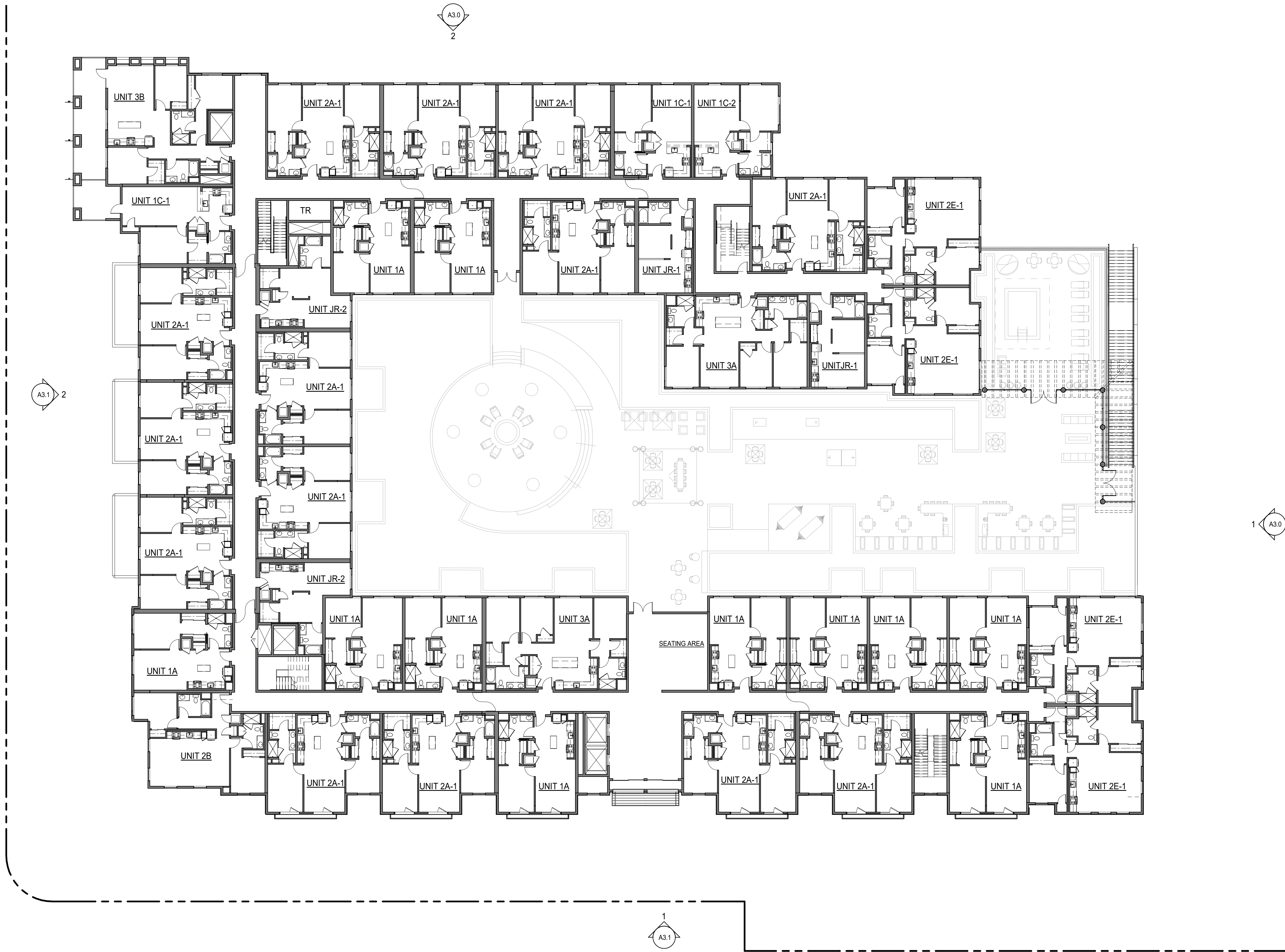


OPEN SPACE SUMMARY			
(SEE ARCHITECTURE DRAWINGS FOR INDIVIDUAL BALCONY AREAS)			
KEY	NAME	AREA	LEVEL
	RETAIL PLAZA	7,050 SF	GROUND FLOOR
	LANDSCAPE (<10%)	2,673 SF	GROUND FLOOR
	TERRACE	2,764 SF	GROUND FLOOR
	2ND FLOOR BALCONIES	504 SF	2ND FLOOR/PODIUM
	COURTYARD	20,353 SF	2ND FLOOR/PODIUM
	3RD FLOOR BALCONIES	504 SF	3RD FLOOR
	5TH FLOOR BALCONIES	779 SF	5TH FLOOR
	ROOF TERRACE	1,346 SF	6TH FLOOR
	SUBTOTAL	35,973 SF	
	PARK (<10%)	22,335 SF	GROUND FLOOR
	TRAIL	6,854 SF	GROUND FLOOR
	SUBTOTAL	29,189 SF	
	TOTAL	65,162 SF	

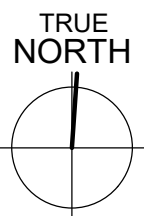
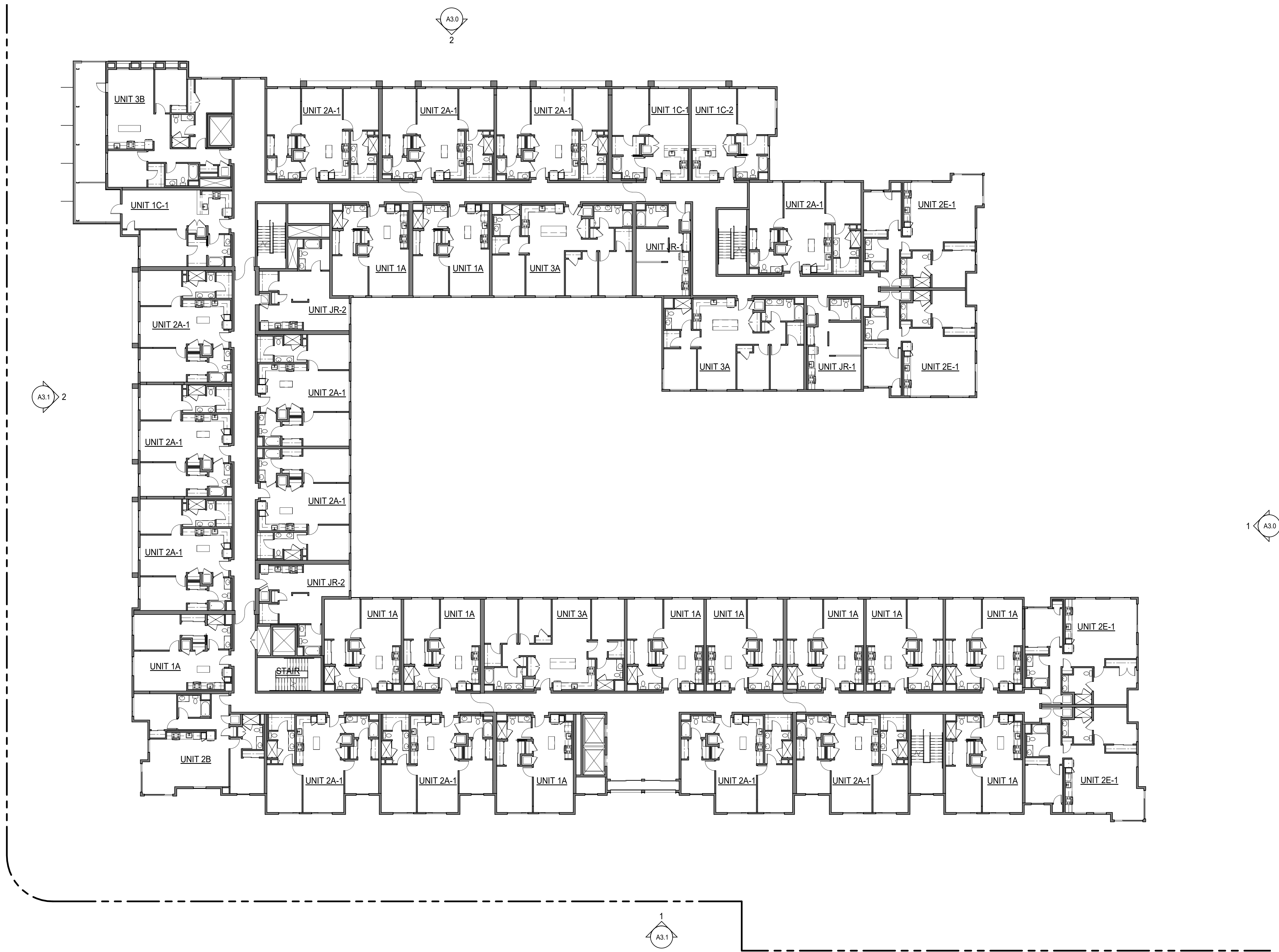


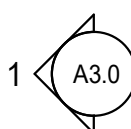


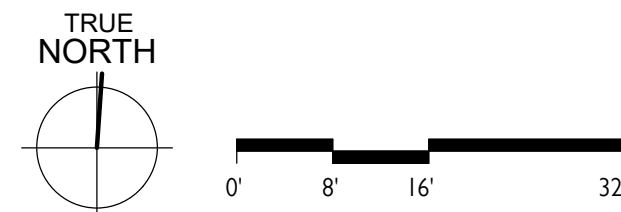
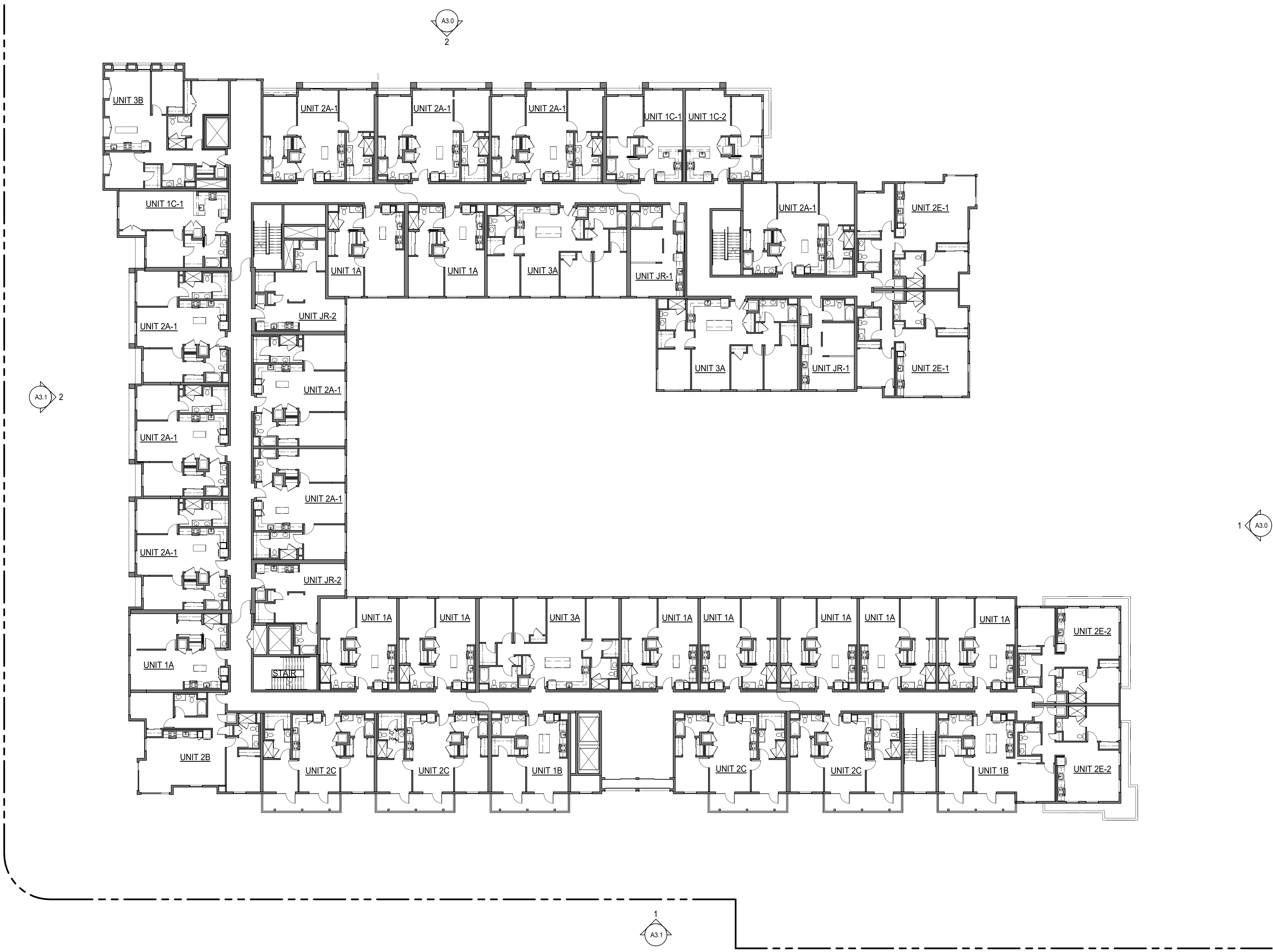


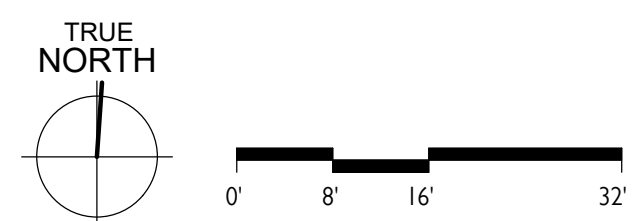


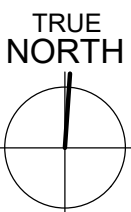
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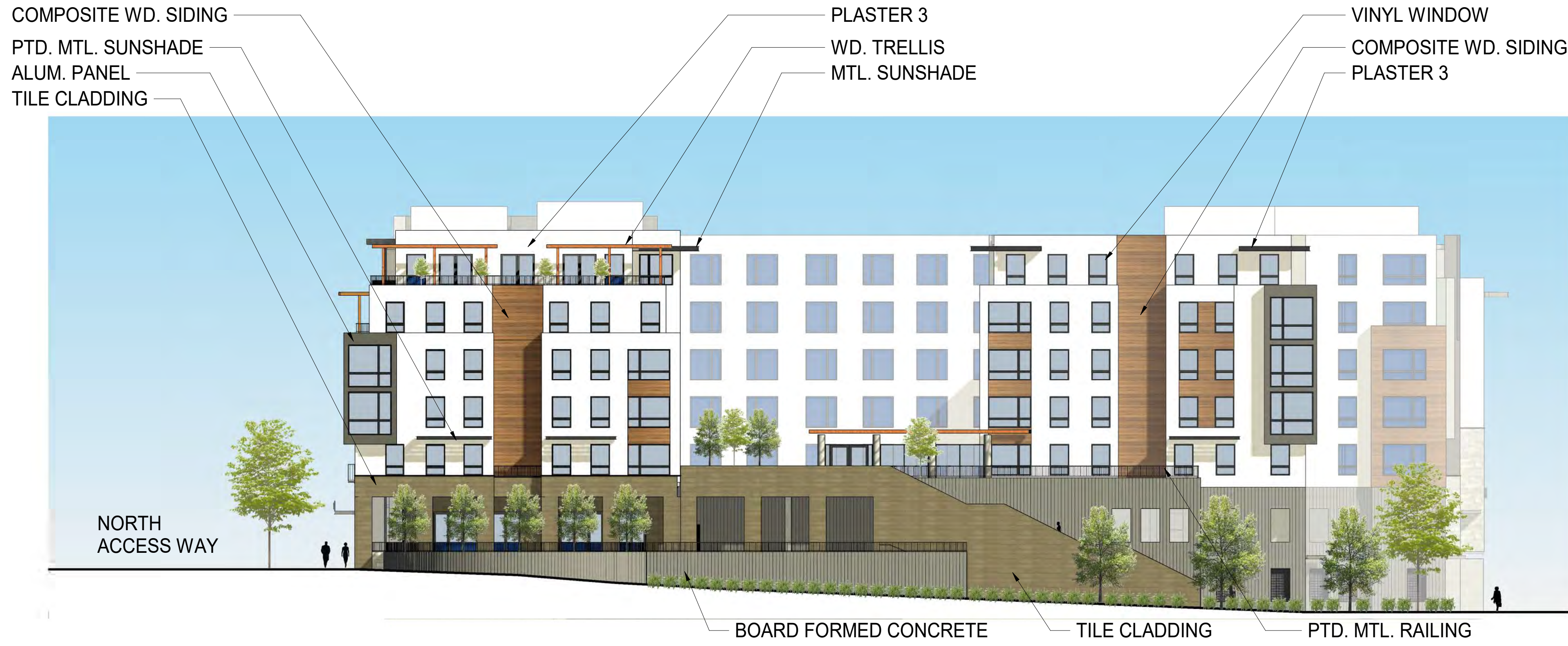








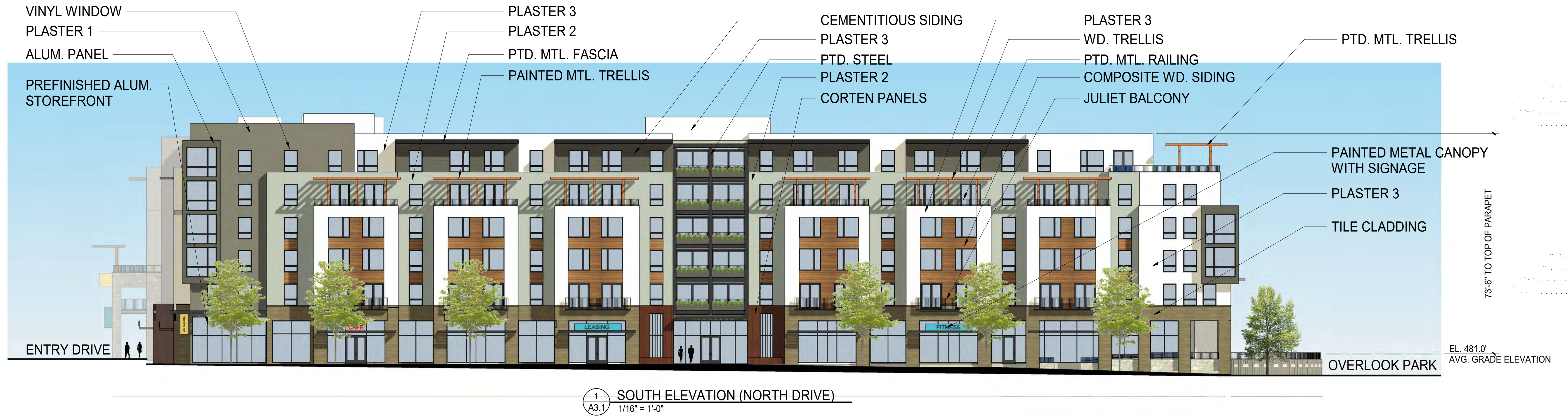




1 EAST ELEVATION (OVERLOOK PARK)
A3.0 1/16" = 1'-0"

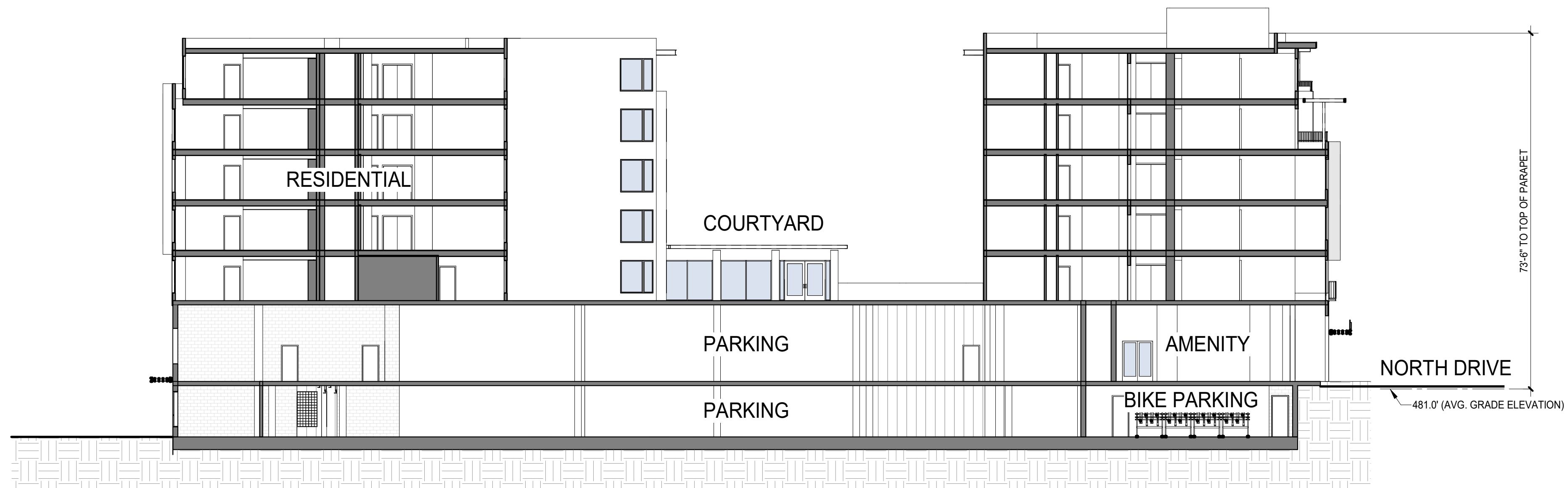


2 NORTH ELEVATION (SERRAMONTE BLVD.)
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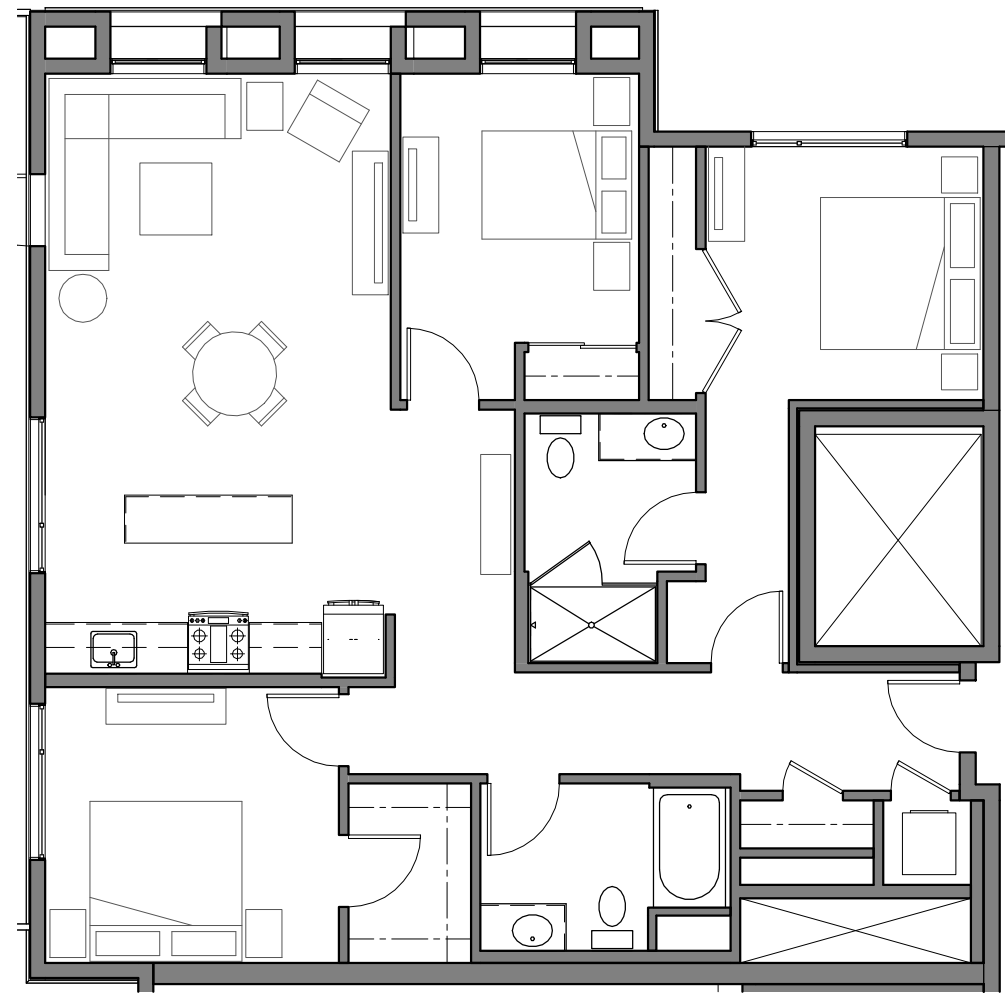




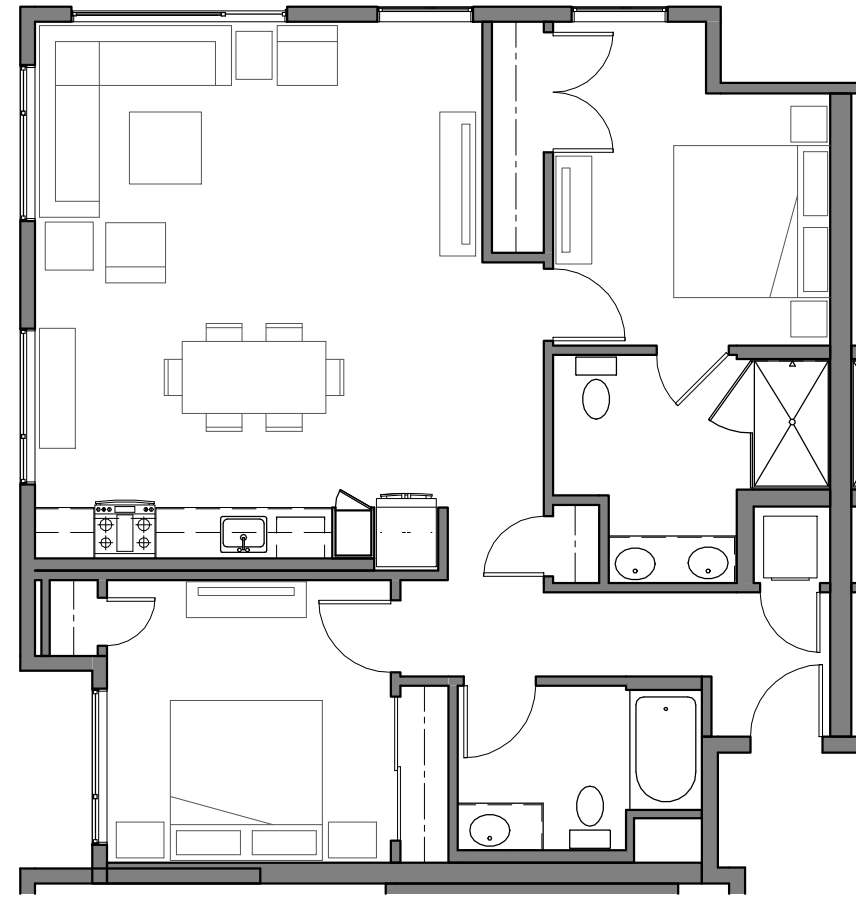
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A4.0 EAST - WEST SECTION (FACING NORTH)
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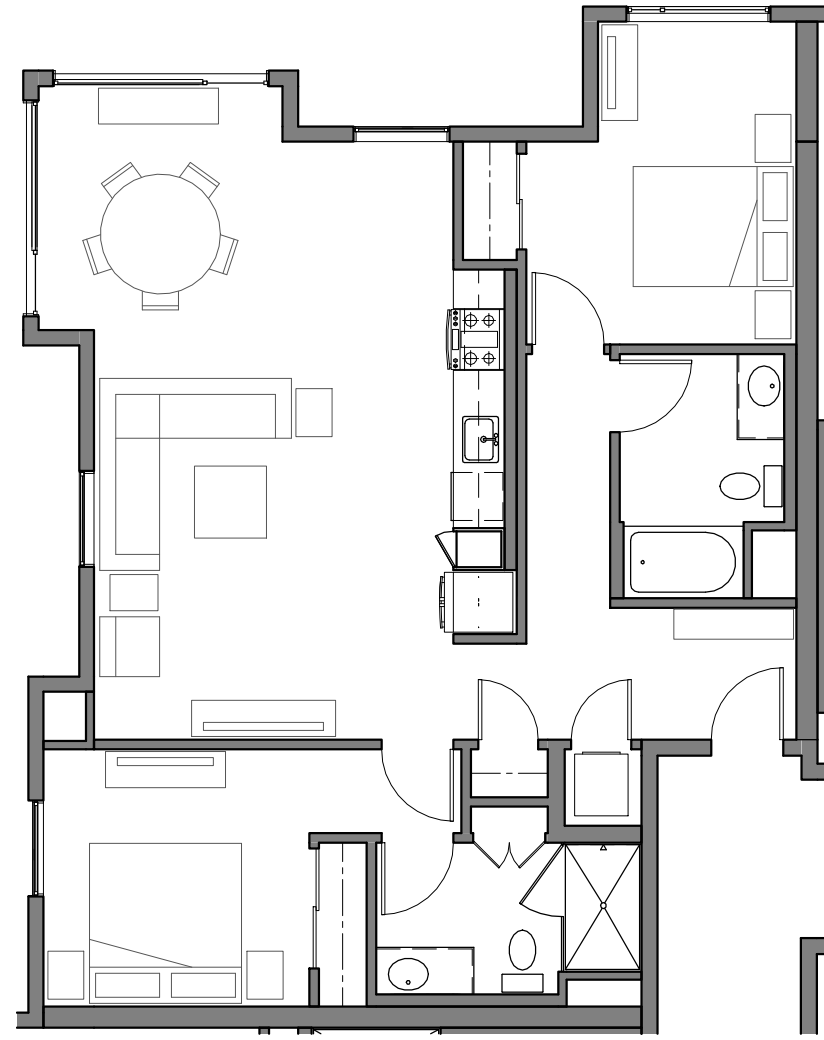
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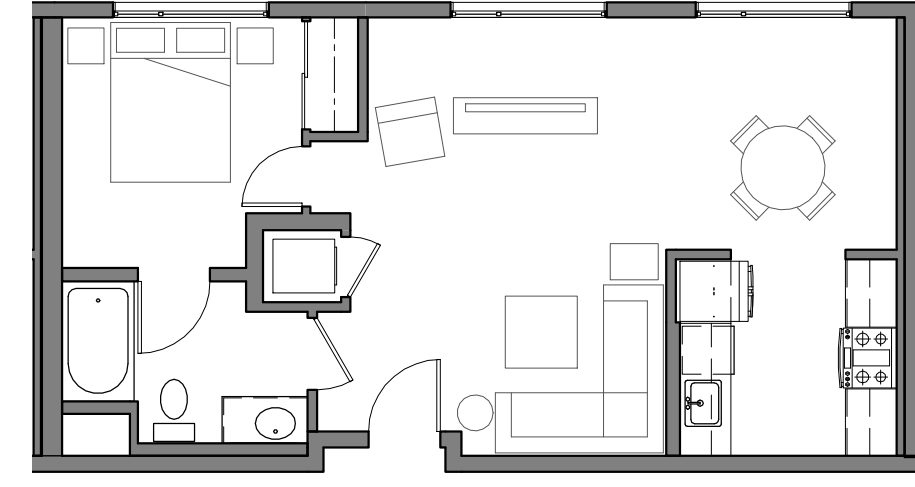
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A5.0 UNIT 3B
1/8" = 1'-0"



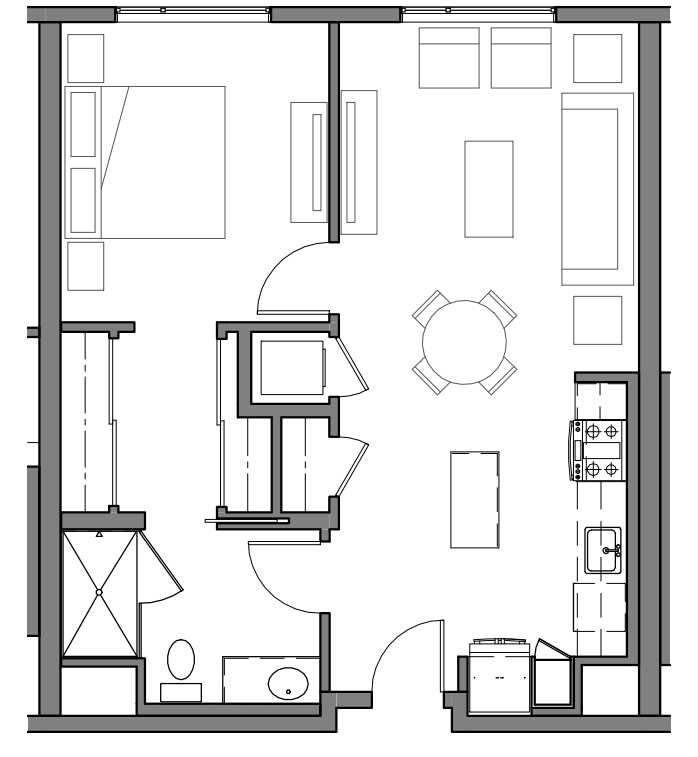
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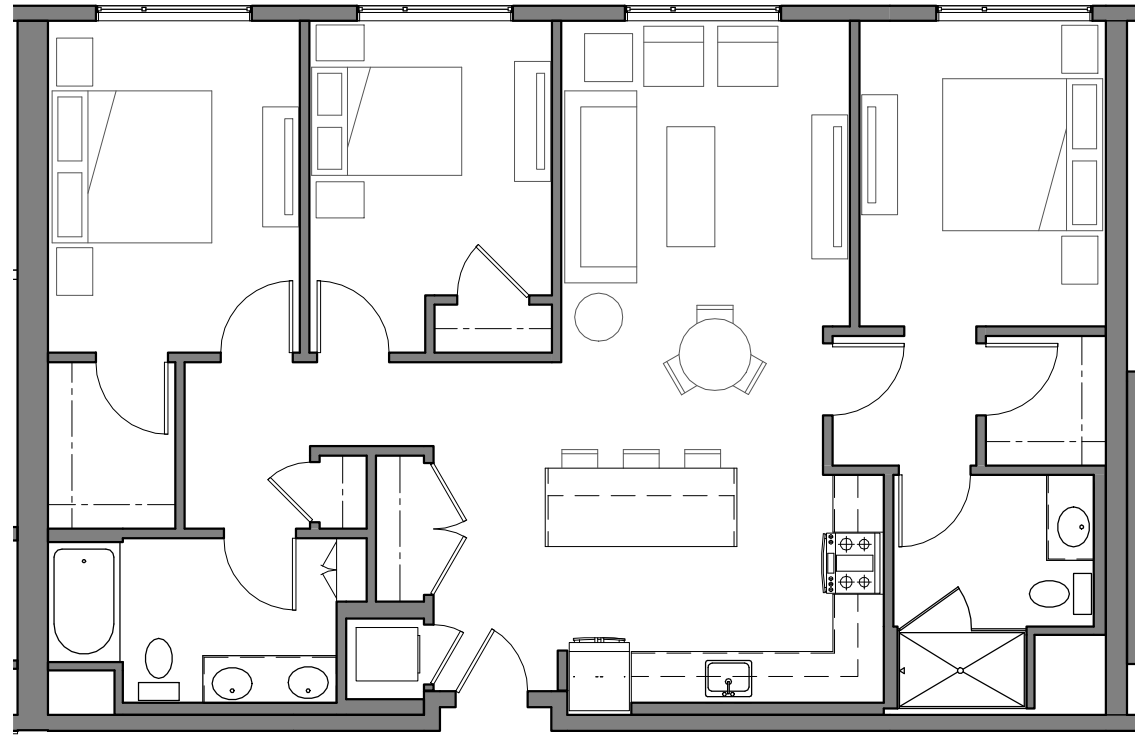
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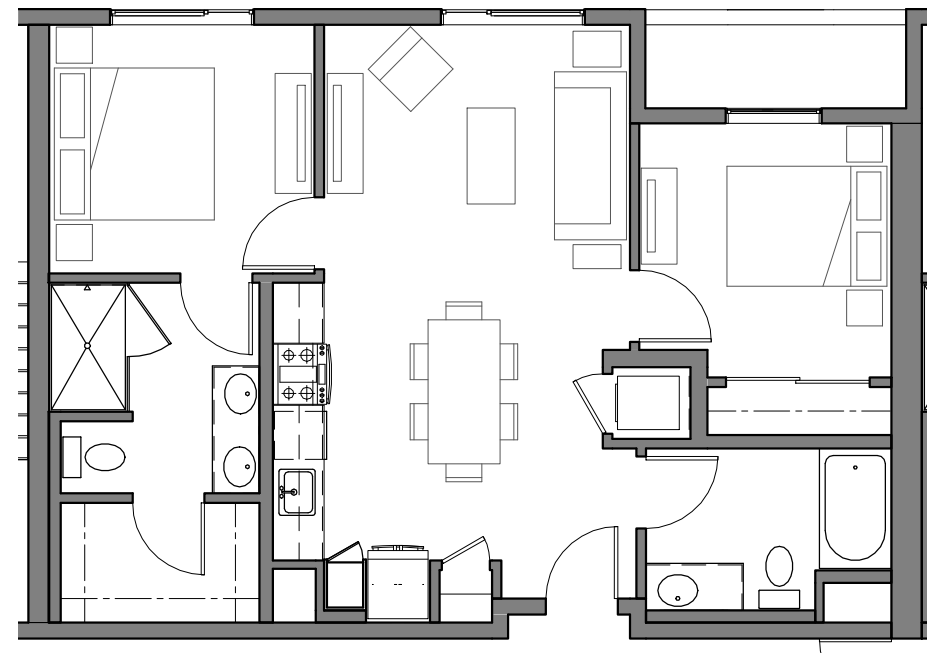
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A5.0 UNIT 1D
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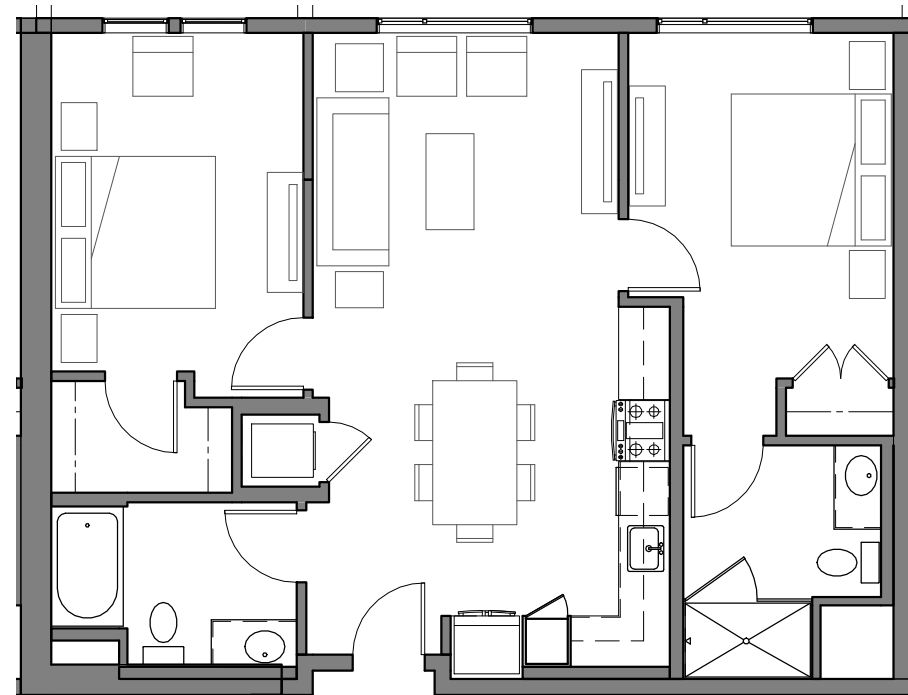
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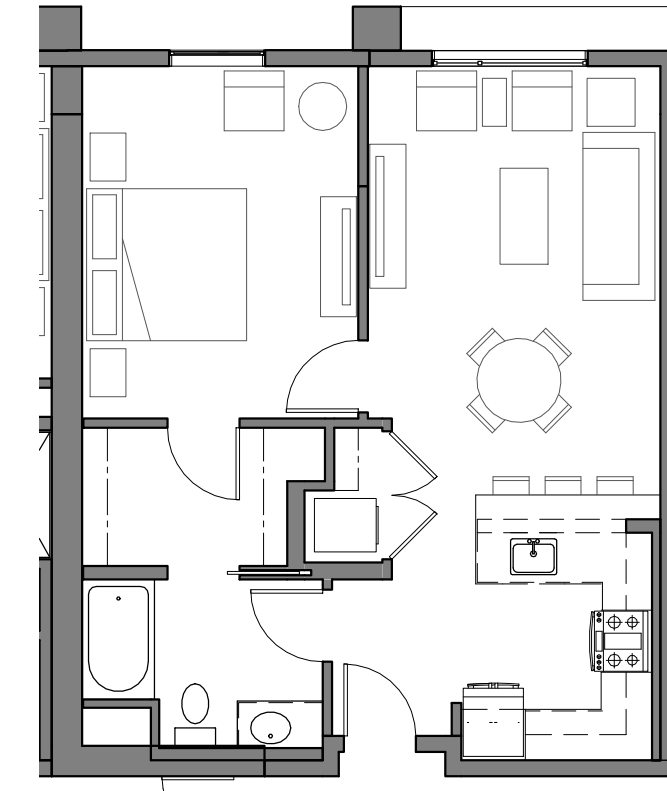
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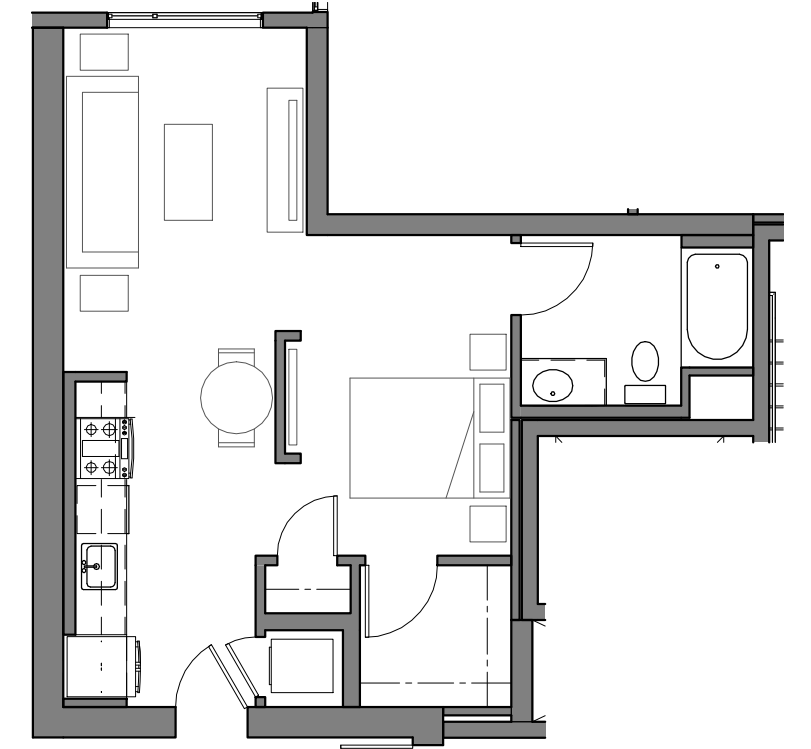
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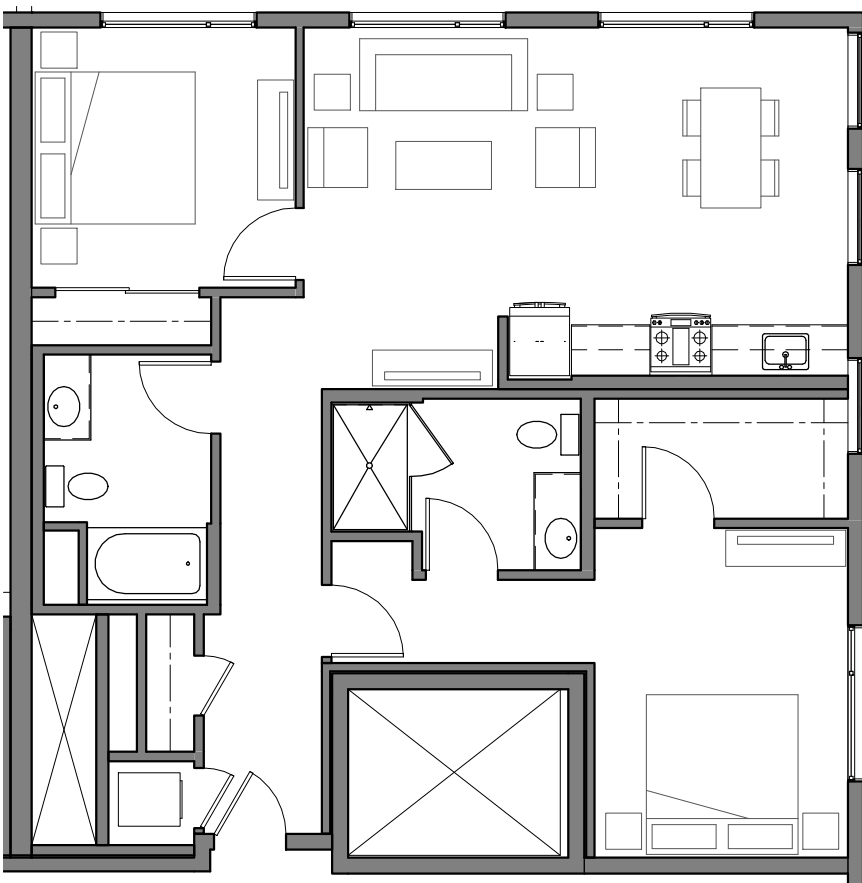
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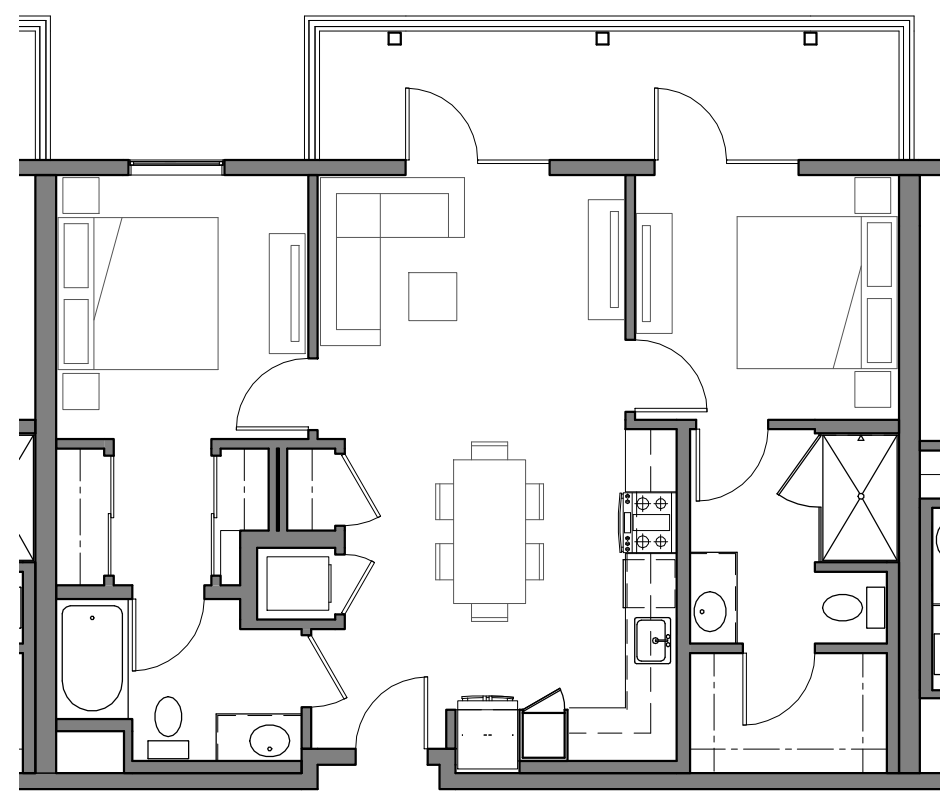
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A5.0 UNIT 1C
1/8" = 1'-0"



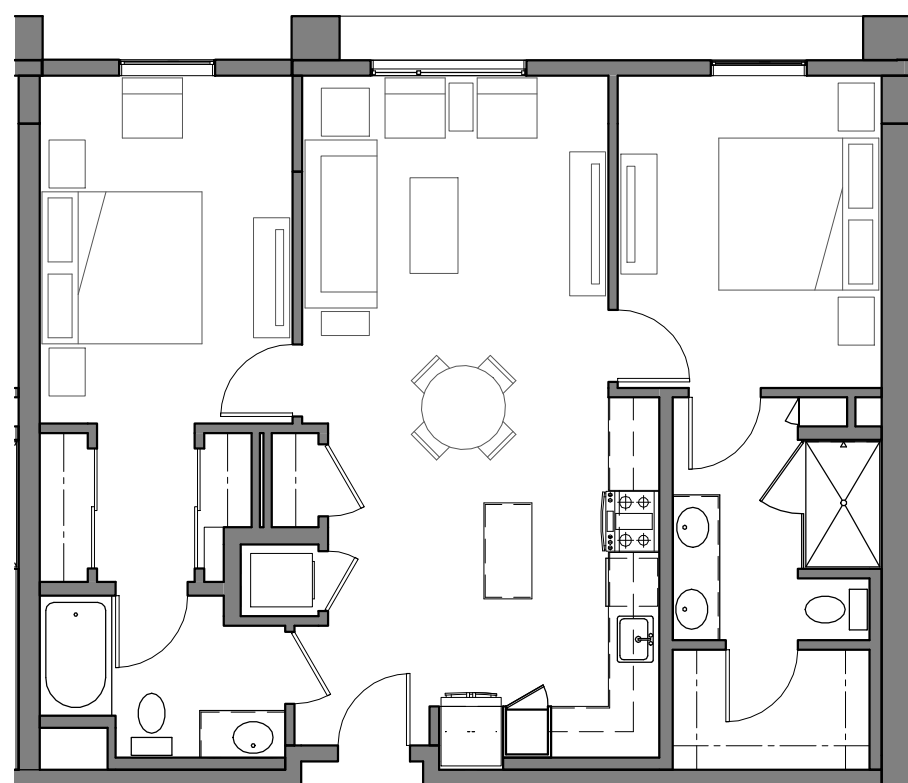
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A5.0 UNIT ST/JR-2
1/8" = 1'-0"



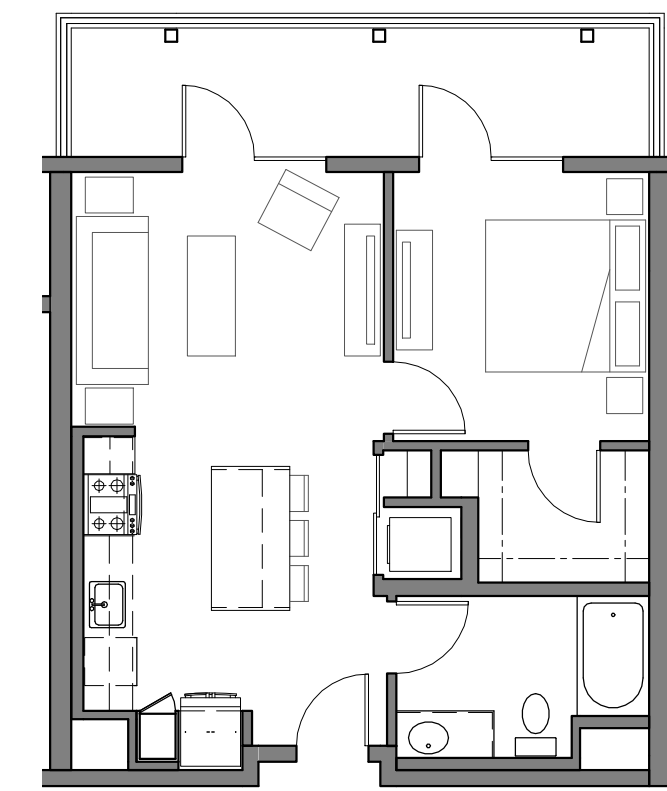
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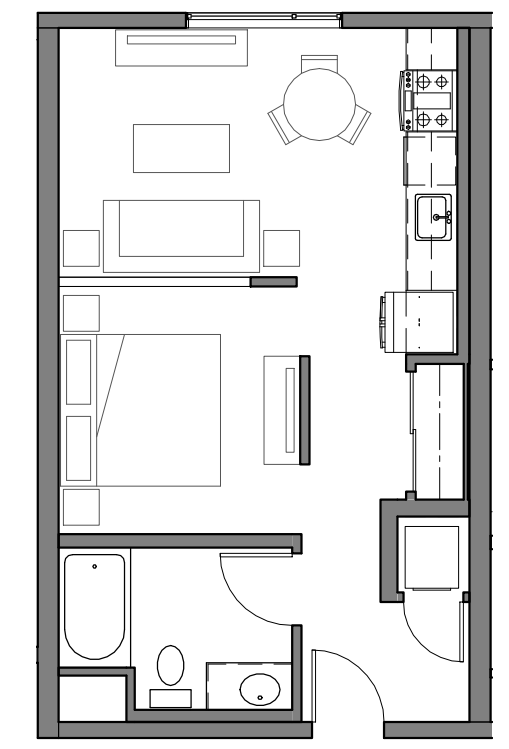
9
A5.0 UNIT 2C
1/8" = 1'-0"



6
A5.0 UNIT 2A-1
1/8" = 1'-0"



4
A5.0 UNIT 1B
1/8" = 1'-0"



1
A5.0 UNIT ST/JR-1
1/8" = 1'-0"

DALY CITY INTER-OFFICE MEMORANDUM**JUHSD COUNCIL COMMITTEE****DATE: July 6, 2021**

TO: JUHSD Council Committee
Juslyn Manalo, Mayor
Glenn Sylvester, Councilmember

FROM: Carmelisa Morales, Associate Planner

SUBJECT: General Plan Amendment GPA-04-21-014998
Planned Development PD-04-21-014997
Design Review DR-04-21-015000
Major Subdivision SUB-04-21-014999
699 Serramonte Boulevard – Serramonte Del Rey Campus Redevelopment

BACKGROUND

The Serramonte Del Rey Precise Plan (PD-31) was approved for the Serramonte Del Rey Campus located at 699 Serramonte Boulevard in Daly City in 1985 and allowed up to 175 residential units and approximately 700,000 square feet (sq. ft.) of office space. An amendment to the Precise Plan (PD-31A) was approved in January 2020 for the northwest section of the site (Parcel A) to allow for the construction of a JUHSD faculty and staff housing project which is currently under construction.

The property currently consists of a main building occupied by JUHSD offices and non-profit organizations, temporary buildings, surface parking, and construction activity for JUHSD faculty and staff housing. There is also a school garden located in the southwest corner of the project site. This garden was started 20 years ago and used by JUHSD for adult education as a demonstration garden. Since the garden is used by JUHSD for educational purposes, members of the public must fill out volunteer and liability forms to use the garden.

PROJECT DESCRIPTION

Staff has received an application from Jefferson Union High School District (JUHSD) that proposes a new Precise Plan for the campus (see Attachment A – Draft Precise Plan). The proposed Precise Plan would allow for the redevelopment of the campus to include up to 1,235 units of affordable and market-rate rental housing, up to 14,000 sq. ft. of neighborhood-serving retail/commercial uses, and 1,400 sq. ft. allocated for a Head Start childcare facility. The existing garden would be removed, but JUHSD intends to install raised planter beds at their new adult education building located at 123 Edgemont Drive. The site would be divided into seven development parcels and additional street parcels with public access easements. Build-out of the site is anticipated to be over a ten-year period.

JUHSD is also seeking design review approval for the proposed development on Parcel B, which would include a six-story, 201-unit mixed-use building with approximately 345 parking spaces and approximately 8,000 sq. ft. of retail space, a park, play structure, and various amenities for residents (see Attachment B – Parcel B Project Plans). The building would have a maximum height of 74 feet to the top of the parapet (85 feet to the top of the elevator shaft).

The proposed project requires an amendment to the General Plan to change the designation to Commercial – Mixed Use (C-MU), a new Planned Development due to the significant changes proposed for the site, Design Review and a Major Subdivision. Design review approval for proposed Parcels C through F would occur as subsequent applications.

ENVIRONMENTAL REVIEW

An Environmental Impact Report (EIR) is required for this project. David J. Powers & Associates (DJP&A) has been retained to prepare the EIR. The Notice of Preparation which provides interested parties with the opportunity to provide input regarding the scope and content of the environmental information to be addressed in the EIR was filed with the County and distributed to interested parties on May 6, 2021. Staff received several comments during the 30-day comment period which will be used to develop the scope of the EIR. Staff and DJP&A are currently working with JUHSD to prepare the project description of the EIR and obtain the required information and reports to prepare the EIR. Tribal cultural resources consultation has also started pursuant to the requirements of Senate Bill 18 and Assembly Bill 52.

PRELIMINARY PLAN AND PRECISE PLAN REVIEW

The Preliminary Plan for the proposed project will be scheduled for an upcoming Planning Commission meeting and City Council meeting. At this stage, the Planning Commission and City Council will review the proposed land use, circulation, and overall site design of the proposed project. The Planning Commission may recommend approval, conditional approval, or denial of the Preliminary Plan to the City Council. The Planning Commission's action will be forwarded to the City Council for approval, conditional approval, or denial.

The project will then move forward to the Precise Plan stage where the applicant will finalize their proposal and make any revisions necessary to address comments from the Planning Commission and City Council. The EIR will also be finalized and circulated pursuant to CEQA. The final steps of this stage will be a Planning Commission meeting and City Council meeting. The Planning Commission will make a recommendation on the project and the City Council will make the final determination of approval, conditional approval, or denial of the project.

DEVELOPMENT AGREEMENT

JUHSD also submitted proposed terms for a Development Agreement that will need to be further analyzed by staff and presented to the City Council for approval. The current proposal provides considerations for development phasing, parks and open space requirements, fees, off-site improvements, and most notably affordable housing.

STAFF RECOMMENDATION

Staff recommends that the JUHSD City Council Committee review the information and attachments presented and provide any preliminary comments or concerns.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Carmelisa Morales', written in a cursive style.

Carmelisa Morales
Associate Planner

Attachments

Attachment A – Draft Precise Plan
Attachment B – Parcel B Project Plans

DALY CITY INTER-OFFICE MEMORANDUM

JUHSD COUNCIL COMMITTEE

DATE: October 18, 2021

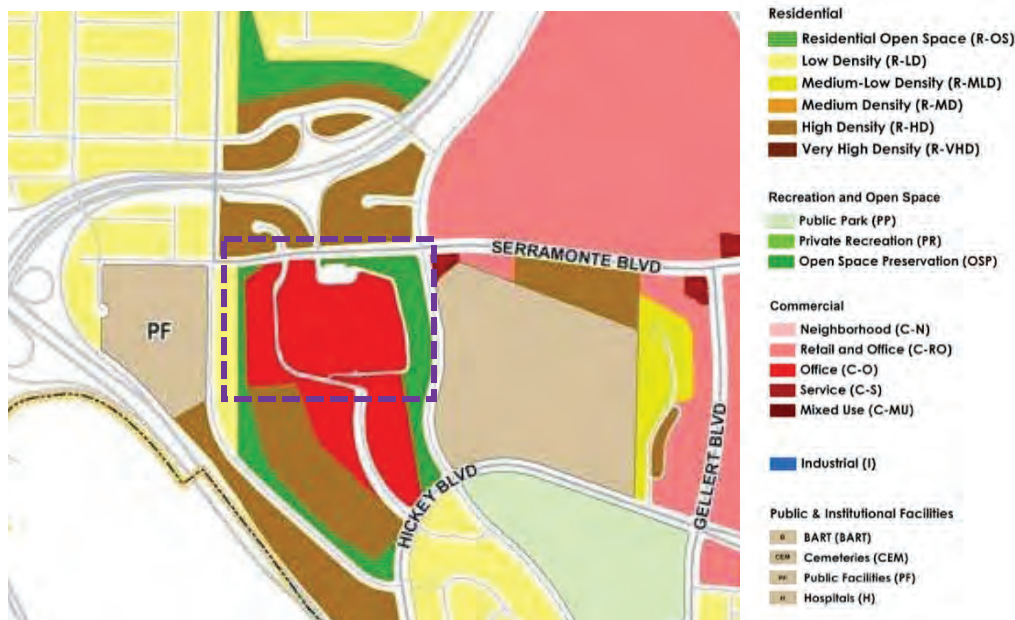
TO: JUHSD Council Committee
Juslyn Manalo, Mayor
Glenn Sylvester, Councilmember

FROM: Carmelisa Morales, Associate Planner

SUBJECT: General Plan Amendment GPA-04-21-014998
Planned Development PD-04-21-014997
Design Review DR-04-21-015000
Major Subdivision SUB-04-21-014999
699 Serramonte Boulevard – Serramonte Del Rey Campus Redevelopment

BACKGROUND

The Serramonte Del Rey Precise Plan (Planned Development 31 (PD-31)), the zoning for the Serramonte Del Rey campus, was approved in 1985 and allowed up to 175 residential units and approximately 700,000 square feet (sq. ft.) of office space within the campus area. The General Plan land use designation for the campus is Commercial – Office (C-O) which is compatible with the uses permitted in the 1985 Precise Plan. The hillside areas surrounding the campus are designated for Open Space Preservation (OSP) as shown below. The project area is located within the purple dashed box.



In January 2020, the City Council approved an amendment to the Precise Plan (PD-31A) for the northwest section of the Serramonte Del Rey campus to allow for the construction of a 122-unit (110 market rate and 12 affordable apartment units) housing project for Jefferson Union High

School District (JUHSD) faculty, staff, and their families (Parcel A). The approval also included an amendment to the General Plan to change the land use designation of the site to Residential – High Density (R-HD). This project is currently under construction and is expected to be completed in early 2022.

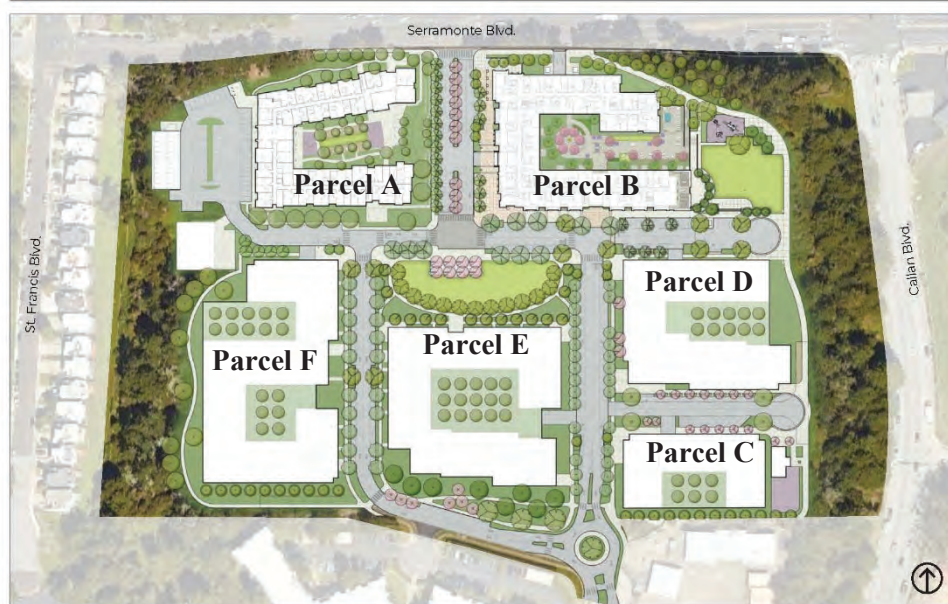
PROJECT DESCRIPTION

In April 2021, staff received an application from JUHSD that proposes a new Precise Plan for the 22-acre campus (see Attachment A – Draft Precise Plan).

Precise Plan

Figure 2.1 below from the Precise Plan shows the campus at full build-out as proposed. JUHSD anticipates build out to take 10-15 years.

Figure 2.1 Illustrative Plan



The Precise Plan would allow the campus to be redeveloped to include the following:

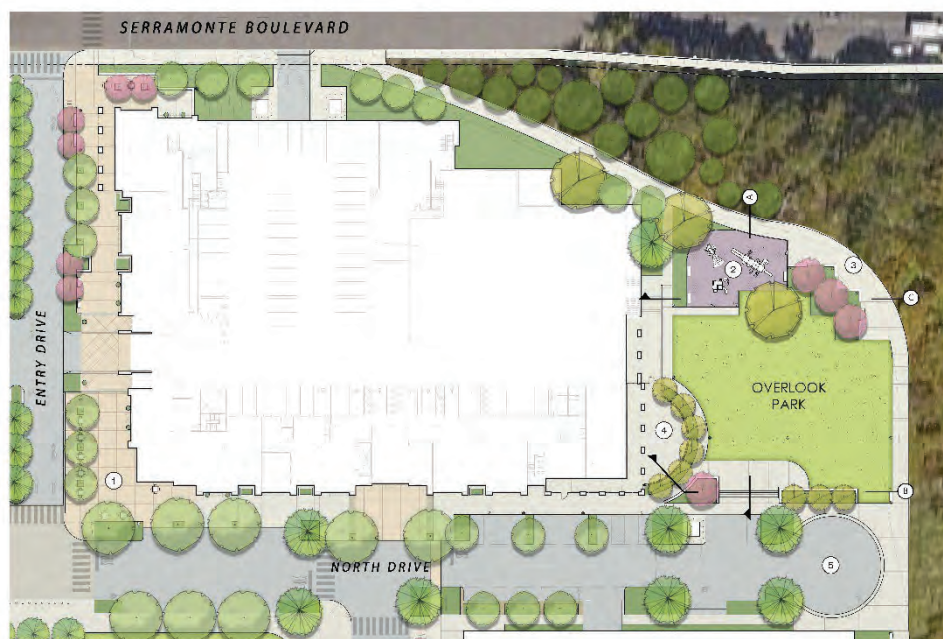
- 1,235 units of affordable and market-rate rental housing (inclusive of 122-unit apartment building under construction on Parcel A). Minimum of 10 percent would be affordable housing as required by the City's Inclusionary Housing Ordinance.
- Up to 14,000 square feet (sq. ft.) of neighborhood-serving retail/commercial uses
- Building heights ranging from 77 to 150 feet. Some buildings would be required to be stepped back at a maximum of 55 feet.
- New Head Start childcare facility on Parcel C

- Public recreational trails and parks (Central Green and Overlook Park)
- Demonstration garden proposed for removal. JUHSD plans to install raised planter beds at their new adult education building located at 123 Edgemont Drive, formerly Westmoor Park. The Office of the State Architect is processing the adult education building project.
- Seven development parcels and additional street parcels with public access easements

Parcel B Development

JUHSD is also seeking design review approval for the proposed development on Parcel B (see Attachment B – Parcel B Project Plans; Landscape Plan from Attachment B also provided below), which would include:

- Six-story mixed-use building with approximately 201 market rate apartment units, 345 parking spaces, 8,000 sq. ft. of retail space, and various residential amenities
- A park that would include a play structure. JUHSD has also informed staff that they plan to add a community garden within the park, but it is not in the current development plans for Parcel B submitted to the City.



REQUIRED ENTITLEMENTS

The proposed project requires the following entitlements:

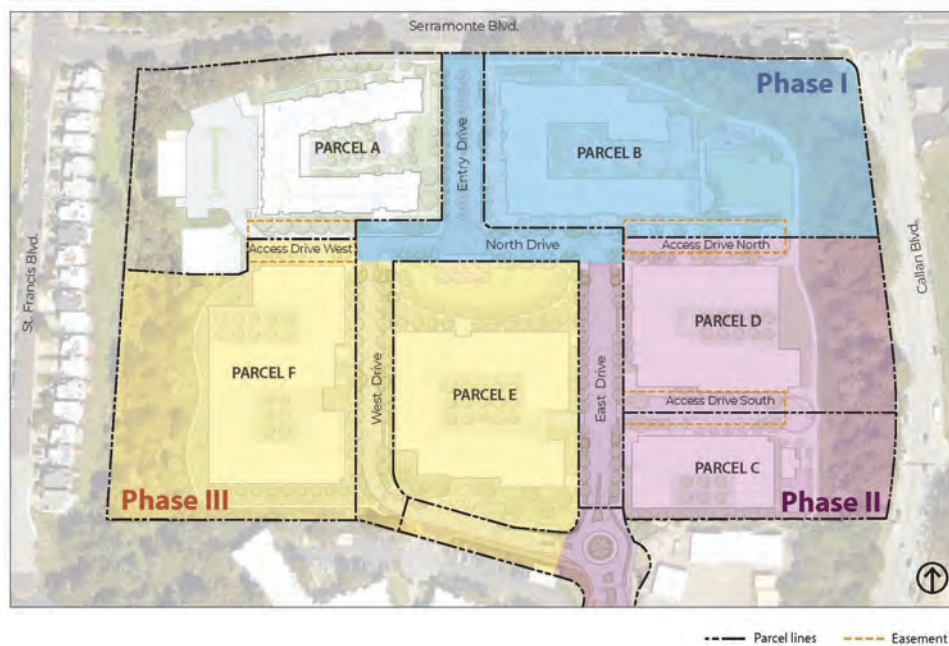
- Amendment to General Plan to change the land use designation to Commercial – Mixed Use
- New Planned Development
- Design Review for proposed Parcel B development
- Major Subdivision
- Certification of the Environmental Impact Report

Design review approval for proposed Parcels C through F would occur as subsequent applications.

PHASING PLAN

Figure 7.1 below shows the phasing plan for the development proposed in the Precise Plan. As mentioned in the sections above, the JUHSD faculty and staff housing project (Parcel A) is under construction. The proposed development on Parcel B is the next project slated for construction.

Figure 7.1 Phasing



TIMELINE

The following timeline outlines events and activities related to the proposed project:

- | | |
|------|---|
| 1985 | Original Precise Plan (PD-31) approved by City Council |
| 2001 | Garden for JUHSD Adult Education course started (Source: JUHSD); locally known as the Serramonte Therapeutic Day School Garden. |

2019	Garden listed as a “Community Garden” by San Mateo County without the knowledge/permission of JUHSD. Designation was later removed. (Source: JUHSD)
Jan. 2020	PD-31A, General Plan Amendment, and JUHSD Faculty & Housing Project (Parcel A) approved by City Council
July – Oct. 2020	JUHSD submitted Pre-Application for proposed Precise Plan. Staff provided preliminary feedback to JUHSD on proposal.
Oct. – Nov. 2020	JUHSD conducted neighborhood and community outreach for proposed Precise Plan (Source: serramontedelrey.org)
Dec. 2020	JUHSD conducted Community Outreach Meetings for proposed Precise Plan
April 2021	Entitlement Application for proposed Precise Plan and Parcel B development submitted
May – June 2021	Notice of Preparation Comment Period for Environmental Impact Report. Public Scoping Meeting conducted on May 19, 2021
July 2021	JUHSD City Council Committee Meeting (see Attachment C – July 6, 2021 JUHSD City Council Committee Meeting Staff Report)
Aug. 3, 2021	Planning Commission Review of Preliminary Plan (Recommended Approval)
Sept. 27, 2021	City Council Review of Preliminary Plan (Continued to Date Certain)
Oct. 18, 2021	City Council JUHSD & Affordable Housing Committee Meeting
Oct. 25, 2021	City Council Review of Preliminary Plan (Scheduled)

ZONING & GENERAL PLAN

As discussed in the previous sections above, JUHSD is proposing to redevelop the campus into a new commercial-mixed use neighborhood. The proposed Precise Plan would create a new Planned Development for the campus.

Regarding the General Plan, the proposed Precise Plan would allow commercial uses on the ground level and residential uses on the upper levels of buildings proposed on each parcel with the exception of the future Head Start facility on Parcel C. JUHSD is therefore requesting to change the land use designation on the entire campus to Commercial – Mixed Use (C-MU).

ENVIRONMENTAL REVIEW

David J. Powers & Associates (DJP&A) has been retained to prepare the Environmental Impact Report (EIR). The EIR is currently being prepared and must be circulated and finalized prior to Precise Plan review of this project. Tribal cultural resources consultation was also completed pursuant to the requirements of Senate Bill 18 and Assembly Bill 52. Staff did not receive any consultation requests from the list of tribes provided by the Native American Heritage Commission.

PRELIMINARY PLAN & PRECISE PLAN REVIEW

During the Preliminary Plan of the proposed project, the Planning Commission and City Council review the proposed land use, circulation, and overall site design of the proposed project.

If approved by the City Council on October 25, 2021, the project will then move forward to the Precise Plan stage where the applicant will finalize their proposal and make any revisions necessary to address comments from the Planning Commission and City Council. The EIR will also be finalized and circulated pursuant to CEQA.

The final steps of this stage will be a Planning Commission meeting and City Council meeting. The Planning Commission will make a recommendation on the project and the City Council will make the final determination of approval, conditional approval, or denial of the project.

DEVELOPMENT AGREEMENT

JUHSD also submitted proposed terms for a Development Agreement that will need to be further analyzed by staff and presented to the City Council for approval. The current proposal provides considerations for development phasing, parks and open space requirements, fees, off-site improvements, and most notably affordable housing.

STAFF RECOMMENDATION

Staff recommends that the JUHSD City Council Committee review the information and attachments presented and provide any preliminary comments or concerns.

Respectfully submitted,



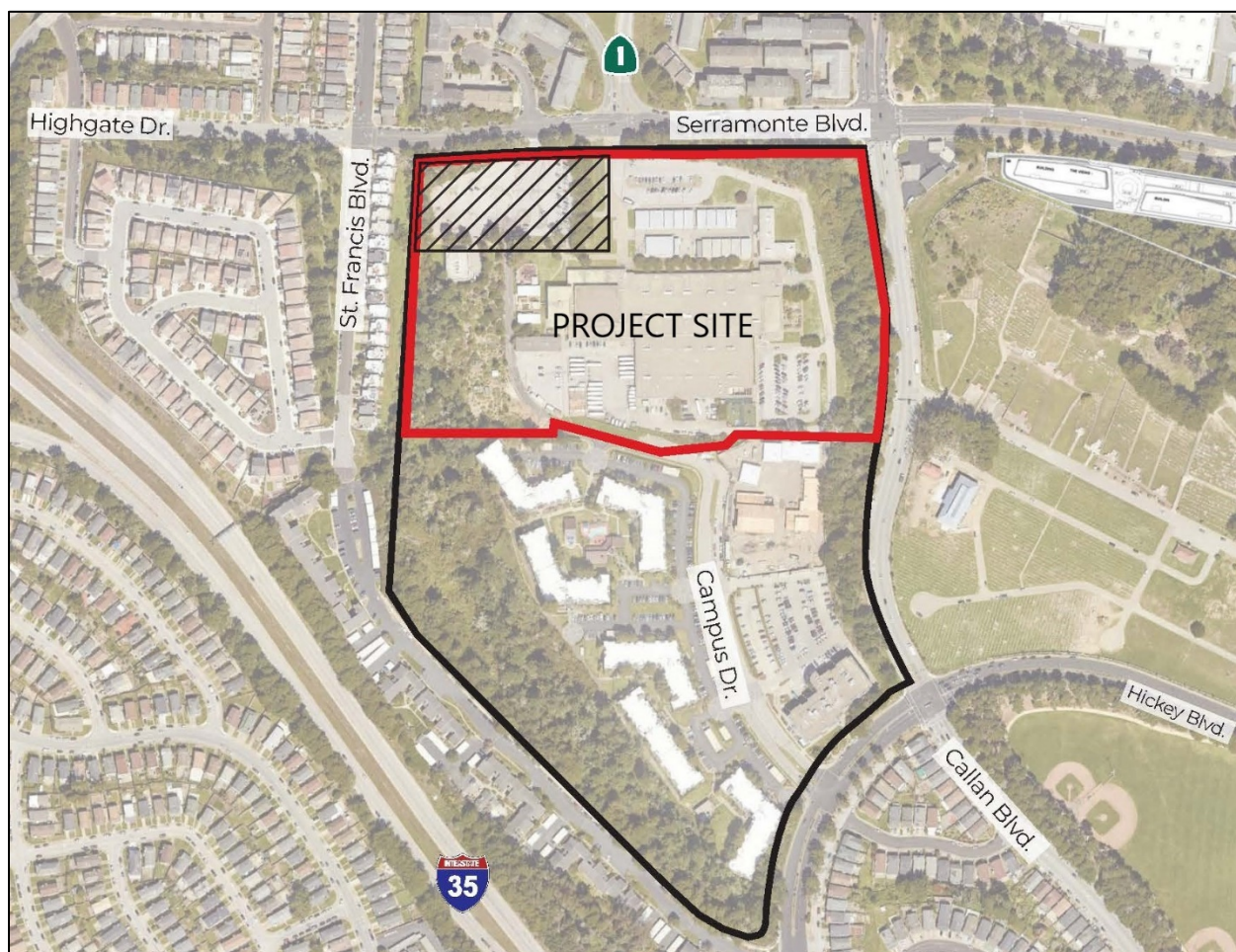
Carmelisa Morales
Associate Planner

Attachments

Attachment A – Draft Precise Plan

Attachment B – Parcel B Project Plans

Attachment C – July 6, 2021 JUHSD City Council Committee Meeting Staff Report



Serramonte Del Rey Campus
699 Serramonte Blvd, Daly City



Serramonte Del Rey Precise Plan

4-21-2021

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1. Introduction

A. OVERVIEW

This update to the Serramonte Del Rey Precise Plan (Precise Plan) will enable the Jefferson Union High School District (JUHSD) to transform their existing outdated high school facilities into a new walkable, bikeable and family-friendly residential neighborhood with retail, park, Head Start, and surrounding recreational trail improvements. The Precise Plan envisions development of up to 1,113 units of affordable and market rate rental housing on leased District lands to be built-out over a ten-year period. The Serramonte Del Rey neighborhood will be an inviting and family friendly place to walk, shop, connect with friends, meet for coffee, or stroll through the park and hillside open spaces.



An example of an open space similar to the proposed Central Green in the Serramonte Del Rey neighborhood.



The entry to the neighborhood will be a lively and welcoming place.

The Precise Plan update focuses on the 22-acre Phase II area of the 1985 Serramonte Del Rey Precise Plan (PD 31). The Phase II area is the location of the existing JUHSD school facilities currently used for District office space, as well as 122 units of multi-family faculty and staff rental housing approved as PD 31A to be completed by 2022. Phase 1 of the 1985 Precise Plan is already built-out with multi-family rental housing, office, and educational uses. See Figure 1.1.

The Precise Plan identifies the vision, goals, context, standards, and guidelines for individual development proposals on a parcel basis, as well as park, open space, street, and utility infrastructure improvements associated with development by phase. The development of the neighborhood is guided by an urban design framework, or regulating plan, comprised of streets, blocks, and open spaces that set the walkable scale of the neighborhood. The administration and implementation section provides guidance to developers and Daly City staff on the Precise Plan project approval process consistent with the City's General Plan, ordinances, and procedures.

Figure 1.1 Existing and Updated Plan Area Boundaries



B. DISTRICT GOALS

The JUHSD School Board seeks to build upon their past success and advance an innovative plan to stabilize District finances and fund the future of student education. To accomplish this the District plans to attract investment and leverage the development of rental housing through long-term ground leases and/or joint venture agreements on District lands in the Precise Plan Area. The District’s key goals are to stabilize education funding and improve the quality of life for students, neighbors, and the City. Improving the quality of education at District schools will boost neighborhood property values, as will the development of new neighborhood character that will serve retail, community, park, and recreation facilities. New housing will increase City tax revenues.

- Existing Precise Plan Area (PD31)
- Precise Plan Update
- Faculty and Staff Housing (PD31A)



View of Faculty and Staff Housing from Serramonte Boulevard.

The Faculty and Staff Housing project along Serramonte Boulevard, planned for completion in 2022, is the first step to build-out the Serramonte Del Rey neighborhood. This project will provide affordable housing for teachers and staff members, which will help attract and retain highly qualified teachers and staff, as well as build collaborative relationships among teachers, students, and the broader community they serve.

C. PHYSICAL SETTING

The Serramonte Del Rey site (referred to as the Plan Area in this document) is owned by the Jefferson Union High School District (JUHSD). The 22-acre Plan Area is in the southern portion of Daly City with significant frontage along Serramonte Boulevard and Callan Boulevard with an important access point at Highway 1 along the northern edge of the site. The project entry point interfaces with the freeway on and off ramp. This unique location allows the project to act as an attractive gateway into Daly City. Figure 1.2 shows the regional location and Figure 1.3 shows the surrounding context of the Plan Area.

Adjacent Land Uses

A variety of residential and retail uses are located within a quarter mile (five-minute walking distance) from the Plan Area. Direct access to Serramonte Boulevard and Hickey Boulevard connects the community to many existing community destinations that surround the project site. Destinations include the Serramonte Shopping Center, Serramonte Plaza, Gellert Park, and Serramonte Library, as well as adjacent neighborhoods and schools. The existing site is surrounded by high density rental apartments on the north and south sides, low density residential on the west side, and open spaces including the Chinese Cem-

etry and Gellert Park on the east side. The project site is centrally located within the Jefferson Union High School District with JUHSD schools located north and south of the site.

Site Access

As seen in Figure 1.3, the Plan Area is extremely well connected to major arterials, including Highway 1, Interstate 280, and State Route 35 (Skyline Boulevard). The site is also accessible by public transit: the Colma and South San Francisco BART stations are both approximately two miles away from the project site, and there is an existing SamTrans bus stop serving Route 120 and Route 24 right outside of the project entry along Serramonte Boulevard. In addition, many surrounding streets have bicycle facilities, including Class II bicycle lanes on Serramonte Boulevard and Callan Boulevard as well as Class III bicycle facilities on Hickey Boulevard.

Plan Area Character

The existing Plan Area site sits on a level plateau on an east-facing slope. It is at a higher elevation than the land to the east of Callan Boulevard, and at a lower elevation than the residential neighborhood to the west along St. Francis Boulevard. Because of the site's orientation and situation at a higher elevation, there are expansive views of the San Bruno Mountains and city skyline to the east

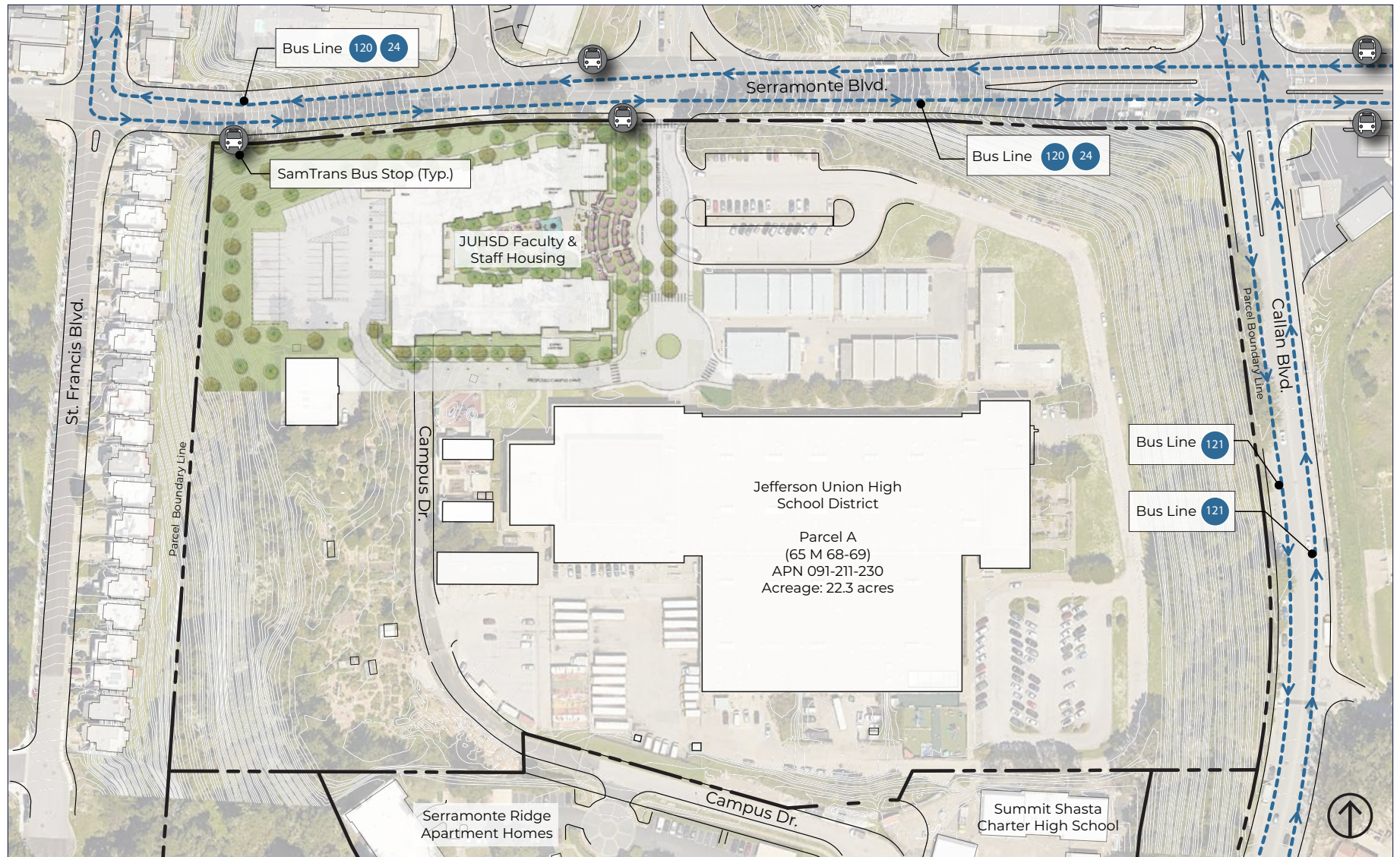
Figure 1.2 Regional Location (looking north)



Figure 1.3 Context Map (looking south)



Figure 1.4 Existing Conditions and Topography



and north. Farther to the west is a ridge separating the Plan Area from the Pacific Ocean, providing a temperate marine climate to the Plan Area and surroundings. The site is framed on its eastern and western sides by sloping hillsides with dense evergreen trees. These forested areas, along with the change in grade, create a buffer from developed areas on either side of the site.

The Plan Area is occupied by a decommissioned high school building, now partially used as administrative offices. The facility is a low-slung single-story building that presents mostly blank walls to its surroundings. It needs significant seismic upgrades to the structure. The site itself is clean, flat and of a sufficient size to accommodate a new neighborhood.

D. PLANNING CONTEXT

Daly City General Plan 2030

The Precise Plan update is consistent with the goals and policies of the 2030 Daly City General Plan as amended with the 2015 Housing Element.

Inclusionary Housing Ordinance

One of the City's housing goals is to encourage the development of housing that is affordable to both renters and owners, and for households of all income levels. The Inclusionary Housing Ordinance identifies requirements for the provision of affordable housing as part of new housing development in the City. The residential development within the Plan Area will provide affordable housing as required by ordinance and per the Serramonte Del Rey Precise Plan Development Agreement and Affordable Housing Plan.

Municipal Ordinance

The Daly City Municipal Code designates the Plan Area as a "Planned Development District (PD31)". A Planned Development district allows various types of development such as neighborhood shopping centers, professional and administrative areas, commercial service centers, industrial parks, single-family, multi-family residential, or a combination of any of the above-mentioned uses.

Uses in a planned development district shall be permitted based on the general category of uses identified in the Precise Plan. Any uses not identified in the Precise plan may be permitted within the planned development upon securing a use permit. General provisions for a planned development that are applicable to the Precise Plan are established in Section 17.28.020 of the Municipal Code.

1985 Precise Plan (PD31)

The 1985 Precise Plan extends from Hickey Boulevard at the south to Serramonte Boulevard at the north. The 1985 Precise Plan envisioned two phases of development with the closure of the Jefferson Union High School. The first phase of housing, office and Summit Shasta Charter High School is developed south of the existing high school. The Faculty and Staff housing now under construction was entitled under the PD31 Precise Plan. The rest of the 22-acre second phase has not been realized and is the subject of this Precise Plan Update. Provisions for Phase I 1985 Precise Plan are as follows:

Land Use

- Open Space (10.2 acres)
- Residential (1.2 acres)
- Office (1.6 acres)
- Streets, Parking Structure, and General Parking (9.3 acres)

Land Density and Intensity

- **Residential:** 23.6 DU/AC; up to 175 Apartments
- **Commercial:** .77 FAR (Floor Area Ratio)
- **Office space:** Up to 700,000 sq. ft. office

Height limits

- Apartment buildings are limited to 3 stories over a partially depressed garage.
- Office buildings are limited to 6 stories along Callan Boulevard, increasing to a maximum of 12 stories at the center of the project.
- Office buildings are to be built along the eastern edge of the site to take advantage of the views and to be visible from the I-280 and Highway 1 freeways. Apartments to be tucked back against the western slope bank.

- Text concerning Visual Quality/Community Character states: “Buildings over six stories will be placed on an east/west axis to minimize impacts on the St. Francis views.”
- Structured Parking: Residential: 175 spaces; Office: 1,252 spaces.
- Surface Parking: Residential: 125 spaces; Office: 498 spaces.
- Residential parcels will conform with Daly City parking standards. For multiple-family residential, this amounts to 1 space per studio, 1.5 spaces per one bedroom, and 2 spaces per two-bedroom unit or larger.

These provisions continue to govern the southern part of the PD31 Precise Plan. For the northern part (the Plan Area) they are included for reference only; upon adoption of the Serramonte Precise Plan Update, they will be fully replaced by the provisions included in the following pages.

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2. Vision and Goals

A. VISION

Experience

The Serramonte Del Rey Precise Plan enables the transformation of a former high school with outdated facilities and surface parking over 22-acres to become the home of future residents who will experience:

- A new walkable, bikeable and family-friendly residential neighborhood with tree-lined streets;
- The convenience and activity of local retail stores, cafes and restaurants;
- A collection of open spaces, parks, and recreational trails suitable for use by a variety of ages and household types;



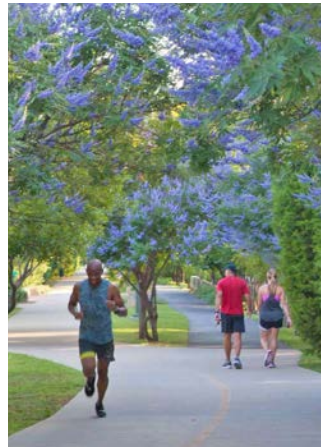
Walkable tree-lined streets will enhance the neighborhood.



Aerial view of the Plan Area showing proximity to Pacific Ocean.



Open space and recreation areas will serve all age groups.

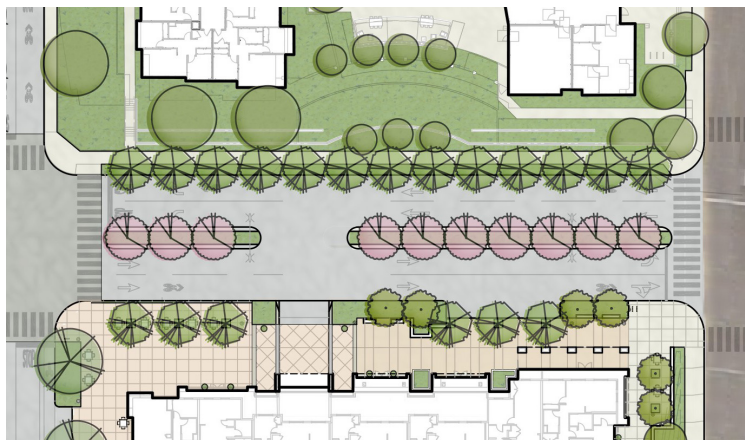


- Architecture for modern living, with amenities and contemporary, sustainable design;
- A diverse residential neighborhood that includes units affordable to a variety of income levels;
- Access “a moment away” to Daly City’s coastal bluffs overlooking the Pacific Ocean from Highway 1 and Skyline Boulevard;
- Scenic views to San Bruno Mountain and the San Francisco Bay from the site’s hillside setting;
- A highly accessible location with direct transportation and transit access to major job centers in San Francisco and along the San Mateo Peninsula within walking distance to regional shopping and Gellert Park;
- One of the world’s best climates, with the beautiful, diverse ecology of a coastal zone, Mediterranean climate with mild, wet, frostless winters and cool summers.

Illustrative Plan

Figure 2.1 is an illustrative plan of the build-out of the plan area, featuring neighborhood-serving retail, public gathering spaces and residential development linked together by a network of pedestrian-scale tree-lined streets. Main features of the plan are:

Mixed-Use Main Street. Entry Drive is the plan area's Main Street and entrance to the neighborhood, extending from the intersection of Serramonte Boulevard and Highway 1 ramps to the Central Green on North Drive. On the east side of the street is a mixed-use commercial and residential development with ground floor retail uses extending the entire city block from Serramonte Boulevard and wrapping around the corner along North Drive. This lively area features uses such as a café and retail shops opening onto tree-lined gathering spaces with outdoor seating at both intersections. The activity generated during the days and evenings will provide an attractive and welcoming environment for residents, visitors, and surrounding neighbors, visible along Serramonte Boulevard and from travelers entering and exiting from Highway 1.



Entry Drive will provide a landscaped entry into the neighborhood.

Housing Shapes Public Spaces. Plan area streets are lined with residential buildings organized to shape an urban park and create a sense of place at the center of the neighborhood. Buildings vary from four to seven stories around the Central Green. Up to two 14-story towers are permitted south of the Central Green. The buildings are to be of high architectural quality, with attention to the pedestrian-experience at the ground level and the massing of podium and skyline levels of buildings. Ground floor uses are located to create a gradient of activity from quiet residential areas to active shopping. Buildings are designed as courtyard housing, each with an internal landscaped courtyard at grade or above a parking podium. Where a building is adjacent to public Hillside Area open space, the courtyard space opens to connect to the surrounding open space visually and physically.

Pedestrian-Scale Neighborhood. The Plan Area is organized into walkable, pedestrian-scale streets and city blocks, each with a different character. Entry Drive provides a transition from the higher vehicle volumes on Serramonte Boulevard to quieter neighborhood streets. North Drive extends east and west along the Central Green with East Drive and West Drive wrapping around the Central Green so every street in the plan is accessible to this neighborhood park. North Drive and East Drive are local connector streets that prioritize pedestrians

and cyclists with buffered bike lanes and large street trees. West Drive is a narrower neighborhood street with individual ground floor unit entries or residential stoops. Three access ways provide access to residential parking, Overlook Park, wooded hillside areas, the eastside recreational pedestrian/bike trail and westside walking path. At the south entrance to the Plan Area is a landscaped roundabout providing a traffic-calmed entrance to the neighborhood.



A landscaped roundabout at the south entry will provide a gateway to the neighborhood.

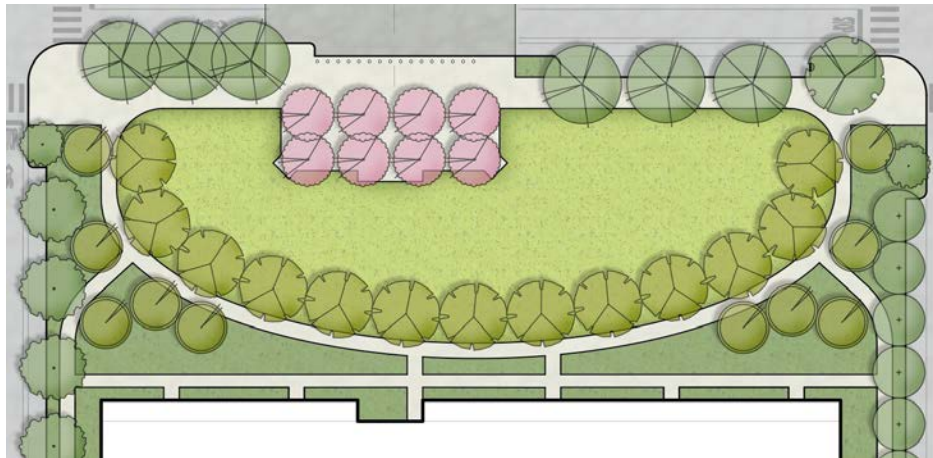
Bike and Transit Access. The neighborhood is safe and convenient for bicycling with connections to existing and planned Daly City bicycle routes to local destinations such as Serramonte Main Branch library, Gellert Park and Serramonte Shopping Center. Transit users have direct access to frequent SamTrans bus service to BART, Skyline College and other city and regional destinations with SamTrans bus stops at the intersection of Serramonte Boulevard and Entry Drive. The eastbound SamTrans bus stop is improved with a new shelter and seating.

Diversity of Housing. Affordable and market rate rental housing is mixed-throughout the site. 122 units of affordable housing for JUHSD Faculty and Staff, which includes very-low, low, and moderate-income rental dwelling units, are at the corner of Serramonte Boulevard and Entry Drive. A second affordable housing development is planned along East Drive, at the southeast corner of the Plan Area. The balance of affordable housing is spread throughout the three other residential development sites.

Figure 2.1 Illustrative Plan



Neighborhood Parks, Trails and Open Space. The plan features two publicly accessible parks and a loop trail, with walking and biking along the east downslope hillside and walking along the west upslope hillside. The Central Green is the heart of the neighborhood with a tree-shaded plaza at Entry Drive and crescent shaped meadow enclosed with oak and evergreen trees. The park is visible and accessible to residents and visitors, with active and contemplative spaces. Overlook Park, in the northeast corner of the Plan Area, is a children-friendly park with terraced seating, play, and turf areas for family use. Overlook park will have filtered views through hillside trees of Daly City, San Bruno Mountain, and the San Francisco Bay.



The Central Green will have a variety of spaces from active to contemplative.

Urban Parking. Parking for residential and retail uses is “right-sized” based on actual demand and is provided in secure garages and screened from view from neighborhood streets by building frontages or landscape. Parking serving neighborhood public spaces, overflow parking and Head Start is located on-street.

Together, these features shape a walkable, bikeable, safe, family-friendly neighborhood with a shopping street, parks, and nature trails, with several venues for outdoor gatherings and recreational activities. Development will be built out over time and may not match the illustrative plan precisely.

B. PLAN GOALS

The following goals shaped the master plan and are to guide development in the Plan Area:

2.B.1 Create an Active Neighborhood

Redevelop the existing underutilized site into a family-friendly, cohesive neighborhood with activities that all ages can enjoy, from cafes and restaurants to recreational trails and parks that can accommodate a range of play and other activities.

2.B.2 Promote Housing Equity

Address the housing shortage in Daly City through the percentage of affordable housing provided. Meet and exceed the City's 10% below market rate (BMR) rental housing requirement. Combined with the Faculty and Staff Housing under construction, plan for 20% of housing to be low and moderate-income rental housing for an anticipated total of approximately 245 units. The balance of up to 990 units will be market rate rental housing.

2.B.3 Preserve Head Start

Provide a place to relocate the existing Head Start facility currently on the site, to ensure a long-term home on-site for the preschool. Accommodate Head Start's program needs for a facility with two classrooms, outdoor play areas, and parking. The District is committed to support-



Residential buildings with nearby parks create a family-friendly neighborhood.



Walkable tree-lined streets will enhance the neighborhood.

ing Head Start's effort to fundraise for the buildout of their new facilities.

2.B.4 Provide Innovative Housing Design

Drawing upon successful projects elsewhere in San Mateo County, accommodate different "types" of buildings, varying in efficiency, parking configuration, ground floor activity and construction technology. Wrap housing around courtyards for efficiency and livability to create attractive urban living. From lowest to highest density, building types for the housing may include:

- Four stories of light gauge metal frame with surface parking
- Four stories of wood or light gauge metal frame over a concrete "podium" of structured parking
- Up to seven stories comprised of 5 stories (plus mezzanine) of wood or light gauge metal frame and two to three stories of concrete podium
- Up to 14 stories comprised of 10 stories of metal frame or steel and concrete construction and three to four stories of concrete parking podium



The Head Start facility will provide dedicated outdoor activity space.

2.B.5 Promote Sustainability

Ensure a green and healthy environment for families and our community by planning for green buildings with sustainable, energy efficient and resource conserving operations and performance. Design and construct buildings to reduce our carbon footprint and ensure healthy indoor air quality. Buildings can have roof top solar panels, electric vehicle charging stations, water conservation, waste management, alternative transportation options and green materials. Landscapes will feature storm water treatment gardens, drought tolerant landscapes, street trees to reduce heat island effects, and pedestrian-oriented design.

2.B.6 Fit Hillside Context

Set buildings into the hillside to obscure them from view. Utilize the topography of the site as a hillside setting that is screened by existing mature trees and supplemental trees to the west, east and north to limit views from Serramonte Boulevard and south from Campus Drive. Limit the location of towers to sites set back from Serramonte Boulevard and orient towers in an east-west direction to minimize obstructions of views from uphill neighbors.

2.B.7 Provide Active Transportation

Design for active transportation and healthy living. The Precise Plan's streets can be designed for daily exercise as walkable and bikeable streets. These "complete streets" advance Daly City's Vision Zero program to reduce pedestrian traffic fatalities to zero. Additionally, alternative transportation options are supported such as ride hailing services, electric vehicles, shuttles, and frequent bus service to BART at Serramonte Boulevard.

2.B.8 Right-size Parking

"Right-size" the supply of parking in relation to parking demand, based on best engineering practices used in places similar to Daly City. Parking



Before view from intersection of Callan Boulevard and Serramonte Boulevard.



After view with trees shown transparent to show new development.



Protected bike lanes.



The open space network will include a recreational trail.

can be provided on-site for residents, guests, and retail customers to avoid “overflow” parking in nearby neighborhoods. Use Transportation Demand Management (TDM) strategies to ensure adequate parking for all users.

2.B.9 Connect to Nature

Provide diverse neighborhood park spaces for resident and visitor enjoyment that support the ecology of the hillside setting with mature trees. Create recreational trails open to the public, as well as a series of private and common open spaces available to residents.

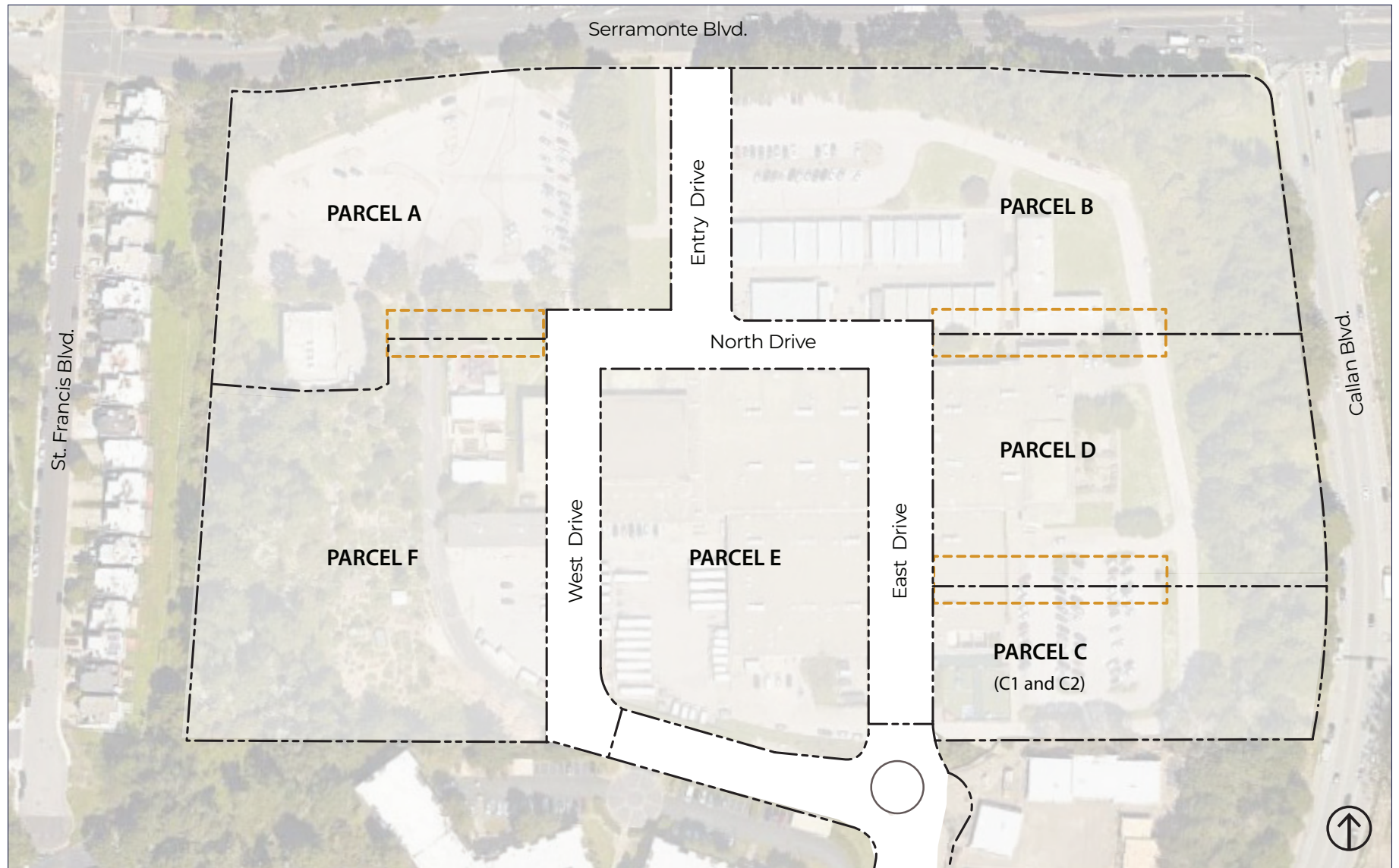
2.B.10 Ensure Long-term Financial Stability for the School District

Plan, design, construct and maintain residential development, park spaces and infrastructure to ensure the long-term financial stability of the District.

C. PARCELIZATION

To achieve the vision, the Plan Area has been subdivided into seven distinct development parcels and a series of additional parcels containing streets. See Figure 2.2. The street parcels have public access easements that require the streets to be publicly accessible. There are also easements between Parcels A and F, Parcels B and D, and Parcels D and C which will allow shared access for pedestrian and vehicle access.

Figure 2.2 Plan Area Parcels



--- Parcel lines - - - Easement

Note: Parcel C will be subdivided into two separate parcels, C1 and C2. This division will be recorded in the Tentative Map application.

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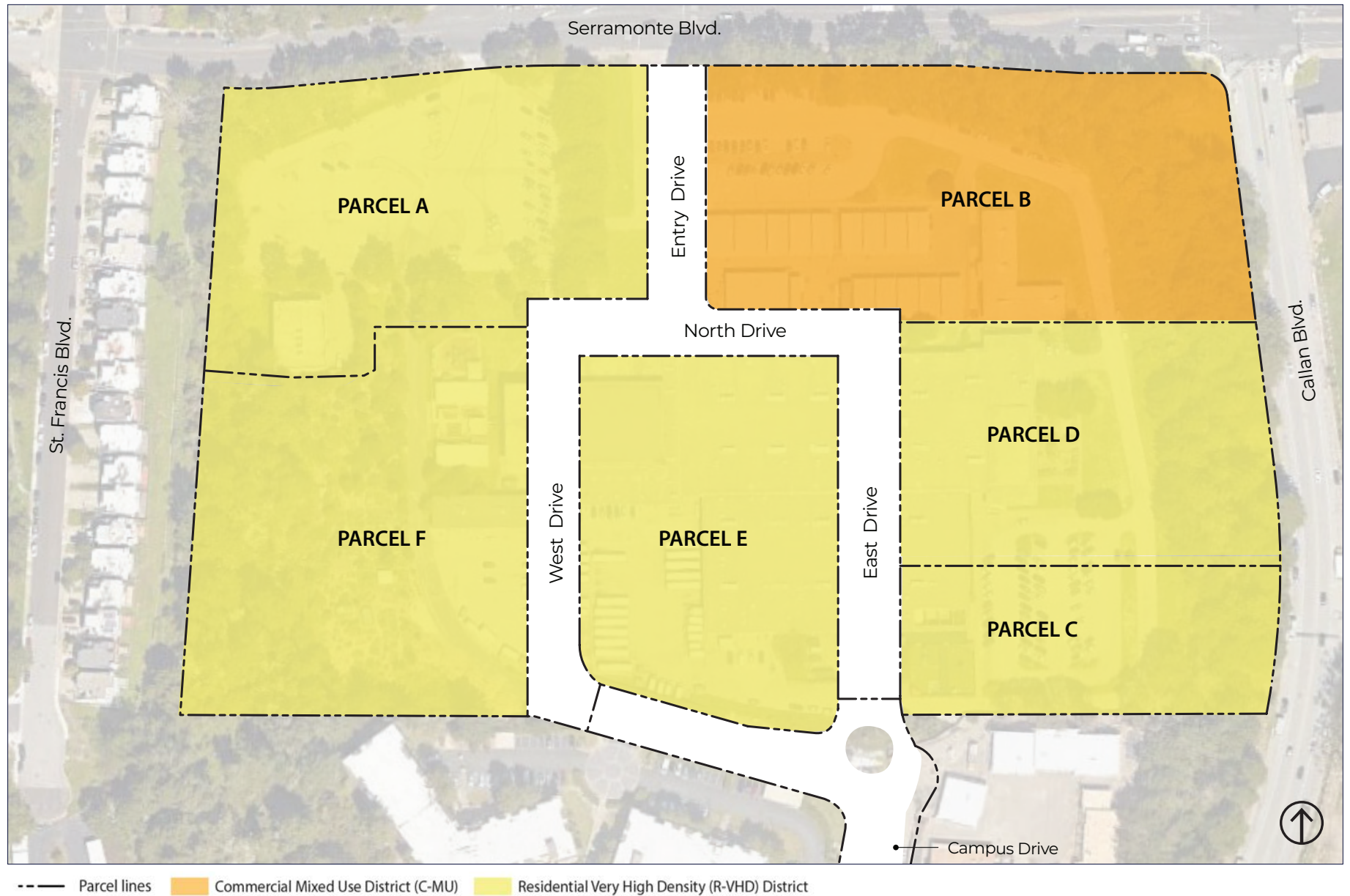
3. Development Standards and Guidelines

This chapter establishes development standards and design guidelines for the Plan Area. All development planned within the Plan Area will be required to adhere to standards contained in this chapter. Guidelines will serve as recommended actions, offering more flexibility in implementation. Definitions of terms are located at the end of this chapter.

A. PLAN AREA LAND USES

The Plan Area is organized into two land uses: The Mixed Use and the Residential. See Figure 3.1. The Mixed Use District applies to Parcel B and supports mixed-use residential development, such as commercial uses on the ground floor with residential uses on upper floors. The Residential District applies to remaining Plan Area Parcels A, C, D, E, and F. The Residential District is intended for primarily residential uses but does allow certain other uses. Permitted land uses within each of these Districts are stated in the Permitted Uses Table (Table 3.1). Other design and development standards are established in Chapter 3 of this document.

Figure 3.1 Plan Area Land Uses



The following land uses table states the different types of residential, commercial, community services, and public uses that are permitted within the Plan Area Districts.

Permitted uses are marked with a P; uses requiring a Use Permit are marked with a UP, blanks indicate uses not permitted in that district.

Table 3.1 - Permitted Land Uses		
Table Of Land Uses	Mixed Use District	Residential District
Residential Uses		
Single-family dwellings, 12 DU/Acre minimum	P	P
Two-unit structures (duplexes); Townhouses	P	P
Multiple-family dwellings	P	P
Live-work within dwelling units	P	P
Day care center in accordance with the regulations specified in Chapter 17.49 of the Municipal Code	P	P
Commercial Uses		
Medical services (as part of a mixed-use building): Medical-Dental Clinic; Prescription Pharmacies; Veterinary Clinic	P	UP
Commercial Services (on ground floor of a mixed-use building only): Bakery; Bank or financial institution; Barber or beauty shop; Book store; Camera store; Clothing store; Coffee store; Delicatessen; Dry cleaner; Florist; Food store; Gift store; Hardware store; Health club, gym; Home furnishings; Instruction studio (dance, exercise, music, and so on); Laundromat; Office supplies/copy shop; Pet store; Restaurant, but not a drive-thru restaurant; Shoe sales and repair; Small appliance sales and service (only in conjunction with sales); Sporting goods; Stationary store; Tailor; Toy store; Travel agent; Variety store	P	UP

(Table Continued)

Table 3.1 - Permitted Land Uses		
Table Of Land Uses	Mixed Use District	Residential District
Bar and Cocktail lounge; Small theater; Hotel; Cannabis sales	UP	-
Professional offices (as part of a mixed-use building)	P	UP
Medical-Dental Clinic (as part of a mixed-use building)	P	UP
Community Service Uses		
Community center, library (as part of a mixed-use building)	P	UP
Public Utility and Public Service Uses		
Pumping stations, public utility buildings and uses	P	P
Wireless communications facilities in accordance with the regulations specified in Chapter 17.39 of the Municipal Ordinance	P	P

B. PLAN AREA DEVELOPMENT CAPACITY

Development Program

The following table summarizes the anticipated development program at build-out for parcels within the Plan Area. These numbers may be less than the total capacity of each site. These numbers will be used in the project description for environmental review of the Precise Plan.

Table 3.2 - Development Program					
Parcels	Area (Acres)	Housing Units	Density	Retail / Commercial	Other
Parcel B	4.3	201	49 DU/Acre	8,000 sq.ft.	
Parcel C	1.94	100	63 DU/Acre	**	1,400 sq.ft. (relocated Head Start facility)
Parcel D	2.84	240*	85 DU/Acre	**	
Parcel E	3.02	290*	96 DU/Acre	**	
Parcel F	3.77	282*	66 DU/Acre	**	
Total New Development	15.87	1,113	70 DU/Acre	14,000 sq. ft.	
Parcel A (existing, not counted as new development)	3.6	122	34 DU/Acre		1000 sq.ft. (existing Comcast facility)
Street Parcels within Plan Area	2.9				
Total Development	22.38	1,235		14,000 sq.ft.	2,400 sq.ft.

(*) Denotes parcels with high-rise building potential (up to 14 stories). Only two of these three parcels may be developed with high-rise buildings. This table includes an assumption that Parcel D and Parcel F will be developed with high-rise residential buildings, but during implementation the high-rise location may be transferred to Parcel E from either Parcel D or F. In any case the overall buildout of the Plan Area is limited to 1,235 residential units.

(**) Denotes parcels that may provide retail/commercial square footage on the ground floor in addition to 8,000 sq.ft. assumed for Parcel B. Each of these parcels may or may not build commercial square footage on the ground floor; in any case the total retail/commercial square footage for the overall buildout of the Plan Area is limited to 14,000 sq.ft.

Development Maximum Per Parcel

The following table presents the maximum allowed density per parcel. Note these are maximums, and the buildout is likely to be less than the maximum on some parcels. This table is intended to provide guidance to developers of individual parcels within the Plan Area.

Table 3.3 - Development Maximum Per Parcel		
Parcel Number	Maximum Residential Units Allowed Per Parcel*	Maximum Retail/ Commercial Square Footage Per Parcel**
Parcel A	122	0
Parcel B	210	8,000 sq.ft.
Parcel C	125	6,000 sq.ft.***
Parcel D	270	6,000 sq.ft.
Parcel E	330	6,000 sq.ft.
Parcel F	400	6,000 sq.ft.

*The total number of units may not be realized on every parcel. As noted in Chapter Two, Urban Design Framework, the total buildout of the Plan Area is limited to 1,235 residential units.

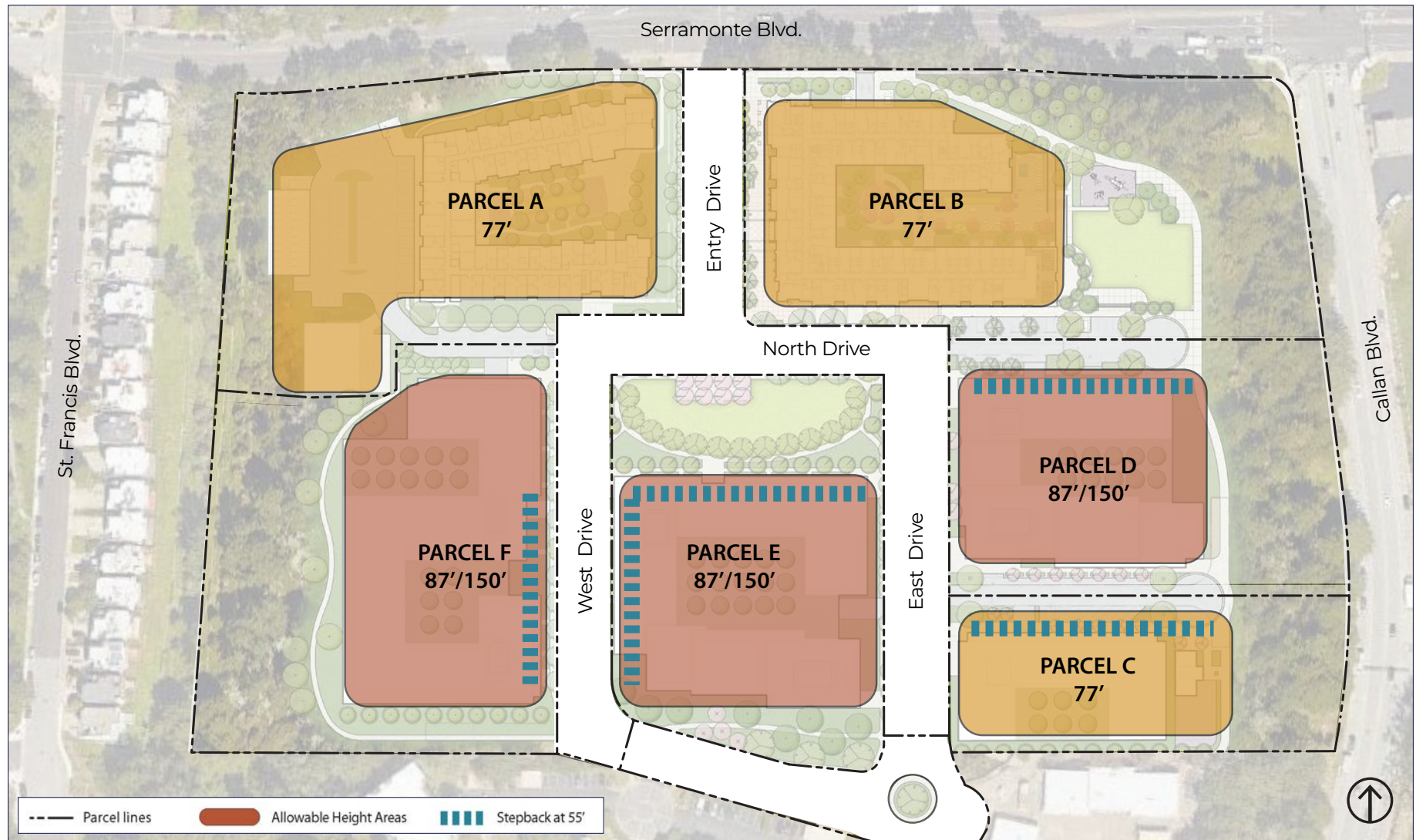
** The total square footage of retail/commercial may not be realized on every parcel. As noted in Chapter Two, Urban Design Framework, the total buildout of the Plan Area is limited to 14,000 sq.ft. of retail/commercial space. There is no restriction on the amount of Amenity Space (to be used primarily by residents) per parcel.

***Parcel C is permitted to build up to 2,000 sq. ft of daycare center facilities within its allotment of retail/commercial square footage.

C. BUILDING HEIGHT

Permitted building height for the Plan Area is shown in Figure 3.2.

Figure 3.2 Building Heights



Height Exceptions

The following exceptions to the height limit are allowed:

- C.1.1** Ornamental architectural features, such as turrets, parapets, corner towers, or other accentuating features.
- C.1.2** Mechanical and roof-mounted elevator core equipment up to a maximum of 18 feet above maximum height, provided their combined coverage does not exceed 30% of building roof area. Equipment less than 4 feet above maximum height is exempt from the coverage calculation.
- C.1.3** Architectural and landscape screening designed to conceal mechanical and roof mounted equipment.
- C.1.4** Sustainability elements, such as photovoltaic cells, small-scale wind turbines suitable for residential development, storm water catchment / treatment equipment, solar water heating equipment.
- C.1.5** Enclosed amenity spaces to a height of 12 ft where roof is designed as an accessible outdoor common area if coverage of enclosed amenity space is no more than 20% of building roof area.

D. STREET FRONTAGES

The streetscape character of the Plan Area is defined by ground floor uses, street type, and the configuration of the streetwall along streets and open spaces. The following Precise Plan standards ensure the unique character of each of the streets and open spaces in the Plan Area contribute to the overall quality of the neighborhood.

Ground Floor Uses

The distribution of ground floor uses is essential to creating an active pedestrian environment. Figure 3.3 Ground Floor Use identifies the location, type and orientation of ground floor uses by parcel for the Plan Area. Six types of ground floor uses are specified:

- 1. Active Use.** This use requires retail, café, and restaurant uses with outdoor dining, or may also include building entries and residential lobbies.
- 2. Residential Active Use.** For this frontage, ground floors shall have one or more of the following: Active Use; Building Entry, Residential Lobby, Amenity Space; Entries to Ground Floor Residential Units.

3. Residential Unit Entries. This frontage type requires accessible units at grade, or elevated ground floor units with transitional space such as a stoop or porch not greater than five feet in height above grade.

4. Residential Use. This includes ground floor units without individual unit entries accessible from the street, which can have a back porch, garden, or patio.

5. Parking and Service. These areas may be used for parking and other service uses, which are not permitted elsewhere.

Standards for Ground Floor Uses

D.1.1 Active Uses shall have physical and visual access from the adjacent sidewalk or open space.

D.1.2 Where Active Use is required, building frontage at the ground floor shall include building entries, retail space and/or garage entries.

D.1.3 Where Residential Active Use is required, building frontage at the ground floor shall include building entry lobbies, residential amenity space and/or garage entries.

D.1.4 Where Residential Unit Entries at Ground Floor are required, building frontage at the ground floor shall include accessible units at grade, elevated ground floor units with transitional space such as a stoop or porch

not greater than five feet in height above grade, and/or garage entries.

D.1.5 Where any of the use frontages listed above are required, no more than one 24' wide vehicle access driveway or two 12' wide vehicle access driveways are permitted. Loading docks are not permitted on active ground floor use frontages.

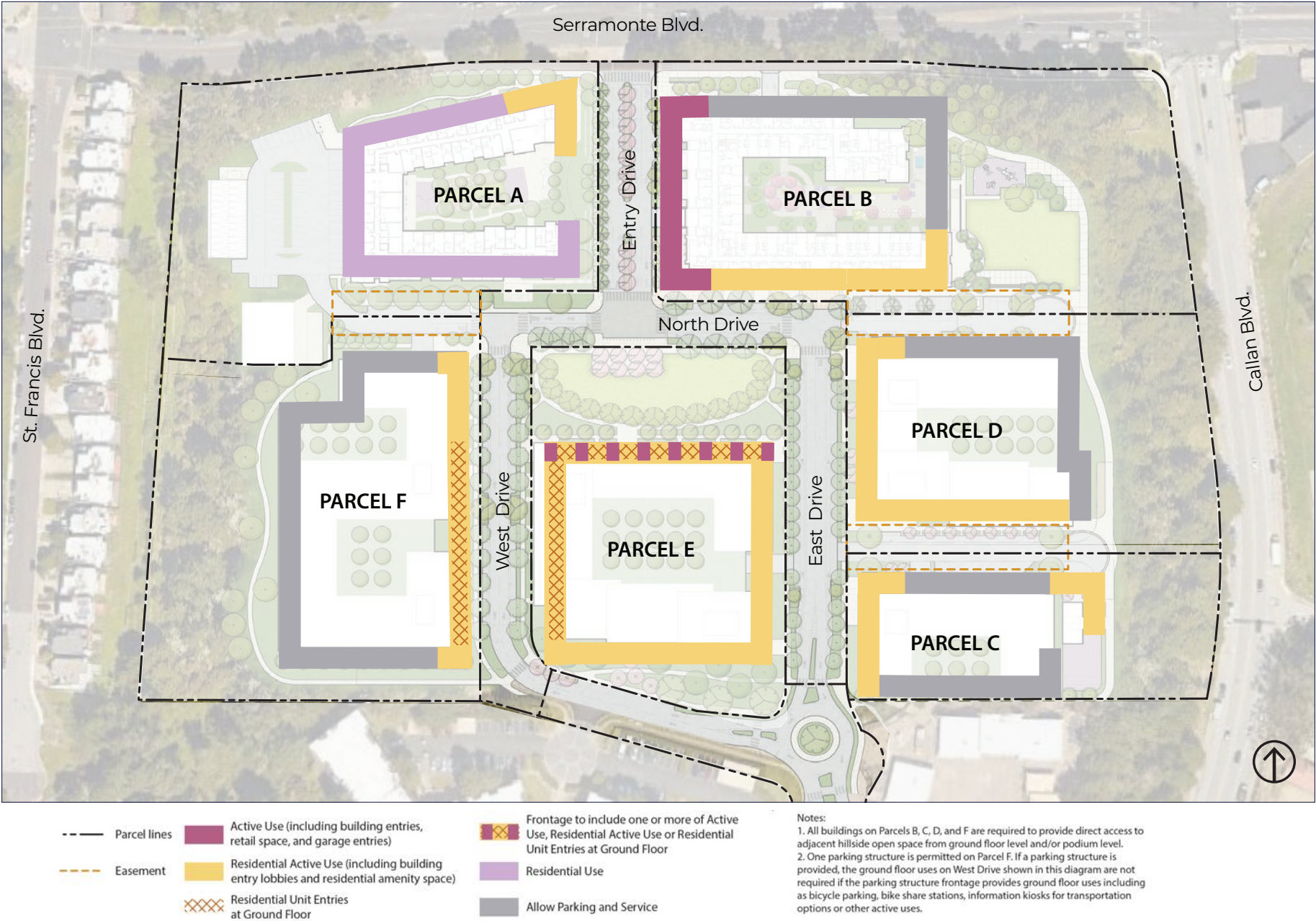
D.1.6 Where any of the use frontages listed above are required, blank walls or walls opening to structured parking areas at the ground floor are limited to 30' maximum.

D.1.7 Where Active Uses or Required Building Entry, Lobby or Residential Amenity Space uses are required, the minimum floor-to-floor height for the ground floor is 16'.

Building Frontages

A build-to line is a setback line that sets the location of the main part of the building wall. Table 3.4 shows the location of build-to lines for each parcel. Figure 3.4 Street Frontages shows the percentage of building walls required to be at the build-to line. Taken together, these standards set the location and streetwall for buildings throughout the neighborhood.

Figure 3.3 Ground Floor Use





Example of Residential Unit Entries at Ground Floor.



Example of Residential Active Use.



Example of Active Use.

Building Frontage Standards

D.3.1 The perceived primary wall of a building should align with the build-to line. Buildings can be located up to 6 feet from a build-to-line. Ground floor frontages may be recessed from the build-to line.

D.3.2 Balconies and other projections above 16' from ground level may encroach over the build-to line up to 6 feet.

D.3.3 Building entry canopies, arcades and galleries with a height no greater than 16 feet may encroach into the right-of-way up to 15 feet from the build-to-line.

D.3.4 Stairs to podium level courtyards overlooking parks, stoops, and appropriate fencing may encroach up to 10' on the park side of the build-to line.

Figure 3.4 Street Frontage

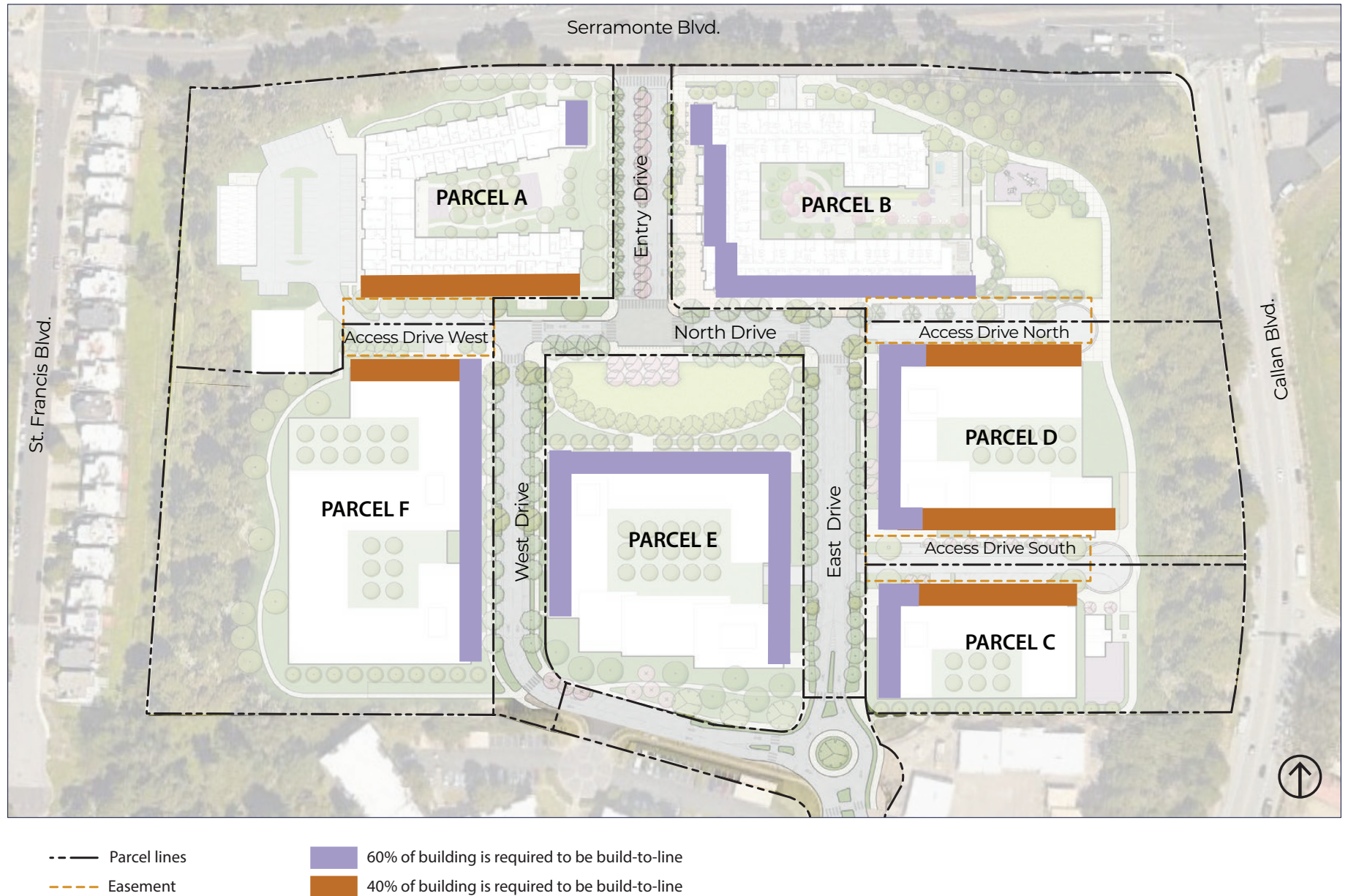


Table 3.4 - Location of build-to-line for parcels

Parcel	Frontage	Build-To Line Or Setback Requirements
Parcel A	Serramonte Boulevard	N/A
	Entry Drive	N/A
	Access Drive West	N/A
Parcel B	Serramonte Boulevard	N/A
	Entry Drive	N/A
	North Drive/Access Drive North	N/A
Parcel C	East Drive	14 feet
	Access Drive South	43 feet
	South Parcel Line	10 feet
Parcel D	East Drive	14 feet
	Access Drive North	40 feet
	Access Drive South	32 feet
Parcel E	East Drive	14 feet
	West Drive	10 feet
	West Drive Extension	15 feet (setback measured from Public Access Easement)
	Central Green	10 feet (setback measured from Public Access Easement)
Parcel F	West Drive	10 feet
	Access Drive West	40 feet
	South Parcel Line	30 feet

E. BUILDING MASSING

Building massing is the three-dimensional bulk of a building in terms of general shape, form, height, width, and depth. Massing requirements for buildings are organized vertically for pedestrian, podium and skyline levels area as follows:

Pedestrian Level

E.1.1 To create a pedestrian level setback with occupied floor above, pedestrian level façade setbacks from the streetwall shall not exceed one third of the setback height.

Podium Level

Podium level building massing shapes the spatial definition of the public realm. Podium level building massing requires articulation to shape a human-scale environment. Building streetwalls up to 87 feet are considered the podium level.

E.2.1 Ground Floor Emphasis. The first two levels of all buildings require particular care in design and execution. From a building massing perspective, they should be differentiated from the upper floor to provide a visual support for the floors above. In addition, they should have high quality materials appropriate for a pedestrian environment.

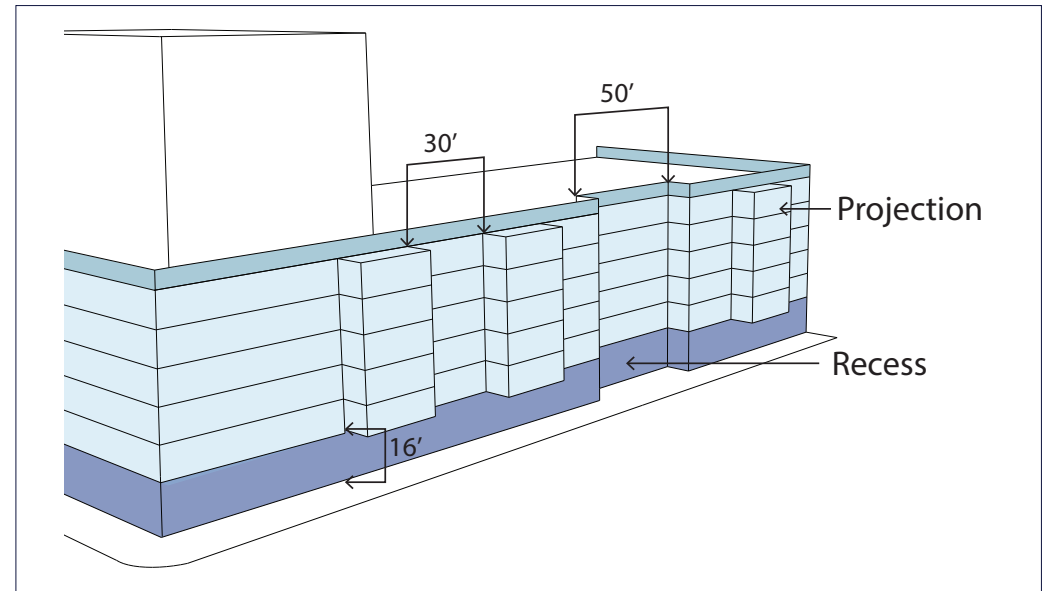
E.2.2 Façade Modulation. Long continuous facades that extend the length of a parcel or city block are to be avoided. Buildings over 100 feet in width require vertical breaks in building massing in the form of projections and recesses to reduce the overall scale of the building. Occupiable projections, such as balconies or bay windows, are permitted to project up to six feet from building face above streets and open spaces above the pedestrian level. The recess or projection shall be a minimum of 3 feet in depth. The façade shall be divided into segments of 30 to 50 feet in width using one of the design approaches below:

- Vertical shifts
- Balconies or bay windows
- Corner expression
- Volumetric notches (including balconies)
- Volumetric projections
- Change of Material:
 - » To achieve modulation by a change of material, the material change must occur for a least 20% of the façade and must change in plane at least 18 inches in depth from the facade.



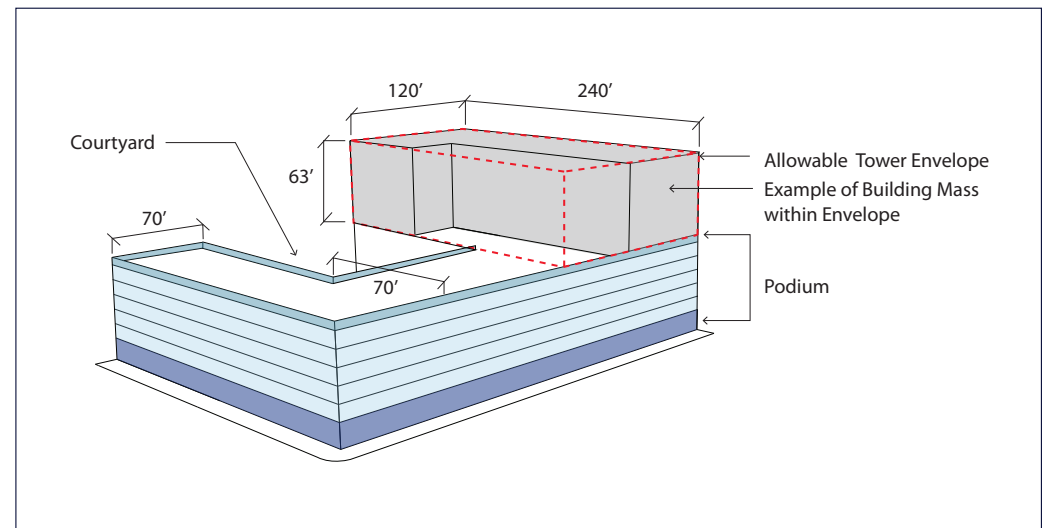
Tall ground floor level provides differentiation from floors above.

Figure 3.5 Facade Modulation



Facade modulation provided by vertical shifts and balconies.

Figure 3.6 Podium Level and Skyline Level Massing



E.2.3 Building Stepbacks. Stepbacks are required as shown on Figure 3.2 Building Heights. Where required, stepbacks shall be no higher than 55 feet above grade with the building set back no less than six feet from the streetwall.

Skyline Level Tower Massing

The skyline level consists of all building levels above 87 feet from grade which are considered towers. The skyline level helps to set the visual identity of the Plan Area. The location, height and massing of the towers will shape the skyline views from Saint Francis Boulevard. Tower massing shall adhere to the following standards.

E.3.1 Tower massing may extend to ground level to visually anchor the tower to the ground.

E.3.2 Towers extending to ground shall be set back 10 feet minimum from the build-to line.

E.3.3 Towers shall be oriented in an east-west direction to minimize impacts to views from residences along Saint Francis Boulevard.

E.3.4 Each tower shall not exceed a massing envelope of 240 feet long by 120 feet wide.

E.3.5 A minimum separation of 60 feet is required between any two towers or portions of skyline level building massing.

E.3.6 Towers are not permitted adjacent to the central open space.

Special Conditions

Buildings in the following locations should be designed to acknowledge and celebrate the special condition.

E.4.1 Corner Sites. Buildings located at the intersection of two streets shall have a special architectural treatment at the corner. This may include tower elements, continuous vertical elements, or recesses.

E.4.2 Gateways. Buildings located at the corner of Serramonte and Entry Drive on Parcel B, and South Campus Drive and West Drive on Parcel E, shall have special architectural treatment acknowledging the importance of the entry to the neighborhood.



Design of corner element provides architectural emphasis at the street intersection.

F. PERIMETER SETBACKS

The perimeter of the Plan Area should have the following setbacks from neighboring properties or street rights-of-way.

- North Perimeter Property Line: Outside of areas with defined street frontage and ground floor use requirements, buildings shall be set back a minimum of 30'.
- East Perimeter Property Line: Buildings shall be set back a minimum of 75'.
- South Perimeter Property Line: Buildings shall be set back a minimum of 10'.
- West Perimeter Property Line: Buildings shall be set back a minimum of 30'.
- Within a parcel, no setback is required for individual buildings to be set back from each other.

These are minimum dimensions; if greater setbacks are outlined in Table 3.4, those will apply.

G. BUILDING DESIGN GUIDELINES

Building Articulation and Massing

Large buildings shall be broken up by modulating building exteriors. To establish a human scale along project frontages, building façades shall provide features that break the apparent size of buildings into smaller components by doing the following in addition to the Building Massing Standards above.



Balconies and large window bays differentiate individual units.

G.1.1 In residential buildings, changes in massing and architectural details should be used to differentiate individual units, including window bays, balconies, porches, and recessed features.

G.1.2 Upper levels should be shaped to increase solar access, light, and air to adjacent lower structures, on- and off-site open spaces, and adjoining land uses.

G.1.3 Buildings should be designed so that all entries are easy to find and are visible from public rights-of-way.

G.1.4 In mixed-use buildings, residential entries should be differentiated from commercial entries using different scales and architectural design.

G.1.5 Primary building entrances should include architectural features that give them prominence, such as recessed entry bays, canopies, tower elements, moldings, lighting, overhangs, or awnings.

G.1.6 When locating pedestrian seating and bicycle parking, areas near building entrances should be prioritized.

G.1.7 Provide multiple entrances into large buildings where possible. These entrances should be located and arranged to create a rhythm.



Building lobby with canopy to give the entry prominence.

Ground Floor Design

G.2.1 Transparent windows, storefronts, show windows, building entries, dwelling entries, and other active uses shall be placed along street and public open space frontages, as required in the Ground Floor Active Frontage standards in Section D above.

G.2.2 Doors or sliding windows should enable ground-floor restaurants and retail to expand into outdoor amenity areas along sidewalks.

G.2.3 High-quality materials, detailing, and intensity of color should be utilized adjacent to sidewalks. Particular attention should be given to enhancing building entries and other ground floor openings.

Windows

G.3.1 Upper story windows should be enhanced with architectural details, such as sills, molded surrounds, and lintels, or the use of recessed or projected windows.

G.3.2 Windows should be arranged and aligned to establish rhythms across the façade. Recessed or projected windows could create patterns.

G.3.3 Street-level glazing should be clear. Transparent glazing at upper levels may be lightly tinted. Reflective glazing is strongly discouraged.

G.3.4 Non-reflective coatings, low-emissivity glass, and external shade devices should be used for heat and glare control.

Blank Facades

G.4.1 A blank façade is a building wall without any variation in plane in terms of horizontal and vertical projections, openings or change in materials. Such blank walls should be avoided for any buildings facing public spaces or streets.

G.4.2 At the ground floor, blank facades longer than 50 feet should provide landscaping or public art for pedestrian interest.

G.4.3 Above the ground floor facades longer than 100 feet should provide projections, openings or change in materials in addition to the standards in Building Massing in Section E above.

Architectural Character

G.5.1 Contemporary and innovative design styles are encouraged provided that the design includes human-scaled proportions and engaging, pedestrian-oriented ground-floor features.

G.5.2 Franchise retail should adapt to the design character of the Plan Area.

Sustainable Building Design

G.6.1 Sunlight exposure shall be considered when determining building locations and orientation, to maximize comfort and minimize energy use for building inhabitants by taking advantage of solar heat and light.

G.6.2 Green building features and elements should be integrated into building designs. Consider incorporation of vegetated roofs and building walls, and horizontal and vertical photovoltaic panels. These features can also contribute to the realization of a unique building character.

G.6.3 Potable water consumption shall be reduced, and recycled water use should be increased with efficient plumbing fixtures, rainwater harvesting, dual plumbing, on-site greywater systems (systems designed to reuse wastewater from showers, baths, and handwash basins for other uses because of its relative cleanliness), and other stormwater features.

G.6.4 Energy-efficient insulation, heating, ventilation, and cooling systems that regulate the interior temperature of buildings throughout the day shall be used. Fully operable windows should be provided that can be adjusted throughout the day for maximum ventilation.

H. ACCESS, PARKING AND LOADING STANDARDS

All new development within the Plan Area will be responsible for providing its own required parking. Following are standards for parking and loading for development in the Plan Area.

Vehicle and Bicycle Access

H.1.1 Vehicular and bicycle entries to parking facilities inside buildings shall be provided as follows for each parcel.

- Parcel A shall be accessed from Access Drive West.
- Parcel B shall be accessed from Serramonte Blvd; Entry Drive; Access Drive North; or any combination of these.
- Parcel C shall be accessed from East Drive; Access Drive South; or any combination of these.
- Parcel D shall be accessed from East Drive; Access Drive North; Access Drive South; or any combination of these.
- Parcel E shall be accessed from East Drive; West Drive; or any combination of these.
- Parcel F shall be accessed from West Drive; Access Drive West; or any combination of these.

H.1.2 Vehicular entries into Parcel E or Parcel C from East Drive shall be located a minimum of 100 feet from the entry point of the roundabout at Campus Drive.

H.1.3 Each vehicular entry may be accessed by two driveways with a width of 12' or a single driveway with a maximum width of 24'.

H.1.4 Bicycle access shall be shared with vehicular entries. Bicycle storage for each building shall be located at the ground level, as close to the driveway entry as practicable, and shall be clearly marked.

Vehicle Access Design

H.2.1 Access points should be designed to minimize conflicts with pedestrians and bicyclists. The number and width of driveways from parking areas onto the main frontage roadway should be minimized. Wherever possible, common access driveways are encouraged for adjacent lots to reduce the number of access points along roadways.

H.2.2 Where a driveway crosses a sidewalk, clearly demarcate the sidewalk across the entire width of the driveway by using colored paving or materials.

H.2.3 Indicate major vehicle entrances with special design treatments, such as entry signage or distinctive landscaping.

Parking Ratios

H.3.1 The parking ratio required for the Plan Area shall be between 1.5 spaces and 1.7 spaces per residential unit. The parking ratio for affordable housing units may be adjusted upon application from the affordable housing developer. The parking ratio for retail at Parcel B is 5.0 spaces per 1,000 square feet of retail space.

H.3.2 The parking ratios above are based on current conditions. Parking demand in the region may increase or decrease over the implementation of the project, therefore a project applicant may request future adjustments to the applicable parking ratios to reflect parking trends at the time of the individual parcel application.

H.3.3 If a project applicant requests a reduction or increase in the parking ratios noted above, the City may request a parking demand study be performed by a traffic engineering firm that demonstrates the revised parking ratio will be appropriate.

H.3.4 When calculating the parking supply, the analysis for the residential parking will include parking provided on-street within the Precise Plan Update Area.

H.3.5 Parking for pick-up and drop-off for Head Start may be accommodated on-street in proximity to the Head Start Program, with signage reserving these parking

spaces for this use during the appropriate hours. Likewise, parking for Head Start's staff may be accommodated with reserved on-street parking rather than within structured parking facilities.

H.3.6 Residential parking may be accommodated in mechanical puzzle lifts.

H.3.7 No more than 20% of the required parking spaces may be tandem, and tandem spaces may only be assigned to spaces for the same dwelling unit. Tandem units may be designed as either front to rear spaces or mechanical lift spaces.

On-street Parking

H.4.1 On-street parking may be provided in the form of parallel parking or angled parking based on the width of the street.

H.4.2 On-street parking shall be provided behind buildings and along North Drive, West Drive and East Drive.

H.4.3 On-street parking shall be separated from building by providing a buffer containing sidewalk or curbside landscaping.

Off-Street Parking and Loading

H.5.1 Parking shall be located behind, within, or under buildings, or within separate structures. Surface parking areas shall never be provided between buildings and streets. This will contribute to an attractive and active street frontage that is pleasant to walk along.

H.5.2 Parking stall and drive aisle dimensions will comply with Daly City standards or may be based on a “unistall” or similar model standard size which has a stall dimension of 8’ – 6” x 18’ – 0”, unless constrained by a wall on one or both sides, in which case the minimum stall width will be 9’ – 0” minimum. The drive aisle shall be a minimum of 24 feet clear.

H.5.3 For mixed-use projects, landowners should be encouraged to enter into shared parking agreements that allow uses with different peak hours of operation to utilize off-street parking facilities provided by another building or use.

H.5.4 Loading docks and service areas shall be located at the rear of the development or inside parking structures for parcels deeper than 80 feet, separate from parking areas. For smaller parcels, loading docks and service area must be located on the side street, wherever possible. Loading zones should not disrupt the flow of traffic within a given project area.

H.5.5 Loading docks shall be located on Access Drives North, South, and West. If this is not possible, loading docks may be provided on East, North or West Drive, if enclosed within a building.

Parking Structures

H.6.1 Parking for residential buildings may be provided as underground, partially above-ground, or above-ground garages. Above-ground garages shall apply at grade façade treatments or be screened to minimize visual impact on the building’s façade.

H.6.2 Parking garages shall be lined with active uses or residential entries at the ground floor or designed with attractive building façades to screen structural elements of the garage. Above-ground parking garages should be designed to complement the overall building design on project sites. They should be wrapped with facades that either include active spaces or screen the garage in an attractive way.

H.6.3 The design of entries to parking garages should not be more prominent on the building façade than the primary pedestrian entry.

H.6.4 Parcels B, C, D, E, and F may contain above-ground parking garages.



Parking Structure with screening to reduce visual impact.

Bicycle Facilities

H.7.1 Bicycle parking should be located close to building entrances and bicycle routes to help make bicycling more convenient. Bicycle parking should be designed to accommodate a range of bicycle types, including standard bicycles and bicycles with trailers.

H.7.2 Design bicycle commuter amenities into the buildings, including showers, lockers, repair stands, and wayfinding information.

H.7.3 On-street bicycle parking shall be separated from automobile parking with the help of a landscaped buffer or curb.

H.7.4 Off-street bicycle parking shall be provided in secure locations in each building in the Precise Plan area.

H.7.5 Bicycle racks for parking shall be placed close to building bicycle entrances and should provide easy access to bikeways planned within the Plan Area.

H.7.6 Bicycle parking shall be designed to serve different types of bicycles, including regular bicycles, E-bikes, tandem bicycles, and trailers.

I. PRIVATE OPEN SPACE STANDARDS

The following standards and guidelines apply to those open spaces provided in private development. See Chapter 5 for standards pertaining to publicly accessible open space.

Open Space Requirement.

All residential development projects, except for existing buildings, are required to provide a minimum amount of open space on-site, as required by Daly City Ordinance for Usable Open Space (17.38.020) or as required by the City.

Projects within the Plan Area shall meet Daly City's Open Space requirement by providing a minimum of 150 square feet of open space per dwelling unit. The requirement for open space is to be met parcel-by-parcel through a combination of the following:

- Open space on-site to include private balconies serving individual units, common area open space (such as the common area podium level, common area roof terraces, and applicable open space at grade)
- Allocation of open space that may be off-site from the specific parcel, including the areas designated by easement that includes Overlook Park, Central Green and the Recreation Trail at Parcels B, C and D.



Building with balconies as private open space.

- The open space at the Retail Plaza at Entry Drive is allocated to Parcel B exclusively.

The allotted Open Space will be assigned to a specific parcel at the time the parcel is submitted for review for approval.

Land that does not meet the City's gradient criteria for usable space (e.g., excessive slopes) will not be counted towards Open Space.



Podium courtyard as common space with access from residential units.



Common Open Space

Common open spaces are communal open spaces or recreational areas with access limited to tenants of a residential, commercial, or mixed-use development. Forms of common open space include plazas, courtyards, rooftop gardens, and similar areas that often provide communal amenities, such as swimming pools, playgrounds, and cabanas.

I.2.1 Buildings should provide enclosure for common open spaces, and secondary building facades should be oriented toward the common open spaces.

I.2.2 Common open space should be accessible from all surrounding buildings. In multi-family residential developments, dwelling units or amenity areas should be sited adjacent to the common open space areas.

I.2.3 Some building windows should be oriented toward the common open space areas for natural surveillance of these areas.

Private Open Space

Private open spaces include balconies, patios, or other open spaces for the exclusive use of a single unit. Where private open space is provided for residential units, follow the guidelines below.

I.3.1 Private open spaces shall be directly accessible from the unit and large enough to permit outdoor activities – a minimum of 5 feet in all dimensions.

I.3.2 Private open space shall be constructed with high quality durable materials just as with other open spaces.

I.3.3 Fencing or screening for private open spaces should balance visibility and privacy.

On-Site Landscaping

Landscaping should be used to provide an attractive setting for development, soften hard building contours, shade walkways, gathering areas, parking areas, and other larger expanses of pavement, and screen any unsightly uses. Additionally, landscaping should aid in managing stormwater.

I.4.1 Landscaping shall be used at the edges of paths, plazas, and seating areas as appropriate to help define the spatial organization of the site.



At-grade open space for residential uses.

I.4.2 For multi-family residential development, setback areas shall be landscaped to establish transition zones between the sidewalk and street-level residential units and entries.

I.4.3 Landscaped areas shall be regularly maintained to keep them aesthetically pleasing, and to remove dead and dying plants.

I.4.4 Gateway or entry points should be emphasized with distinctive trees and plants.

I.4.5 Existing trees should be preserved and integrated into site designs to the extent feasible.

I.4.6 To reduce water usage, all development shall employ water-efficient irrigation techniques, including micro-irrigation, drip systems, and weather-based irrigation controllers, instead of conventional sprinklers.

I.4.7 Native, drought-tolerant, or well-adapted tree and plant species shall be used since they generally require less water and maintenance.

I.4.8 Seasonal and year-round flowering shrubs and trees should be located where they can be most appreciated by site users and passersby, such as adjacent to walks and open space areas, or as frames for building entrances and stairs.

Stormwater Management

I.5.1 Projects should minimize the amount of paved area. Where feasible, paved areas should include “green” stormwater collection and treatment, and employ Low Impact Development (LID) features that minimize surface water runoff. LID features may include bioretention systems, swales, green roofs, and permeable pavers.

I.5.2 Stormwater retention features that minimize runoff into streets, parking lots, landscaped areas, and open spaces should be incorporated, whenever feasible. Stormwater retention features include drainage swales, and rain gardens.

I.5.3 Where feasible, use permeable paving and materials for streets, sidewalks, parking lots, and driveways.

J. CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

Streetscapes and private development shall be designed to ensure safety and crime prevention by applying the principles of Crime Prevention Through Environmental Design (CPTED). CPTED is a crime prevention philosophy based on the theory that the proper design and effective use of the built environment can lead to a reduction in the public perception and incidence of crime. CPTED principles include natural surveillance or “eyes on the street” as well as territorial reinforcement, which means a clear sense of ownership of space, both public and private.

J.1 Natural Surveillance: The design of space shall promote “eyes on the street” by strategically locating windows, entrances, lighting, and other activity generators near a potential crime area.

J.2 Natural Access Control: The design of walkways, fences, lighting, signage, and landscape should provide people with a sense of direction, while keeping unauthorized people out of a particular place.

J.3 Territorial Reinforcement: Development shall use physical designs, such as pavement treatments, landscaping, and signage, to help users create a sense of proprietorship. Clear boundaries between public and private areas shall be provided.

J.4 Maintenance: All development projects shall develop a maintenance plan to avoid neglected and poorly maintained properties, which can attract criminal activity.

K. SIGNAGE

The following section establishes standards and guidelines for signage proposed within the Plan Area, to encourage high quality signage that is complimentary to the vision for the neighborhood. Where this section does not set standards or guidelines, the applicant and City staff shall use the Daly City Code.



Example of building signage.

Types of Signage

Monument/ Gateway Signage

Monument or Gateway signs are used to mark an entry into a neighborhood or district with a primary purpose to inform pedestrians and vehicular traffic. The Precise Plan may include up to two freestanding monument/ gateway signs: at the Serramonte Boulevard and Entry Drive intersection and at the West Drive and Campus Drive intersection, which form major entry points to the Plan Area.

Building Signage

Building signs are mounted on building surfaces and may include colorful and illuminated feature signs, parapet signs (that do not extend above the parapet), building entry signs, and address signs. Parapet signs are intended for long distance viewing, whereas building entry signs are oriented to closer viewing.

Storefront Signage

Storefront signage is intended to emphasize the presence of retail stores and other commercial development, such as leasing offices. This signage type includes retail signage, business identification, and residential tenant information. Signage for storefronts may be designed as hanging signage under canopies or mounted on the building.



Blade sign as storefront signage.



Moveable signage placed to leave open zone for pedestrians.



Example of wayfinding signage.

Temporary/Moveable Signage

Temporary signs augment the storefront character and provide timely information regarding available products and services. This sign type includes poster display cases, banners, display stands or easels, and painted sandwich signs.

Wayfinding Signage

Wayfinding signage for pedestrians, bicyclists and drivers will help visitors make their way to destinations within the neighborhood. They should be appropriately scaled for each user.

Signage Standards

K.2.1 Signs within the Plan Area shall comply with all regulations stated in the City's Zoning Ordinance (Chapter 17.32) unless otherwise specified in the Precise Plan.

K.2.2 All signage shall be considered an important architectural and aesthetic feature within the overall project design. Signage shall be complimentary to the buildings' use, composition, scale, and architecture.

K.2.3 Signs shall be made of high-quality, durable, and environmentally friendly materials.

K.2.4 Multi-tenant development anchor-identity signs should be complementary to any Plan Area signage or established by the Master Developer. Individual property owners will be allowed to use letter styles, but the overall sign should have one consistent material for letters and background.



Wall mounted vertical building signage.

Monument/Gateway Signage

K.3.1 If provided, a single gateway or monument sign at the southern portion of the Plan Area near the roundabout shall be located at Parcel E and be less than 5 feet high. The sign shall not obstruct sightlines for drivers to the extent safety is compromised.

K.3.2 If provided, a single gateway or monument sign at the northern portion of the Plan Area near the Retail Plaza shall be located at Parcel B. It may either be less than 5 feet high and no longer than 25 feet, or may be a tower structure--either integrated with the Parcel B building corner or separate from the building. If an integrated Tower Structure, the structure shall not project more than five feet beyond the face of the building in any direction. If an independent Tower Structure, it may not be greater than 32 feet in height and not more than 64 sq feet in area. The maximum face area of signage of the Tower Structure shall not exceed 200 SF.

K.3.3 Gateway or monument signs shall not have internal illumination, but will be lighted with externally mounted luminaires.

Building Signage

K.4.1 The physical design of signage should conform to the architectural detailing of the associated building.

K.4.2 Signage should not obstruct architectural details such as recesses, structural bays, or windows.

K.4.3 Externally illuminated or halo lit signs are encouraged. The use of internally lighted or box type signs should be discouraged.

K.4.4 No more than two (2) wall mounted building residential signs shall be provided. These shall be limited to address number, street name, and/or a building name if desired. If only one is provided, it shall be placed close to the main entry to the building. If signage is provided at two locations, a minimum of one shall be placed close to the main entry. The second can be located such that the top of the signage is not greater than 25' feet from grade.

K.4.5 Durable, vandal-resistant materials and finishes should be utilized for address signs.

Storefront Signage

K.5.1 Signage for multi-tenant retail buildings shall be developed to minimize potential visual conflict, clutter, and competition.

K.5.2 Maximum size for sign area per retail tenant is 30 SF on the face of a building. A second sign per retail tenant, not exceeding 20 SF may be hung as either a banner or a rigid sign perpendicular to the building face. Either

of these two sign types may be attached to a building's architectural canopy.

K.5.3 For ground floor retail uses, hanging or projecting signs should be located near the front entry of a store. Coordinate with the overall design of the street wall. Hanging or projecting signs shall meet Americans with Disabilities Act (ADA) clearance requirements.

K.5.4 Ancillary retail space or leasing offices may be signed in a manner consistent with the storefront signage standards in this section.

Prohibited Signs

Sign types, materials and sizes prohibited by the Daly City Municipal Code are not permitted in the Plan Area. Prohibited signs include:

K.6.1 Signs which rotate, move mechanically or by the wind, flash, blink or reflect light by means of a polished or mirrored surface.

K.6.2 Open Flames, balloons, loudspeakers used to call attention to a product, service, or a property.

K.6.3 Signs which identify or advertise a product or service not available on the premises.

K.6.4 Externally illuminated signs where the source of light is directly visible to pedestrians or vehicular traffic.

K.6.5 Signs which emit or reflect light by means of direct fluorescence, phosphorescence, or “day-glow” colors.

K.6.6 Any sign illumination which exhibits undue glare.

K.6.7 Any sign placed or displayed on vehicles parked primarily for the purpose of displaying the sign. (This does not apply to food trucks that are parked while they provide service.)

K.6.8 Internally lit signs where the entire face of the sign is illuminated, rather than just the graphics.

K.6.9 Conduit, tubing, or raceways shall be concealed. Transformers and other equipment for the signage shall also be concealed.

K.6.10 Advertising bench signs, unless required by SamTrans at Serramonte Blvd.

K.6.11 Off-site directional signs.

K.6.12 Roof signs.

K.6.13 Outdoor advertising billboard signs.

K.6.14 Abandoned signs.

L. LIGHTING

Lighting in the Plan Area will be comprised of street lighting, pedestrian-scale lighting, lower-illumination pedestrian lighting, and building lighting. See Figure 3.7 Lighting Diagram for locations. A uniform lighting approach will contribute to overall community aesthetic and ensure safety for walkways, bikeways, and roadways. All lighting implemented within the Plan Area should adhere to the following standards.

General Lighting Standards

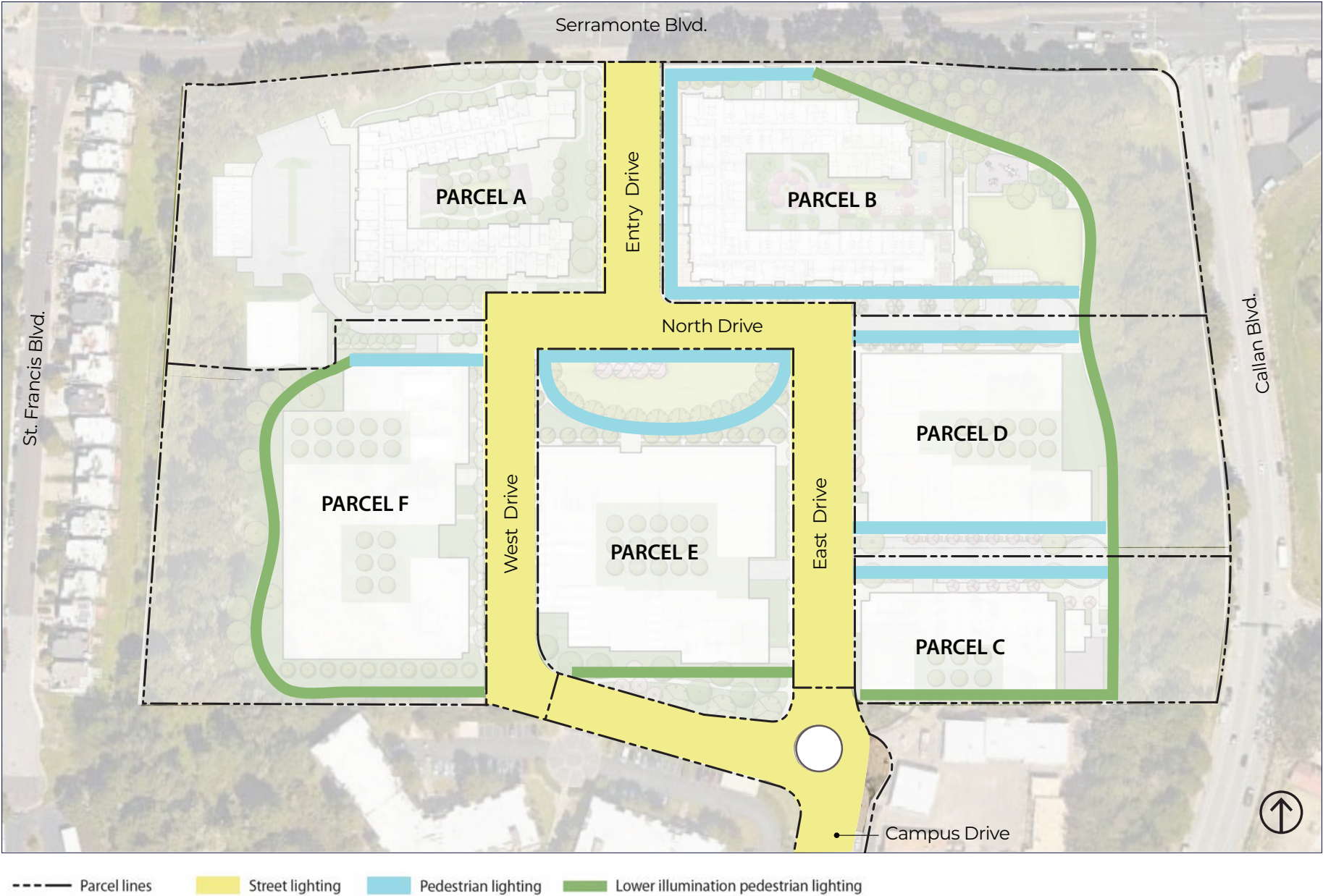
L.1.1 Lighting shall incorporate dark sky principles by shielding fixtures to prevent light from emitting above a 90-degree angle. Any lighting source located on parking or rooftop parking shall be a full cutoff type.

L.1.2 Light shall be designed to minimize glare and light trespass into neighboring buildings and properties.

L.1.3 High-efficiency technology such as LED lighting with advanced controls shall be utilized to minimize energy consumption.

L.1.4 The use of energy-efficient, long life LEDs with light color rendered as a warm white (maximum K 3000) is encouraged.

Figure 3.7 Street Lighting



Street Lighting

L.2.1 Provide streetlights in general locations shown on Figure 3.7, Lighting Diagram.

L.2.2 Streetlights shall comply with Daly City standards.

L.2.3 Sufficient illumination shall be provided at pedestrian crossings within Plan Area to provide pedestrian safety.

Pedestrian Lighting

L.3.1 Provide pedestrian lighting in general locations shown on Figure 3.7, Lighting Diagram. Additional locations for pedestrian lighting are along pedestrian pathways in open spaces and in surface parking areas.

L.3.2 Pedestrian lighting shall not be taller than 25 feet in height.

L.3.3 Pedestrian lighting may be integrated with street-lighting by providing additional luminaires facing the sidewalk on streetlight poles.

L.3.4 Lighting in surface parking lots and service areas shall be directed away from surrounding buildings and properties using fixtures that minimize light trespass and glare.

Lower Illumination Pedestrian Lighting

L.4.1 Commercial grade bollards, step lights, and path lights shall be used as appropriate along pedestrian walkways and plazas.

L.4.2 Nighttime lighting for recreational uses in parks and public spaces should be unobtrusive and control glare.

Building Lights

L.5.1 Lighting should be integrated into the design of buildings in harmony with building architecture to highlight significant architectural features such as signs, entrances, walkways, or storefront displays.

L.5.2 Building facades may be illuminated using shielded fixtures to highlight architectural features.



Pedestrian lighting in a park setting.



Landscape lighting.



Luminaires highlighting a building facade.



Retail lighting.

M. DEFINITIONS

Active Ground Floor Use: Active ground floor uses are land uses that generate pedestrian activity between the ground floor of buildings and streets and public spaces. Active uses can be retail, commercial, educational, artistic, institutional or community uses such as a community room or daycare.

Building Envelope: The building envelope defines the spatial area within which permitted density can be configured. The Precise Plan defines the allowable building envelope horizontally by block size and required street frontage and vertically by building height, massing, and guidance for pedestrian, podium, and skyline levels of architectural design.

Build-to Line: The build-to line for a parcel is the line where the façade of the building, or the podium streetwall, is located, parallel to and measured perpendicular from the property line. Build-to line locations for development are set in the street frontage standards in this Chapter.

Property Line locations: Property line locations to measure Build-to lines are measured from the face-of-curb for publicly accessible private streets, a designated property line along an access drive, or back of sidewalk along public streets.

Face of Curb: The face of curb is along a street, not including bulb-outs, curb extensions, curb-cuts, or pull-outs for drop off and loading zones.

Height: The height for a building is calculated from the building's Average Finished Grade to the top of the parapet at the building's primary roof. The Average Finished Grade is the average of the high and low elevations at the building's exterior where adjacent to North Drive, West Drive, East Drive, or Entry Drive, or the three access drives leading from East Drive or West Drive.

Massing: Massing is the three-dimensional bulk of a building in terms of general shape, form, height, width, and depth.

Pedestrian Level: Pedestrian level is the design of the ground floor public experience shaped by active ground floor use, diversity of use, and street frontage design.

Podium Level: The podium level is the portion of the building above the ground floor and below the skyline level that provides spatial definition to the adjacent street or public space.

Privately-Owned, Public Open Space: Privately-owned outdoor space that functions as public space but may have limited hours of availability.

Public Realm: The public realm is the area outside of buildings accessible to and visible to the public such as streets, parks, and open spaces.

Streetwall: The streetwall is the continuous façade of a building that establishes the edge of the public realm for a street or public space. The street wall extends from the ground floor up to the top of a podium level.

Skyline Level: The Skyline level is the uppermost occupiable portion of the building above the podium level. The Skyline level contributes to the overall urban form and skyline of the plan area.

Setback: The required minimum distance for the placement of a building measured from a property line, face of curb or another feature.

Streetscape: The visual and experiential character of street comprised of the travel way, bike facilities, sidewalk, site access, landscape, paving, street furniture, building frontage, open space, views, and other perceptible urban features.

Stepback: Stepback is a horizontal recess applied to the upper floor or floors of a building to reduce shadow area on the adjacent street or open space.

Transparency: Pedestrian level building design that creates visibility and permeability between the building and the adjacent sidewalk or public space.

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4. Circulation

The Plan Area's circulation network envisions a comprehensive internal system of "complete streets" that support active transportation for healthy living. These complete streets encourage walking and biking and serve to advance Daly City's Vision Zero program to reduce pedestrian fatalities to zero. The Plan Area's circulation network responds to the illustrative plan (Figure 2.1) which arranges courtyard housing in walkable blocks around tree-lined parks. As part of the design, neighborhood connectivity through the site is provided within a system of calmed low-speed roadways. These facilities take advantage of and provide access to the surrounding regional roadway, transit, bicycle, and pedestrian systems.

A. CITY AND REGIONAL CONNECTIVITY

Located just over a mile from the Daly City BART Station and adjacent to State Route 1, the project site has remarkable access to the Bay Area's regional transportation network. The Precise Plan envisions amenities that complement and provide access to these networks, while maintaining a compact walkable neighborhood.

Regional Location and Local Context

Direct access to State Route 1 is provided immediately north of the Plan Area, where residents and visitors can connect to the regional vehicle network. In addition, Interstate 280 is located approximately one-half mile east of the site, with full-movement interchanges provided via Serramonte Boulevard and Hickey Boulevard. From State Route 1 and Interstate 280, project vehicle trips can access the greater regional roadway networks of the Bay Area.

Locally, the development of the Plan Area will restore north-south connectivity through the project site for vehicles, pedestrians, and bicycles. This connection will occur via the northward extension of Campus Drive to Serramonte Boulevard, which is envisioned as a low-speed traffic-calmed street. With this connection, Daly City residents will be able to walk and bike through the site and access the many planned on-site recreation and retail amenities. Traffic calming measures are proposed to minimize cut-through vehicle traffic.

Transit Routes and Stops

The Plan Area is well served by local and regional transit systems. SamTrans Route 120 provides direct service to the Colma and Daly City BART Stations with bus stops conveniently located at the project site's Serramonte

Boulevard/Campus Drive entrance. This bus route operates on frequent, 15-minute headways during weekday commute hours. In addition, SamTrans Route 121 provides connection to Skyline College. The Plan Area will improve the site's existing bus stop with new amenities including a shelter and widened/improved sidewalks. From BART, transit access is provided to the greater Bay Area, including downtown San Francisco, Oakland, and the East Bay. Connections to Caltrain, and eventually California's high-speed rail, are available at the Millbrae Transit Center just south of the City.

B. MOBILITY NETWORK

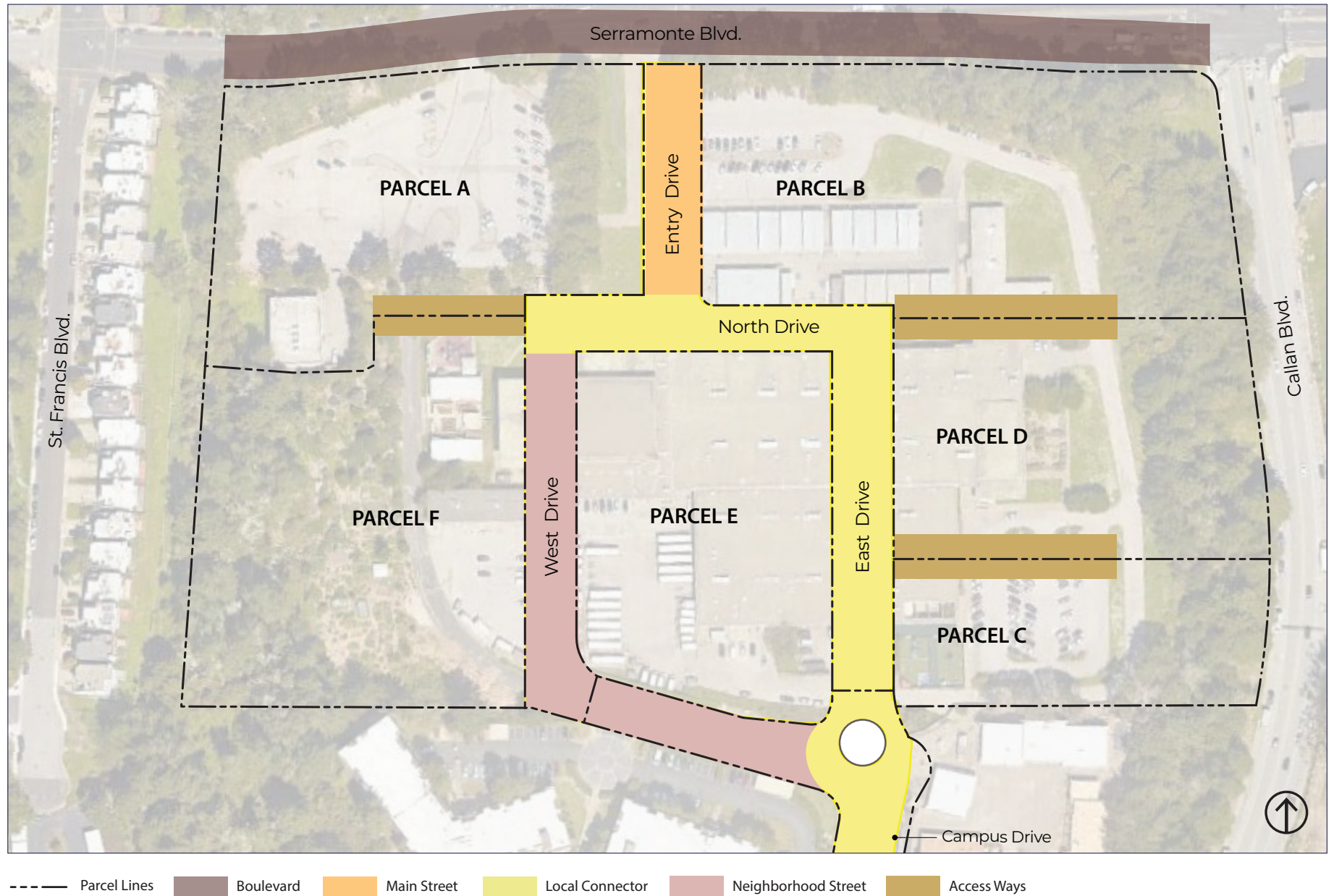
The Plan Area's mobility network provides residents and visitors access and permeability throughout the project site through a system of complete, traffic-calmed streets.

Street Hierarchy

Streets are designed to support both transportation function and adjacent land uses. The Precise Plan identifies the following five street types as shown in Figure 4.1.

- 1. Boulevard:** Serramonte Boulevard is a transit – bike corridor connecting city neighborhoods to regional shopping and transit stations.

Figure 4.1 Street Hierarchy



- 2. Main Street:** Entry Drive is a combined Main Street, which prioritizes pedestrian access in a safe social/commercial environment and a Residential Street which prioritizes safe, walkable environment with slow vehicle speeds.
- 3. Local Connector Street:** East Drive and North Drive are two lane streets that prioritize pedestrians and cyclists with buffered bike lanes in both directions.
- 4. Neighborhood Street:** West Drive is a two-lane street that prioritizes pedestrians in a safe and inviting environment with low vehicle speeds and sharrows/vehicle lanes.
- 5. Access Drives:** Access Drives are two-way, pedestrian-oriented access easements with diagonal back-in, perpendicular and parallel parking designed for pedestrian access to park, daycare, retail, structured parking and hillside open space and recreational trails.

Street Network

Using the street hierarchy described above, vehicular access through the Serramonte Del Rey neighborhood will be provided through a system of low-speed tree-lined private streets connecting Campus Drive south of the site to Serramonte Boulevard at Entry Drive. A pedestrian paseo and café plaza along Entry Drive will be a “pocket” Main Street

with shops spilling outdoors. This tree-lined destination street leads you from Serramonte Boulevard to the Central Green. North Drive, West Drive, East Drive, and West Drive loop around the Central Green and Parcel E and provide access to the remainder of the residential parcels. A roundabout is proposed at the Plan Area’s southern interface with Campus Drive as it enters the site. This pedestrian- and bicycle-friendly landmark feature will slow vehicle traffic, without requiring a stop, as it enters and exits the project.

Bicycle Network

Daly City has a robust existing bicycle network, and the Plan Area is well located to take advantage of the opportunities it provides. In addition, in February 2020 Daly City approved the *Walk Bike Daly City Plan*. This plan includes an extensive network of pedestrian and bicycle improvements throughout the City and around the Plan Area. Existing bicycle facilities proximate to the Plan Area include Class II on-street bike lanes on Callan Boulevard south of Serramonte Boulevard and a Class III bike route on Callan Boulevard north of Serramonte Boulevard. Serramonte Boulevard and Hickey Boulevard are Class III bike routes. A Class II on-street bike lane is striped on St. Francis Boulevard north of Serramonte Boulevard. One of the priority improvements included in the Walk Bike Daly City Plan is the construction of Class IV on-street protected

bicycle lanes on Serramonte Boulevard. The Precise Plan modifies the City of Daly City's conceptual design for priority pedestrian and bike improvements at the intersection of Serramonte Boulevard and Highway 1 ramps to accommodate a wider Entry Drive and a new westbound left turn lane from Serramonte Boulevard to Entry Drive.

Within the Plan Area, bicycle facilities will include Class II buffered bike lanes along East Drive and North Drive, and other streets will include Class III bike "sharrows" (bicycle markings on vehicle lanes indicating the lane is for shared use). Along the neighborhood's eastern side, the trail loop will function as a full Class I off-street bicycle path. With short block lengths, low traffic volumes, and narrow cross sections, the site's roadways will provide bicyclists with a comfortable on-street experience. For younger and more recreational riders, the off-street trail provides a safe route from the SamTrans bus stop on Serramonte Boulevard and Entry Drive to Summit Shasta Charter High School.

Pedestrian Network

Sidewalks will be provided on every street within the Plan Area, with adjacent curbside landscaping. The trail loop will also serve to provide pedestrian access around the site that is separated from vehicles and in a more natural setting. Pedestrian facilities and permeability planned throughout the neighborhood will allow unimpeded access for visitors and residents walking between the Plan Area's parks, open spaces, residences, and retail shops.



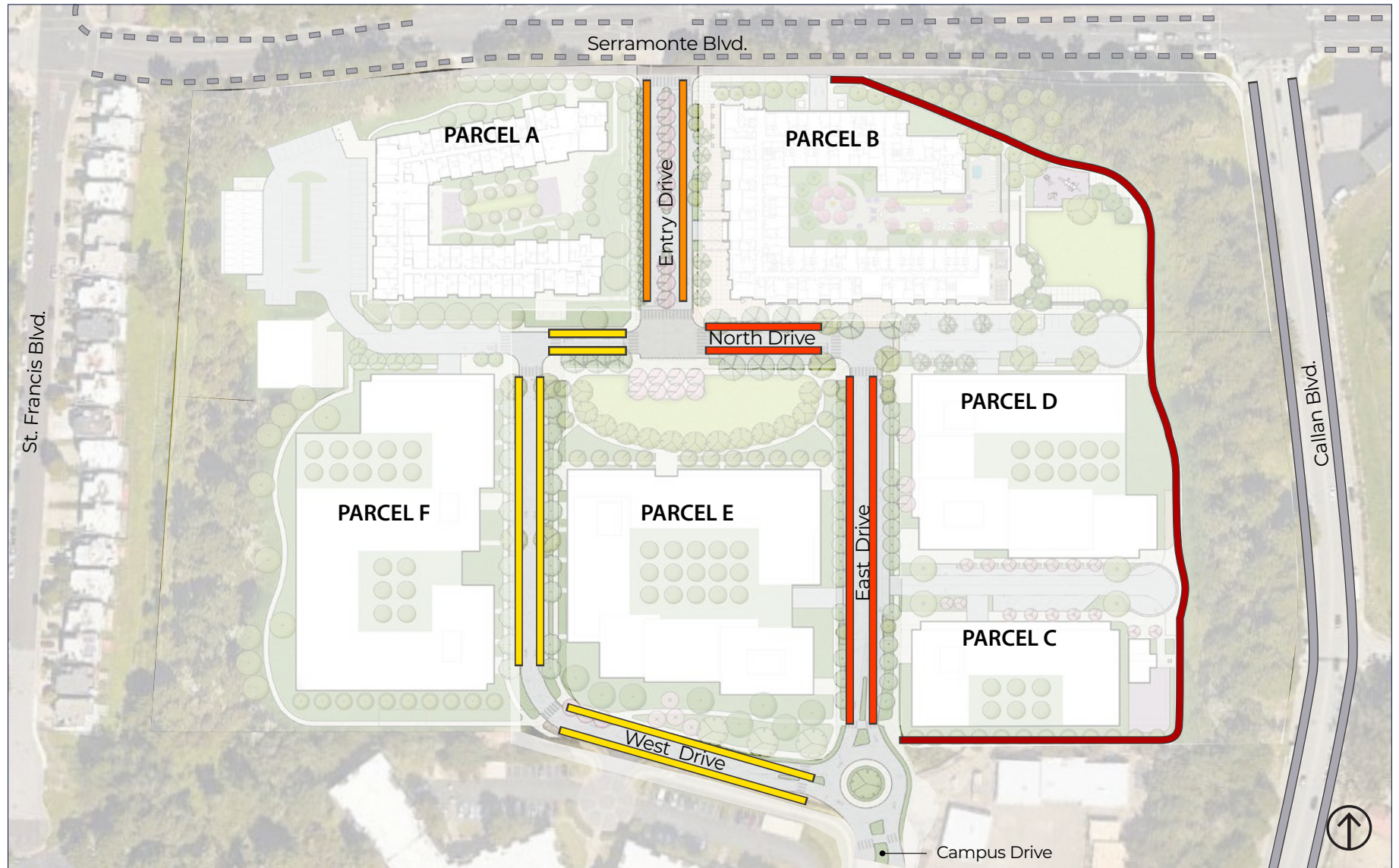
Street with buffered Class II bike lanes.

Figure 4.2 Vehicle Circulation



 Street Circulation
  Parking Entry
  Retail Parking Entry

Figure 4.3 Bicycle Circulation



- | | | |
|--|---------------------------------------|----------------------------------|
| Existing Bicycle Lanes | Shared Bicycle and Pedestrian Path | Class II On-Street Bike Lane |
| City's Proposed Bike Lanes per Walk Bike Daly City | Class II On-Street Buffered Bike Lane | Class III Facility with Sharrows |

C. STREET SECTIONS

Entry Drive

Entry Drive connects Serramonte Boulevard to North Drive. The roadway's section shown in Figure 4.4 is comprised of 11-foot travel lanes, 10-foot continuous through/turn lanes, five-foot class II bike lanes and a six-foot landscape median. On the westside is a six-foot sidewalk and five-foot planting strip. On the east side, the sidewalk is comprised of three zones: a planting and street furniture zone, and through zone for pedestrians and a frontage zone for active ground floor uses to extend onto the sidewalk.

North Drive

North Drive connects East Drive, Entry Drive, and West Drive. The roadway section in Figure 4.5 shows a two-lane facility, with on-street parking and a five-foot-wide landscape strip. A Class II buffered bicycle lane is provided on the segment between East Drive and Entry Drive, continuing the facility provided on East Drive. West of Entry Drive, the roadway section widens, and the on-street buffered bicycle lane is not provided (this segment of North Drive is designated as a class III bike

Figure 4.4 Entry Drive and Retail Plaza

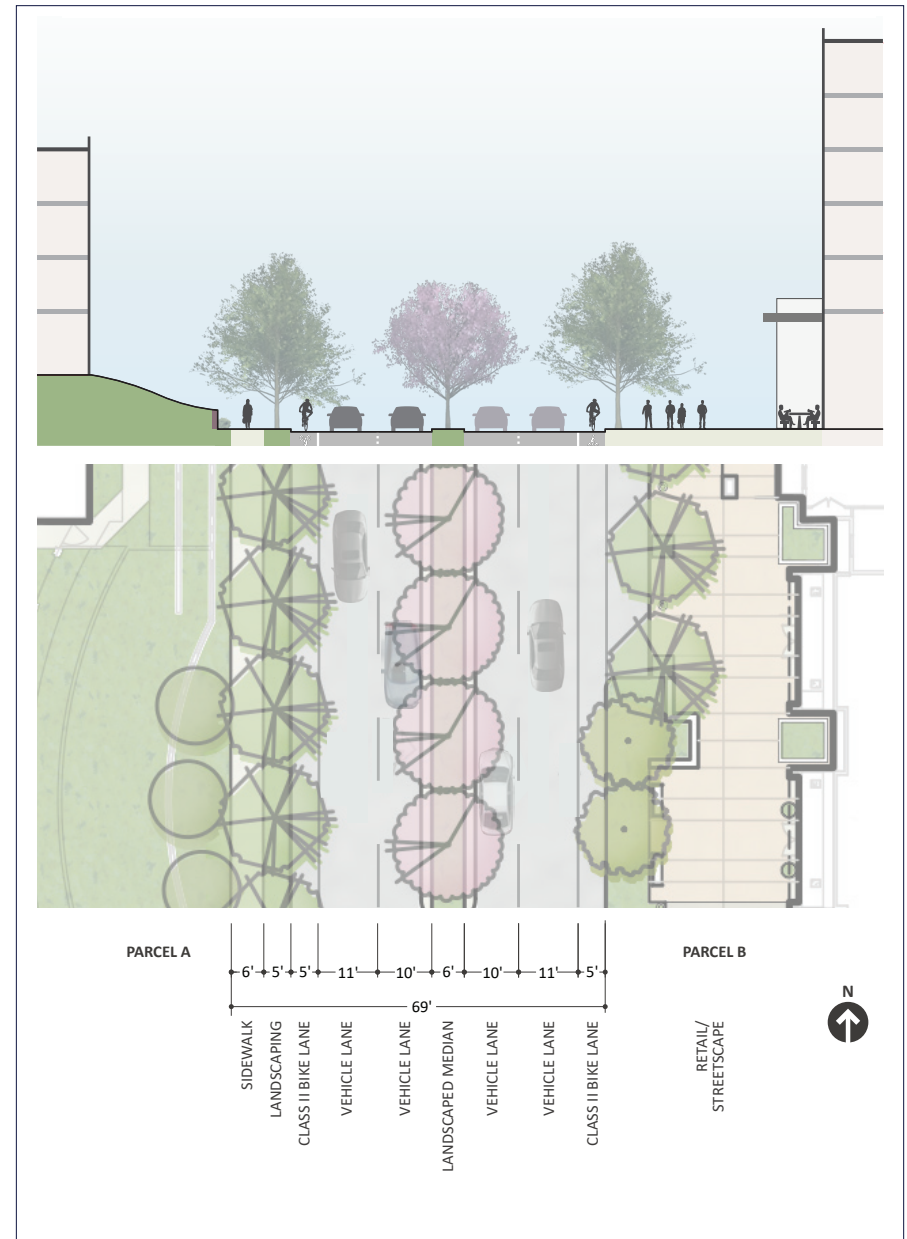
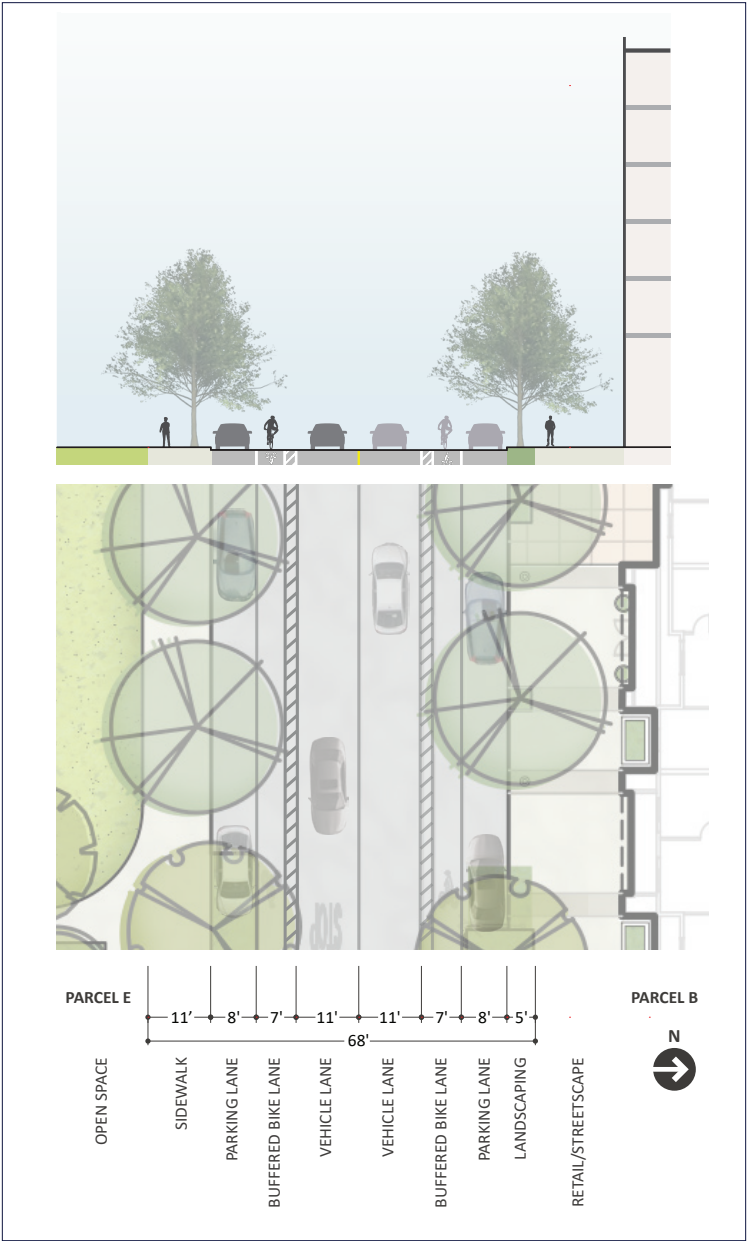


Figure 4.5 Plaza/Park Entry at North Drive



route). The segment of North Drive east of East Drive is envisioned as a cul-de-sac providing access to Overlook Park and residential parcels. Ninety-degree on-street parking is proposed on the south side of this cul-de-sac segment.

West Drive

West Drive is envisioned as a narrow two-lane residential roadway providing access to adjacent residential properties. The section in Figure 4.6 includes two 11-foot travel lanes with nine-foot buffered on-street parallel parking on both sides of the roadway. Five-foot-wide tree-lined landscape strips and six-foot-wide sidewalks complete the sections. West Drive completes the western side of the development’s internal loop roadway network.

East Drive

East Drive is the primary north-south roadway extending through the project site. The roadway extends from the southern entry roundabout to North Drive. It provides for two 11-foot-wide travel lanes (one in each direction) with buffered on-street Class II bicycle lanes. Eight-foot-wide on-street parallel parking, five-foot-wide tree-lined landscape strips, and six-foot-wide sidewalks on each side of the street as shown in Figure 4.7.

Figure 4.6 West Campus Drive

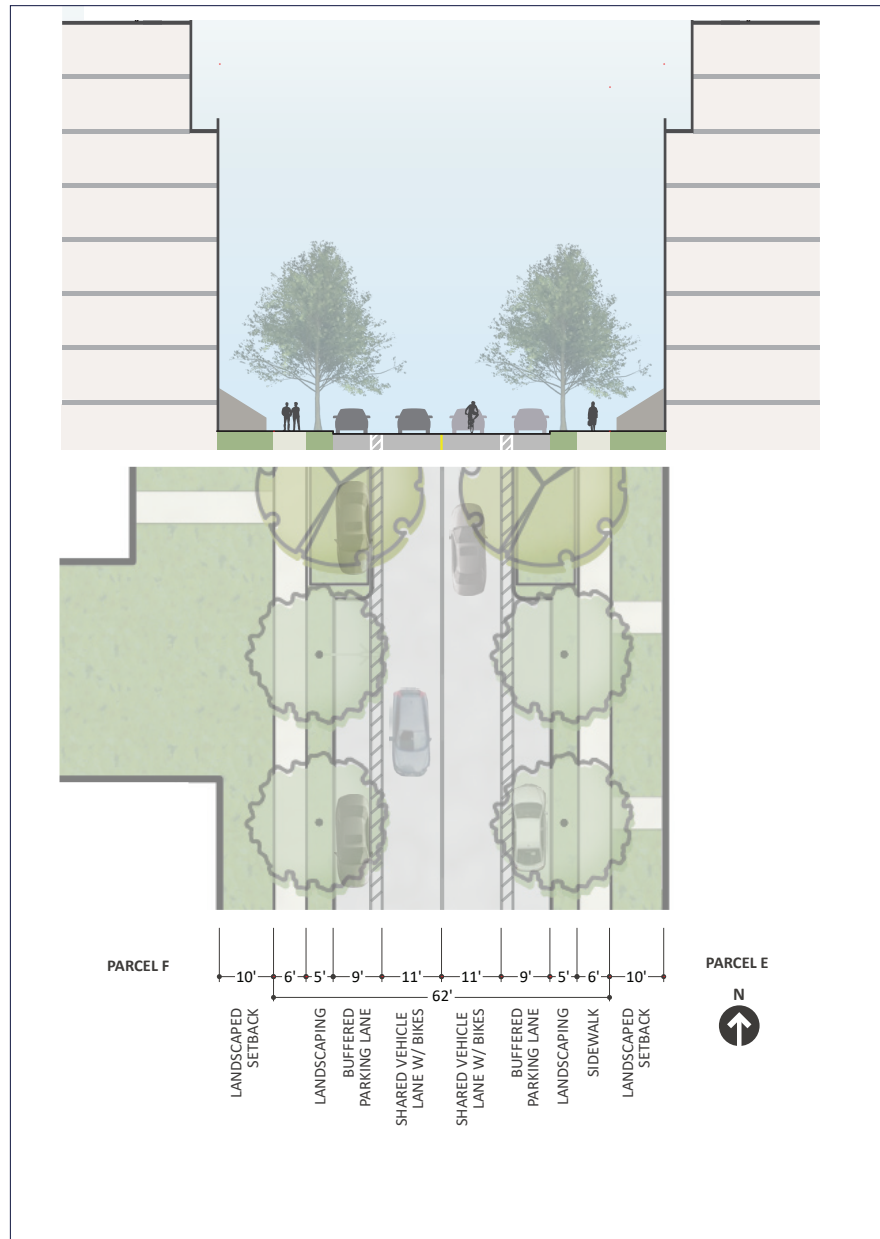
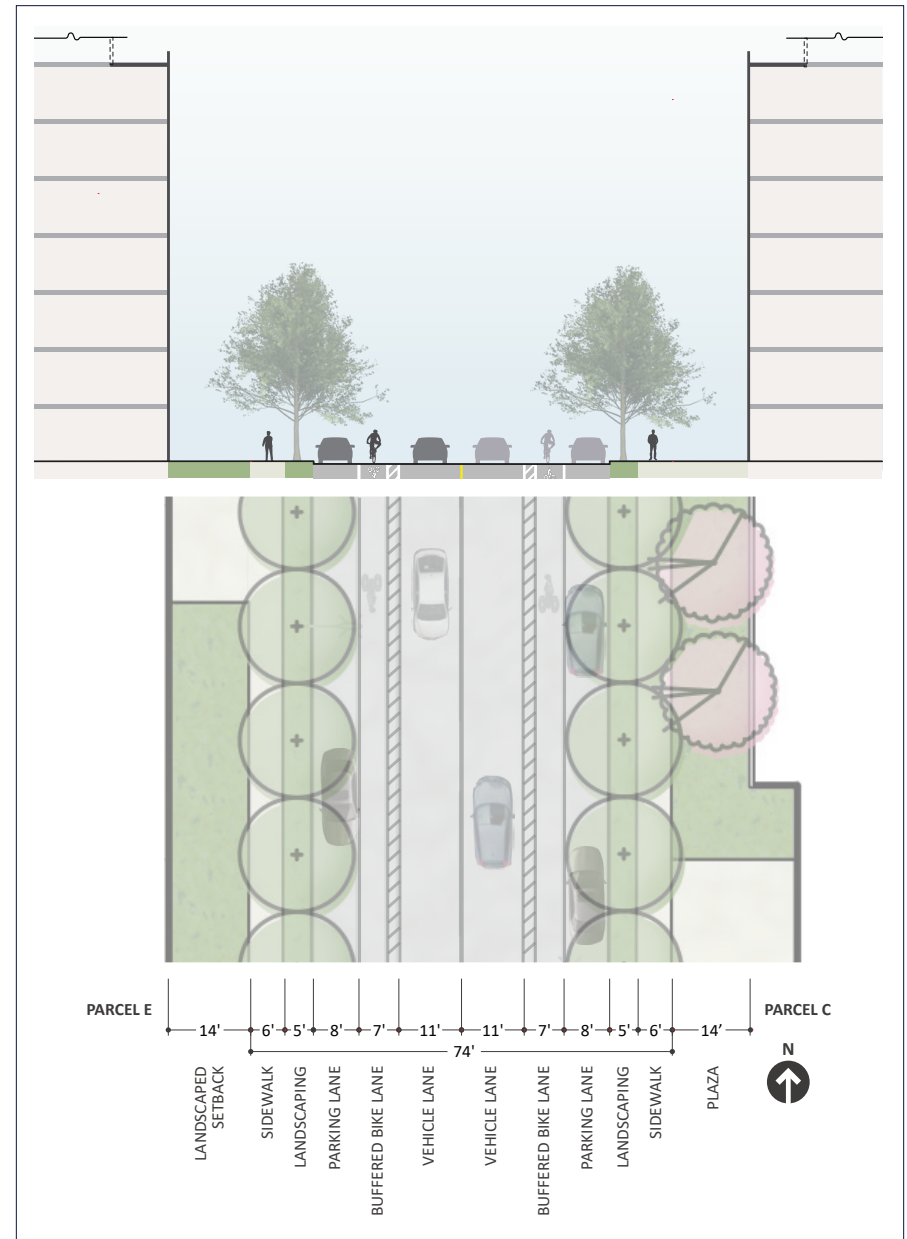


Figure 4.7 East Campus Drive



D. STREET LANDSCAPING

Landscaping plays an important role to provide pedestrian scale, for buffering and screening, to punctuate important connection points and nodes, and to soften the overall experience of moving through and around the site.

Serramonte Del Rey neighborhood entries are punctuated with enhanced landscape features. Entering the neighborhood from the north on Entry Drive from Serramonte Boulevard, residents and visitors are greeted by a tree-lined gateway of flowering trees in a planted median and along the sidewalk, while a vibrant public plaza welcomes pedestrians. As mentioned above, the entrance from the south on West Drive from Campus Drive includes a large, landscaped roundabout, providing a welcoming transition from the surrounding streets and marking the entry into this new neighborhood.

Continuous planter strips separating streets from sidewalks have been provided along all internal streets and drives. Broad canopy trees, low shrubs and groundcovers, and generous sidewalks provide a comfortable and safe pedestrian environment. Adequate visual clearance shall be provided at all safety vision triangles at intersections and driveways to ensure a clear line of sight for pedestrian and bicycle safety. Driveway entries, curb cuts, and curb ramps shall be constructed of concrete and shall

match sidewalks to provide a consistent look and feel for hardscape along vehicular and pedestrian circulation routes. Enhanced finishes and/or striping shall be used for crosswalks.

The 10-foot-wide multi-use trail and six-foot-wide pedestrian trail together create a 0.6-mile loop around the neighborhood. Trail surfaces shall be asphalt or concrete, provide for adequate clearances along the edges and overhead, and be suitable for their intended use. Signage, ornamental landscaping, and trees will be provided along the trail system to enhance the user experiences.

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5. Park and Open Space

This section describes the park and open space objectives, neighborhood open spaces of the plan area, and landscape design guidance for public and private park and open spaces.

A. OBJECTIVES

Precise Plan park and open spaces are designed to improve physical and psychological health, strengthen community relationships, and create an attractive urban setting for family living, in support of the following objectives:

- Create safe, attractive outdoor places for healthy living to foster physical activity, meet resident and visitor needs for recreation and play for people of all ages, as well as encourage walking and biking.
- Design public places to encourage social interaction and community life with social gathering places that are family-oriented, active places.

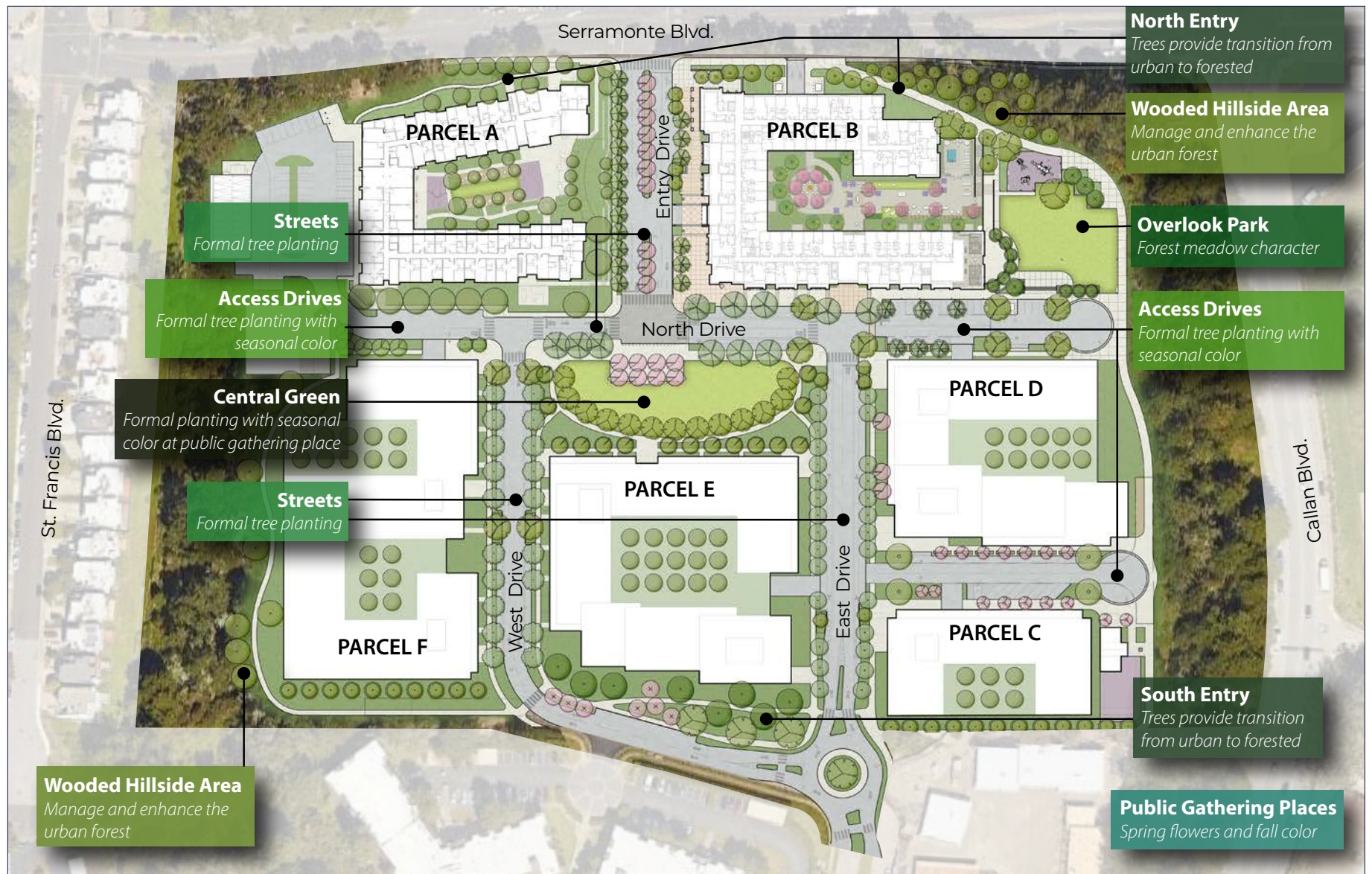
- Shape environments that visually and physically connect people to nature, neighborhood parks, green spaces, and recreational trails.
- Preserve and enhance the aesthetic and ecological quality of the hillside open space areas and expand the diversity of street trees and park plantings to cultivate an urban forest for the plan area.
- Enhance community sustainability and resilience through climate-positive environmental design.

B. A DIVERSE URBAN LANDSCAPE

Landscape concepts for the Plan Area are presented in Figure 5.1. A distinguishing feature of the Precise Plan are the hillsides to the west and east of the plan area which contain numerous trees, all trees planted as part of development of District property. Trees range from young to mature, are in varying health and are densely planted. The intent is to care for the hillside wooded areas to reduce fire hazards, enhance existing vegetation and promote urban forestry. A tree succession plan for aging mature trees will guide the replacement of existing trees over time due to age or fire vulnerability. Removed trees will be replaced with a diverse plant ecology governed by the area's unique coastal/Mediterranean climate including evergreen and deciduous species.

The type and arrangement of street trees and park plantings will contribute to a healthy and attractive urban neighborhood. The north and south entries to the plan area will be visible locations of tree plantings selected and arranged to transition from the informality of a forest to a more ordered urban setting. A diversity of tree species, suitable for the climate and context of the plan area are selected to create identity and sense of place that features the Central Green as a formal center to the neighborhood and Overlook Park as a forest meadow. Seasonal interest

Figure 5.1 Urban Forest Concept Plan



will be created with deciduous trees providing spring flowers and fall color at public gathering places along Entry Drive, Central Green and access drives.

Central Green Plan

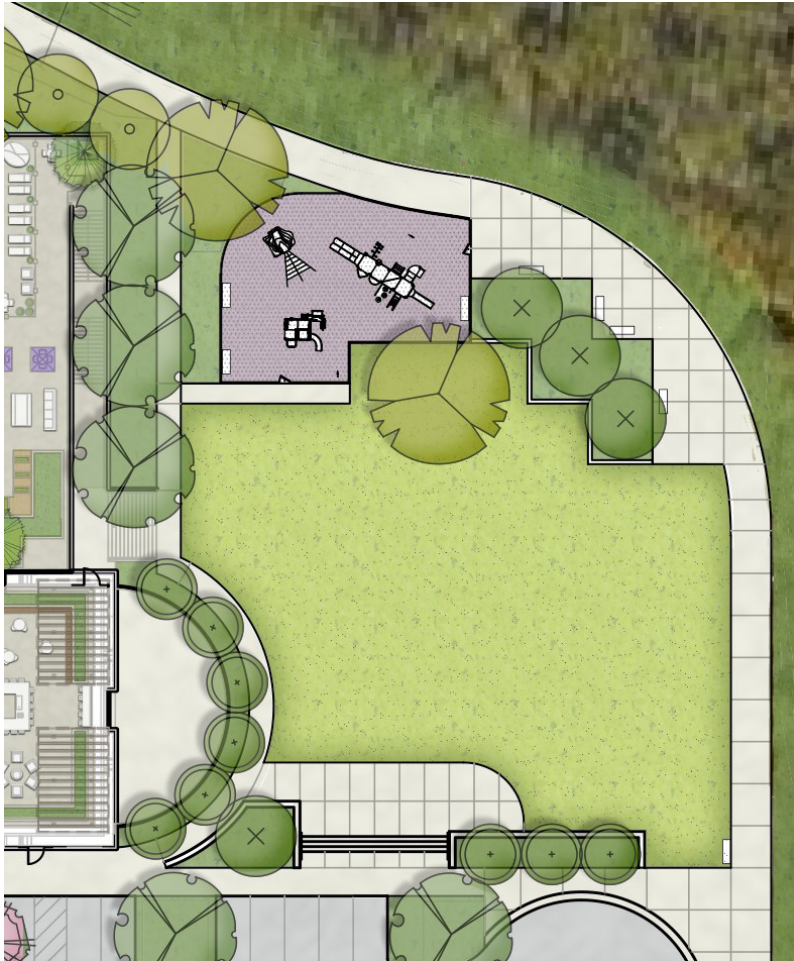


C. NEIGHBORHOOD PARKS AND OPEN SPACES

The street and block pattern of residential development is organized around a central neighborhood park – the Central Green – and is bounded by hillside open space to the east with Overlook Park and hillside open space to the west. The combination of park and open spaces with recreational access will offer residents and visitors a diversity of opportunities to connect to nature, restore human well-being, socialize with neighbors, and satisfy needs for outdoor recreation for families and people of all ages.

Central Green is the heart of the neighborhood – a park extending an entire city block greeting residents and visitors into the site from Entry Drive. Organized by a tree-lined crescent shaped walk, the park features an entry plaza with tree-shaded seating, an open meadow, and a backdrop of evergreen woodlands with social spaces nestled under the tree canopy and along the park edges for community enjoyment. This open lawn is a flexible open space for recreation and enjoyment of nature to picnic, walk a dog, or enjoy the sunshine.

Overlook Park Plan



Overlook Park Rendering



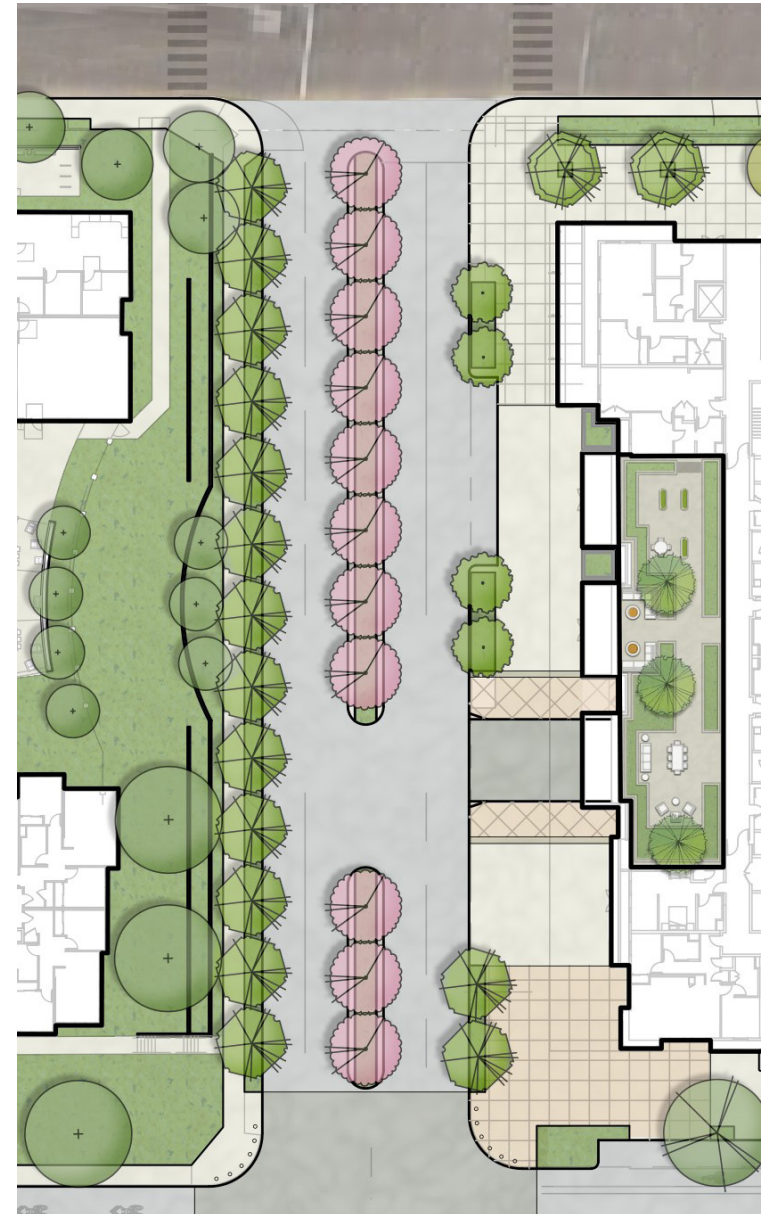
Overlook Park looking from the Eastside Recreation Trail.

Overlook Park is designed as family-friendly open space. Gently sloped lawns provide ample space for a wide range of activities: dining and gathering, outdoor fitness classes, community events, and an opportunity to sit and enjoy the views. A large playground provides inclusive play opportunities on interpretive play structures for young children, while a small plaza at the park edge provides a connection to the multi-use loop trail and reinforces the viewer's sense of place. Viewsheds look towards regional landmarks including Daly City, San Bruno Mountain, and beyond.

Entry Drive Plaza is a “pocket” Main Street with plaza-width sidewalk space for retail activity to bring life outdoors to the street. The Plaza provides a building frontage zone for access to retail uses and sidewalk seating; a pedestrian through zone for pedestrian movement; and a street furniture/curb zone for street furniture, lighting, benches, street trees, bicycle parking, fixed, and movable seating. Together these zones create an attractive and comfortable setting for neighborhood shopping and social life. The plaza sidewalk space will have enhanced pavement treatments with color and/or pavers to highlight active public spaces.

Hillside Open Spaces are existing east and west hillsides of the plan area with mature trees planted as part of the landscape development of District property. These areas offer residents an opportunity to connect to the nature and provide a visual screen to the planned development.

Entry Drive Plaza Plan



South Entrance Open Space on Parcel E is a landscape area that provides entrance identity to the plan area, landscape continuity for the “urban forest,” and social space for residents. Enhancement of the South Entrance Open Space at Parcel E is expected. Examples include a corner tower element, a sitting area or water feature with unique landscaping and plantings, a winter garden/indoor social area, a concave building corner referencing the round-about, or a specific design gesture in materials, scale, or massing that specifically enhances the open space.

Eastside Recreational Trail is a pedestrian-bicycle trail for strolling and recreation extending from Serramonte Boulevard to the north to the roundabout along Campus Drive to the south. This 10-foot-wide multi-use trail provides an off-street connection for pedestrians and bicyclists to access Overlook Park and access to the westside hillside open space.

Westside Walking Trail is a six-foot-wide trail around the west side of Parcel F, weaving along the base of the wooded hillside slope. Together the east and westside trails create an off-road half-mile loop trail system. This trail system connects each parcel, every street, and all members of the community to direct access to the wooded hillside open space.

South Entrance Open Space Plan

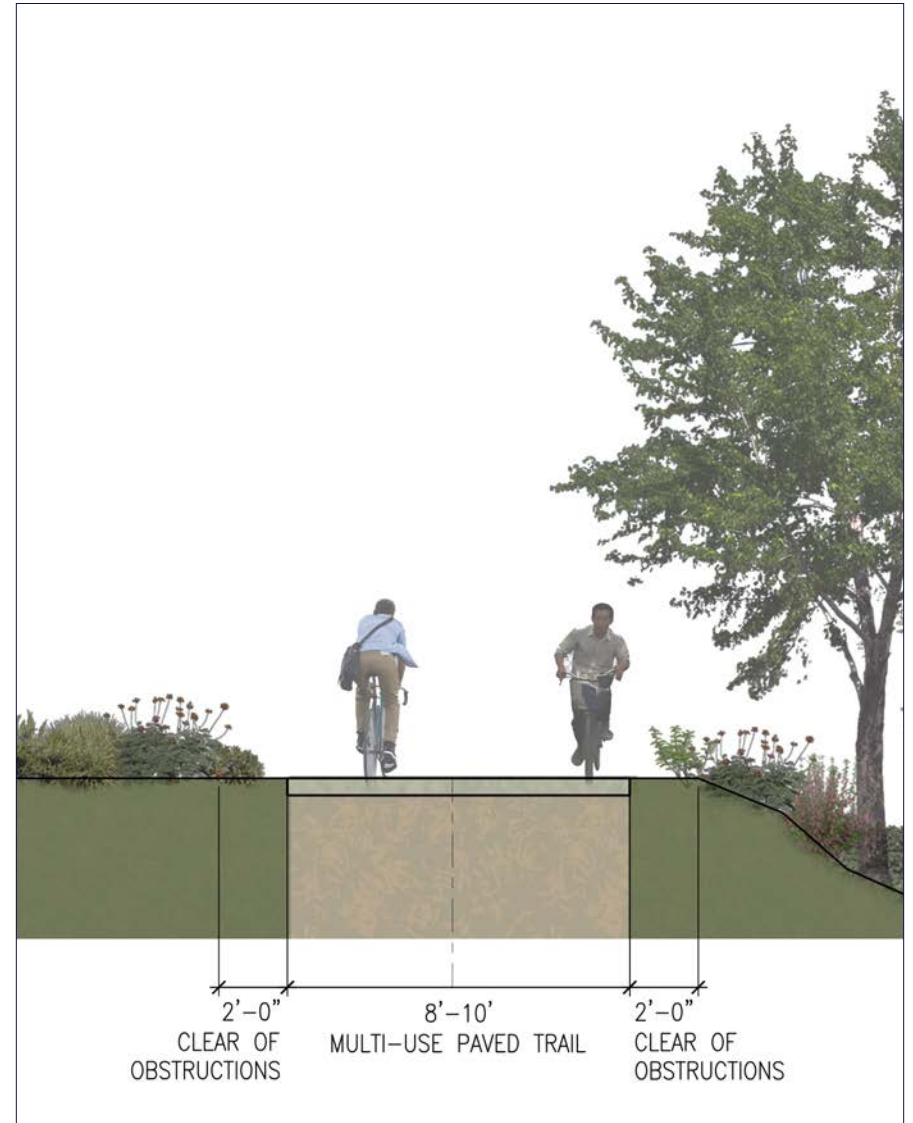


Westside Walking Trail Section



0 6
Scale (Feet)

Eastside Recreational Trail Section



0 6
Scale (Feet)

D. LANDSCAPE DESIGN STANDARDS AND GUIDELINES

This section establishes the standards and guidelines that apply to public and private open space.

General Standards and Guidelines

D.1.1 Landscape planters within the street right of way shall be a minimum of four feet wide.

D.1.2 Tree wells shall be 4'x 4' minimum. Tree grates shall be cast iron with a baked oil finish in plaza areas and be an ADA accessible design consistent with the neighborhood.

D.1.3 Where landscape planting is provided under trees, planters shall be 4'W x 6' L minimum.

D.1.4 Planted medians shall provide at least five feet wide planting area in addition to a minimum 12 inches wide maintenance band at the back of curb consisting of concrete, pavers, or fixed cobbles.

D.1.5 Enhanced pedestrian spaces should be provided at retail plazas as well as at major and minor lobbies for each residential building. Seating opportunities should be provided at retail, parks, open spaces, adjacent to the trails, and in front of primary building lobbies.



Sidewalk with landscape planting provided under trees.



Landscape median planted with trees and shrubs.



Sidewalk with landscape planter bed and tree grates.



Landscaping and furnishings enhance seating areas next to the sidewalk.

Landscape Materials

Plants

D.2.1 Plant material shall comply with all City and regional guidelines and be comprised of at least 75% drought tolerant plant species. Planting plans shall comply with the Model Water Efficient Landscape Ordinance (MWELO) guidelines and the Water Use Classification of Landscape Species (WUCOLS).

D.2.2 Where turf grass is used, low water use hybrids and/or no mow varieties should be used. A variety of shrubs and ground covers should be used to create layering around building foundations, keeping shrubs at or below windowsills. Plant selections should be such that sight lines remain open and clear and places of concealment are not fostered. Where allowed, plants should be used to screen above-ground utilities. Along streets and sidewalks, plant species shall be used that promote a feeling of separation from vehicular traffic and be appropriate for narrow planters within the public right of way.

D.2.3 Pollinator plants that attract native birds and insects should be used strategically in locations well-suited to attract and sustain native populations. Use of fruiting plant material should occur away from hardscape areas to prevent staining of pavements and to minimize maintenance.

Trees

D.2.4 The project's wooded hillside perimeter to the west and east shall be cleaned of surface and ladder fuels. Replacement trees shall include evergreen and deciduous species as described in the Project Tree List below.

D.2.5 Trees within the street right of way, in plazas, and high-visibility open space areas should be provided in 24-inch box size or larger and be secured with tree stakes or below-grade root ball guying systems appropriate for the windy conditions found in Daly City. Above-ground cabling guying shall not be used in public spaces. Trees shall be pruned up to 6 feet to 8 feet clear off the ground or as required by ADA or City guidelines.

D.2.6 Individual developments within the Plan Area shall use trees that are provided in 15-gallon size or larger, with 24-inch box preferred.

D.2.7 Entries at the north and south shall have unique tree plantings.

D.2.8 Seasonal interest shall be created with deciduous trees providing spring flowers and fall color.

Project Tree List

D.2.9 The trees used throughout the Plan Area shall be carefully selected to work within the Urban Forest framework while allowing expression of individual character. The following list shall be used for specifying tree species on public streets and open spaces.

Table 5.1 - Recommended Tree Species for public streets and open spaces within the Precise Plan

Forested Hillsides (Tree Succession Species)		Streets & Parks	
<i>Aesculus californica</i>	California Buckeye	<i>Acer buergeranum</i>	Trident Maple
<i>Acer macrophyllum</i>	Big Leaf Maple	<i>Acer x freemanii</i> 'Autumn Blaze'	Autumn Blaze Maple
<i>Arbutus menziesii</i>	Pacific Madrone	<i>Acer Macrophyllum</i>	Big Leaf Maple
<i>Calocedrus decurrens</i>	Incense Cedar	<i>Arbutus</i> 'Marina'	Strawberry Tree
<i>Ceanothus</i> 'Ray Hartman'	Wild Lilac	<i>Cercis</i> 'Forest Pansy'	Forest Pansy Rebud
<i>Hesperocyparis macrocarpa</i>	Monterey Cypress	<i>Cercis occidentalis</i>	Western Redbud
<i>Fremontodendron californicum</i>	Fremontia	<i>Ginkgo</i> 'Princeton Sentry	Maidenhair Tree
		<i>Hesperocyparis macrocarpa</i>	Monterey Cypress
		<i>Hymenosporum flavum</i>	Sweetshade
		<i>Koelreuteria paniculata</i> 'Fastigiata'	Goldenrain Tree
		<i>Lagunaria pattersonii</i>	Primrose Tree
		<i>Lophostemon confertus</i>	Brisbane Box
		<i>Lyonothamnus floribundus</i>	Catalina Ironwood
		<i>Melaleuca quinquenervia</i>	Cajeput Tree
		<i>Olea europea</i> 'Swan Hill'	Fruitless Olive
		<i>Pistacia chinensis</i>	Chinese Pistache
		<i>Quercus agrifolia</i>	Coast Live Oak
		<i>Quercus suber</i>	Cork Oak
		<i>Sequoia sempervirens</i>	Coast Redwood
		<i>Tristaniopsis laurina</i> 'Elegant'	Water Gum

Site Furnishings

D.3.1 Site Furnishings shall be comprised of materials designed to withstand outdoor conditions.

D.3.2 Short term bicycle parking shall be dispersed throughout the Plan Area, as required to meet project requirements, city standards, and bicycle parking standards. Bicycle racks shall be galvanized, vinyl covered, or stainless steel, and meet all City requirements. In ground- or surface-mounted attachment is acceptable.

D.3.3 Benches shall be made of metal and/or wood.

Where wood is used, it should be thermally modified, or a suitable hardwood built to withstand weather and heavy public usage.

D.3.4 Public café tables with chairs should be movable and provided in a variety of sizes in and around gathering spaces and shall be constructed of materials suitable for outdoor public usage.



Bicycle parking area.



Circular bicycle rack.



An integrated group of furnishings including bicycle rack, tree fence, streetlight and bench.



Seating and landscape along sidewalk.



Movable outdoor seating provides flexibility.

D.3.5 Drinking fountains shall be provided at Overlook Park, Central Green, and the Recreation Trail. Dog bowl and water bottle filling attachments are recommended.

D.3.6 Within Overlook Park, Applicant shall provide play equipment for children ages two through twelve. All play areas will be designated for children between ages of two to five and for ages five to twelve years old. These structures should offer a variety of stand-alone features and a wide variety of varied physical activities for the children. The equipment should promote fitness, physical activity, and connection.



An attractive playground bordered by landscaping and trees.

Irrigation Systems

D.4.1 Site Irrigation systems shall comply with all local and state requirements, including the Model Water Efficient Landscape Ordinance (MWELO).

D.4.2 All irrigation equipment shall be controlled with weather-based controllers located in easily accessible, locked stainless steel pedestal boxes. The equipment should include flow sensors and automatic shut off valve capability with a wi-fi based alarm system to alert maintenance controller team(s).

D.4.3 Irrigation systems shall provide quick couplers or hose bibbs in lockable wall boxes in all common use areas.

Soil & Drainage

D.5.1 On-grade planting areas shall be comprised of amended topsoil import or amended native soil as required, based on a soil analysis report and soil laboratory recommendations. Excavation, clearing and grubbing, or soil preparation shall occur within established tree protection zones as per the advice of a landscape architect or arborist.

D.5.2 Planting areas shall be dressed with a 3-inch layer of mulch or as dictated by local or regional guidelines.

D.5.3 Cast iron or similar drain grates shall be used in turf and pedestrian circulation areas. Landscape planters shall be drained with cast iron, decorative metal, plastic or similar flat or atrium-style grates and factory-fabricated bodies.



6. Utilities

The Plan Area will have utility infrastructure to address stormwater collection, sanitary sewage collection and water supply and distribution. There will also be systems for power, natural gas and communications, which are called Dry Utilities. Utility infrastructure systems are described in the following sections.

A. STORMWATER

The following sections describe the existing and proposed stormwater flows for the 18.4-acre area impacted by the Precise Plan area.

Existing Conditions

The site is bound by Serramonte Boulevard to the north, Callan Boulevard to the east, Campus Drive to the south and residential buildings to the west. The current uses on the campus include a bus yard, district offices, churches, child day care facilities, a Comcast building, and the Workforce Housing project (currently under construction). The Workforce Housing project (including the apartment building, car barn, and surface parking lot located at the northern portion of the existing campus) and the Comcast building will remain operational throughout and after construction of the Precise Plan. The Workforce Housing project is under separate approval and storm water improvements for the building, surface parking lot and area immediately adjacent to the building are

to remain and are not modified as part of the plan area. The driveway just to the south of the Workforce Housing project will be replaced and is included in the plan area.

The existing ground coverage consists of approximately 108,830 sq. ft. impervious and 59,440 sq. ft. pervious (64.7% impervious). Site elevations vary from approximately elevation 495 feet to the west and 480 at the main parking lot near the entrance to the site. Stormwater onsite is collected in area drains or inlets and conveyed in below grade pipes to the storm drain outfall located in the existing parking lot near the main vehicular entrance at Serramonte Boulevard. The outfall discharges to an existing 24" storm drain main in Serramonte Boulevard that flows to the east.

Proposed System

The proposed changes in the plan area consist of open space, park areas, landscape areas, concrete paths, private roadways, asphalt drives, asphalt parking lots, and multi-story residential buildings. The project proposes to maintain the existing drainage patterns and replace the existing drainage system.

The proposed ground coverage consists of approximately 120,300 sq. ft. impervious and 47,970 sq. ft. pervious (71.5% impervious). The project will increase the amount of impervious surface from the existing condition and will require retention to control the peak flow and volume leaving the site. Overall, the proposed condition will increase the site's impervious footprint by approximately 11,470 sq. ft. and will therefore require stormwater retention. The project proposes to satisfy the retention requirement with a Master Plan approach that will allow one parcel to overcompensate and accrue credits that can be applied to other parcels that will have more difficulty meeting the requirement.

The proposed drainage system will consist of area drains, drop inlets, manholes, stormwater treatment areas with overflow structures, and below grade pipes. The drainage system will convey runoff to the existing outfall located near the main vehicular entrance.

Stormwater Requirements

The project shall not increase the flow or volume leaving the site for the design storm. If a project increases the imperviousness of the site stormwater retention will be required to retain the increased flow and volume.

B. SANITARY SEWER

Existing Condition

The existing City sewer system in the vicinity of the Plan Area consists of a 10-inch sewer main in Serramonte Boulevard, 8-inch and 10-inch sewer main that runs through the district's property, 8-inch sewer main in Campus Drive south of the school site, and a 6-inch sewer main in Callan Boulevard. A portion of the existing sewer system that runs through the District's property connects the 8-inch main in Campus Drive to the 10-inch main in Serramonte Boulevard. Sewer generated by the Workforce housing project (currently under construction) and the existing school site is discharged into the main that runs through the District's property, which ultimately connects to the 10-inch main in Serramonte Boulevard. Elevations and sizes of the existing system are from field and record data. Rim and Invert elevations are obtained from field data with elevations based on North American Vertical Datum (NAVD 88).

Proposed System

The project proposes to construct a public sewer system in the private streets (to be located in an easement) and an onsite sewer system to connect the buildings to the public sewer system. The proposed public sewer system will consist of manholes and pipes. The onsite sewer system consists of pipes, cleanouts, and manholes. The project will connect to the 10-inch sanitary sewer main in Entry Drive and the new sewer connection on Callan Drive.

Sewage Generation Calculations

The City of Daly City establishes sewage demand numbers for different types of building uses based on the demands provided in the City's 2009 Master Sewer Study. The proposed project will replace the existing buildings, including an existing school building and modular units. The sewage generation flows from the buildings to be removed will be applied as a credit to the project. This information will be used by the City to determine the impacts the proposed project will have on the City's sewer system and determine if the existing sewer system has sufficient capacity to serve the project. Despite the credit, the City is anticipated to experience an increase of sewer flows of 173,468 gpd. A detailed sewer study is included in the entitlement documents.

C. WATER SUPPLY

Existing Condition

The existing City water system in the vicinity of the project consists of a 6-inch AC water main in Serramonte Boulevard and a 10-inch water main in Entry Drive constructed with the previous project. The existing domestic water system for the school campus is fed by a 3-inch service near the main entrance off Serramonte Boulevard while the existing fire service for the site is served from an 8-inch line from Callan Boulevard. The existing Jefferson Union High School District Workforce Housing project is fed from the existing 10-inch main.

Proposed System

The proposed project will construct a new public water main within the new streets and provide new domestic water, fire water, and irrigation water services to the proposed buildings. All proposed services are anticipated to be fed from a portion of the existing 10-inch main constructed with the previous project and new 10-inch water mains constructed with the new private streets. The on-site domestic water system consists of service lines from the public main to each building.

Water Generation Calculations

The City establishes water demand numbers for different types of building uses. A summary of existing demands, proposed building type, area, and number of units, and area of irrigated landscape area is included in the entitlement documents. This information will be used by the City to determine the water demand for the proposed project. The flows generated by the proposed project and the reduction in flows from the existing building and landscaping being removed will be used in the City's model to determine if the City's water system has enough capacity to serve the project.

D. DRY UTILITIES

Dry utility infrastructure modifications and additions will be required and will be built out in phases to accommodate and support the development. Utility providers serving the Plan Area include PG&E, Comcast, and AT&T.

PG&E recently installed infrastructure to serve Parcel A and maintains service to the existing Comcast Building and School Building. Data/Telecom services were also extended to serve the development at Parcel A.

A joint trench will be provided in the Private Streets to extend the utility providers' infrastructure throughout the development to serve the Parcels. Dry utilities will be coordinated with the appropriate utility provider to establish new service routes to support the Plan Area.

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7. Implementation

A. PHASING

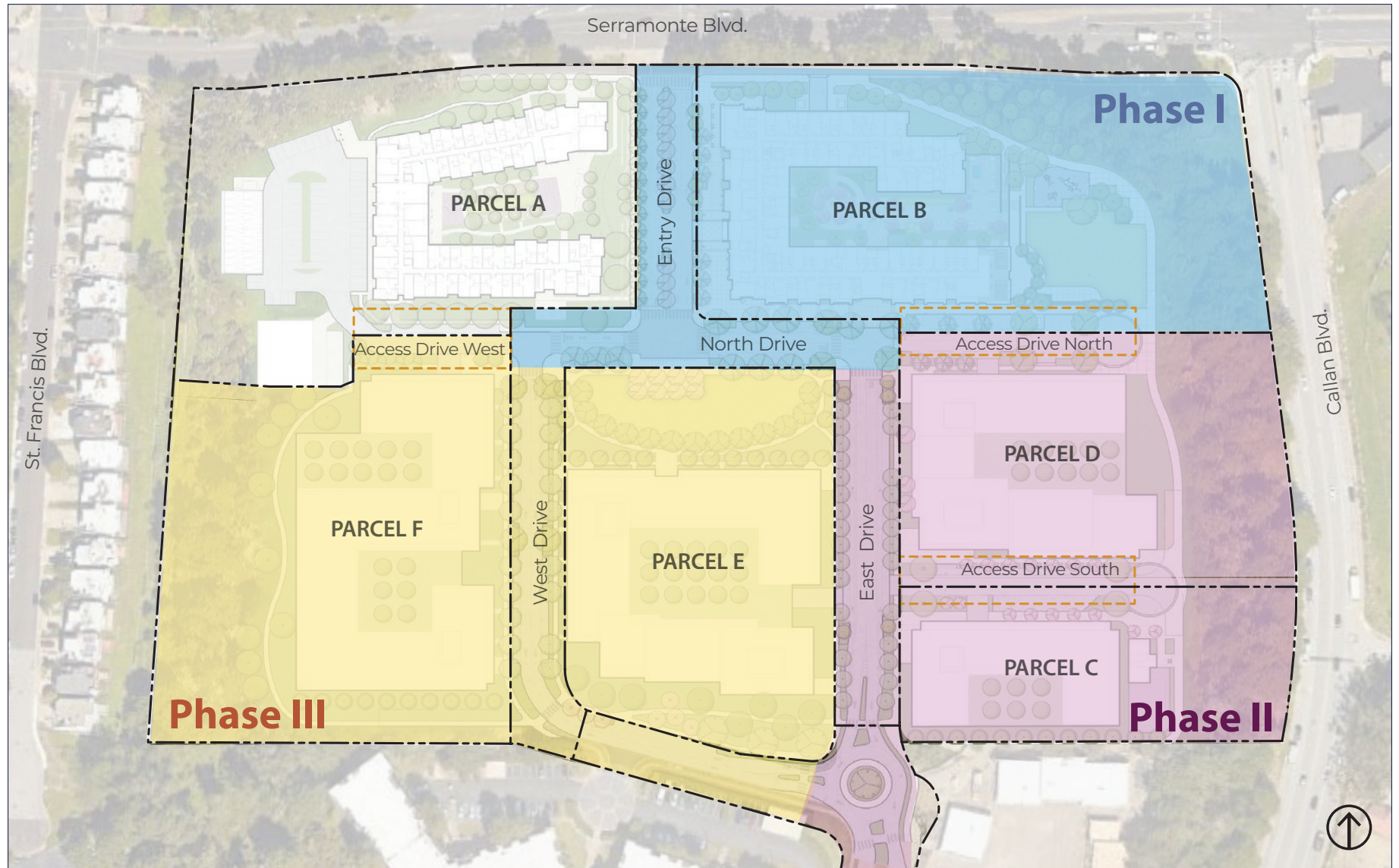
The Plan Area is to be built-out in phases over a period anticipated to be eight to twelve years but may be up to 15 years. Each phase of development includes the infrastructure necessary to support development, open space and public improvements associated with specific parcels as follows and as shown in Figure 7.1:

- **Phase I** is the development of Parcel B housing, retail, Overlook Park, North Drive, north side of North Access Way and associated utility improvements.
- **Phase II** is the development of Parcel C affordable housing, Head Start, East Drive, south side of North Access Way, South Access Way and Parcel D housing, and associated utility improvements.

- **Phase III** is the development of Parcel E housing and Central Park together, Parcel F housing, West Drive, and associated utility improvements. Parcel E or Parcel F may develop independently and in any order.

The number of phases, number of units, and timeline for the project build-out will ultimately depend on market conditions. The rate of the buildout of housing will fluctuate with the regional economy, capital expectations and availability, costs for development and the conditions of the Daly City housing market.

Figure 7.1 Phasing



-- Parcel lines - - - - Easement

B. CONFORMANCE REVIEW

Planning and engineering review and approval of development applications shall be in accordance with the Daly City Municipal Code and the Precise Plan conformance review process as shown in Figure 7.2: Conformance Review and Approval Process.

Planning Review

Development applications shall be submitted to the City for Design Review in accordance with Daly City Municipal Code. Planning staff shall review the application for consistency with the Precise Plan's goals, development standards and design guidelines and applicable entitlement documents. The Precise Plan is consistent with and implements the Daly City General Plan.

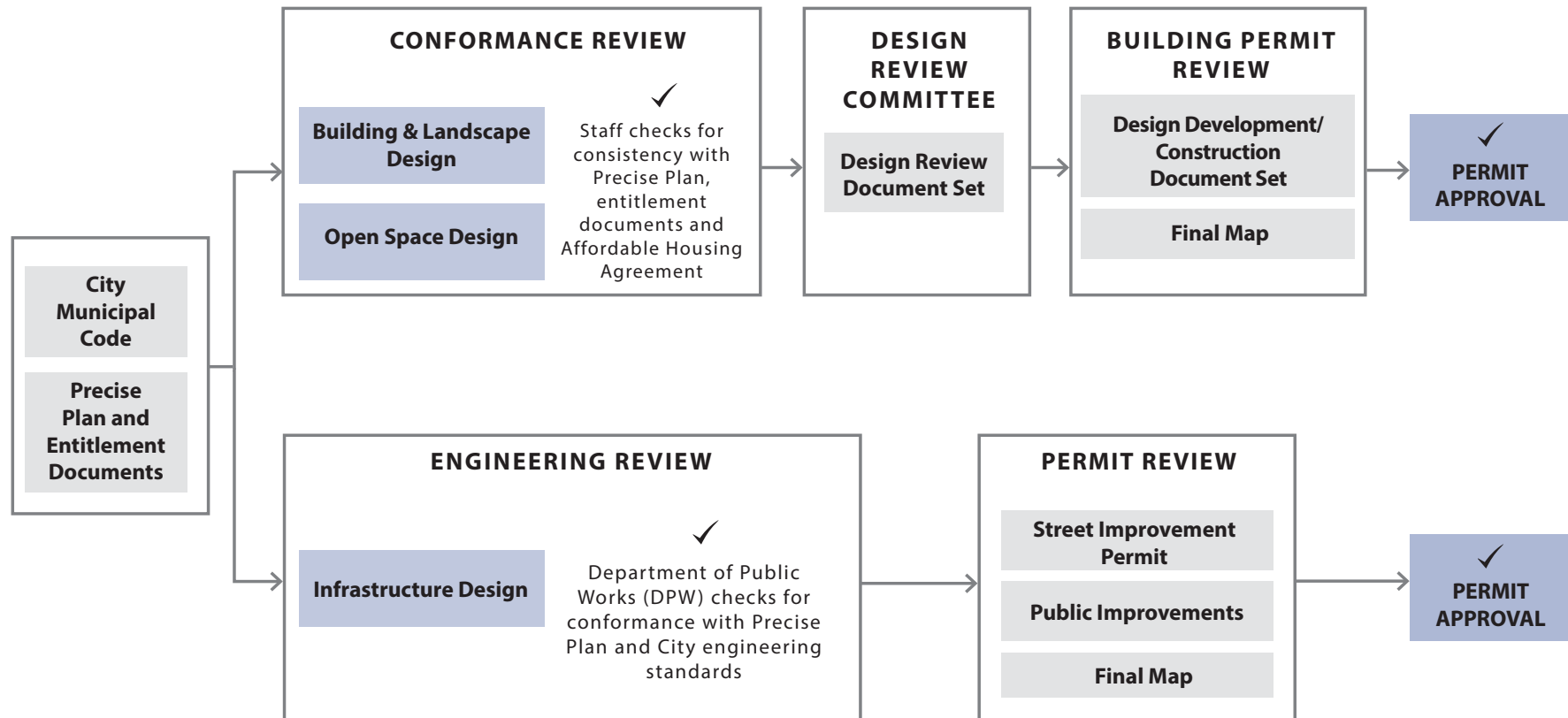
Land Uses in the Plan Area shall be permitted according to the general category of uses submitted with this Precise Plan. A use proposed which is not similar in character to an identified use by general category may be permitted upon securing a use permit. Changes that reflect minor differences between the Precise Plan and construction documents, including modifications in the location of off-street parking, changes in the phasing of development, the distribution of private open space, the design of private street systems, and building design,

may be approved by the city planner, if in the opinion of the planner, the change is not substantial. The applicant shall provide a narrative describing the requested change, a rationale for why the change is needed and how the change achieves the design intent of the Precise Plan.

Engineering Review

The applicant shall apply for approval of final subdivision maps and improvement plans per the Precise Plan, City of Daly City's Municipal Code and City Engineering Division standards. The development application for a final subdivision map shall be consistent with the approved tentative map for horizontal infrastructure, including utilities, streets, roads, sidewalks, and other improvements, and shall be submitted at the same time as a development project submittal. Final subdivision maps and improvement plans may address all or a portion of the Plan Area per the general direction on phasing per Section A above.

Figure 7.2 Conformance Review and Approval Process



C. ENTITLEMENT DOCUMENTS

By Resolution No. [] the City Council approved text and map amendments to the General Plan to enable high density residential and mixed-use residential development. By Resolution No. [] the City Council approved the update to the Serramonte Del Rey Precise Plan, which modified land use designations and created a new street and open space network. The District and the City of Daly City entered into a Development Agreement to secure vested development rights and terms for an Affordable Housing Agreement. The City Council approved a Tentative Map indicating the subdivision of the District lands into parcels with infrastructure and open space improvements. The City of Daly City, as the lead agency under the California Environmental Quality Act (CEQA) prepared the project's Environmental Impact Report (EIR) to disclose to the City, general public and other agencies the environmental impacts of the project. By Resolution No. [] the City certified the EIR for the project, adopted findings, statement of overriding considerations [if needed] and a Mitigation Monitoring and Reporting Program (MMRP). The Precise Plan is consistent with and will implement the MMRP as approved by the City Council.

D. PROCESS FOR AMENDING THE PRECISE PLAN

An applicant can request an amendment to the Precise Plan as part of future development application. The applicant shall provide a narrative describing the requested change, a rationale for why the change is needed and how the change will achieve the design intent of the Precise Plan. Amending the Precise Plan shall follow the requirements of the City's Zoning ordinance as of the date of project approval.

E. CALIFORNIA ENVIRONMENTAL QUALITY ACT

All proposals for development shall be subject to the mitigation measures specified in the Environmental Impact Report (EIR) certified by the City Council as part of this Precise Plan. Subsequent environmental review of development of Phase I, Phase II, or future phases of development shall be reviewed for compliance with the EIR and MMRP prepared for this Precise Plan and the California Environmental Quality Act.

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Acknowledgements

Jefferson Union High School District

Board of Trustees

- » Andrew Lie
- » Carla Ng-Garrett
- » Nick Ochipinti
- » Kalimah Salahuddin
- » Rosie Tejada

District Staff

- » Toni Presta, Superintendent of Schools
- » Tina Van Raaphorst, Associate Superintendent of Business Services
- » April Hawkins, Director of Communications & Staff Housing
- » Monica Casey, President American Federation of Teachers (AFT) Local 1481

Brookwood Advisors

- » Alan Katz, President
- » Bruce Fukuji, Planning Director
- » Chris White, Project Director

PlaceWorks

- » Bruce Brubaker, Principal-in-Charge
- » Janet Chang, Project Manager
- » Pranjali Deokule, Project Manager

Seidel Architects

- » Alex Seidel, FAIA, Founding Principal
- » Paul Dent, Senior Associate
- » Michael Rizza, Associate

Jett Landscape Architecture + Design

- » Bruce Jett, Principal
- » Jesse Markman, Principal
- » Samantha Elms, Landscape Designer

Fehr & Peers Transportation Planning

- » Bill Burton, Senior Associate

BKF Engineers

- » Tim Heffernan, Senior Project Manager

Office of the San Mateo County Counsel

- » John D. Nibbelin, Chief Deputy County Counsel

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DALY CITY INTER-OFFICE MEMORANDUM**JUHSD COUNCIL COMMITTEE****DATE: July 6, 2021**

TO: JUHSD Council Committee
Juslyn Manalo, Mayor
Glenn Sylvester, Councilmember

FROM: Carmelisa Morales, Associate Planner

SUBJECT: General Plan Amendment GPA-04-21-014998
Planned Development PD-04-21-014997
Design Review DR-04-21-015000
Major Subdivision SUB-04-21-014999
699 Serramonte Boulevard – Serramonte Del Rey Campus Redevelopment

BACKGROUND

The Serramonte Del Rey Precise Plan (PD-31) was approved for the Serramonte Del Rey Campus located at 699 Serramonte Boulevard in Daly City in 1985 and allowed up to 175 residential units and approximately 700,000 square feet (sq. ft.) of office space. An amendment to the Precise Plan (PD-31A) was approved in January 2020 for the northwest section of the site (Parcel A) to allow for the construction of a JUHSD faculty and staff housing project which is currently under construction.

The property currently consists of a main building occupied by JUHSD offices and non-profit organizations, temporary buildings, surface parking, and construction activity for JUHSD faculty and staff housing. There is also a school garden located in the southwest corner of the project site. This garden was started 20 years ago and used by JUHSD for adult education as a demonstration garden. Since the garden is used by JUHSD for educational purposes, members of the public must fill out volunteer and liability forms to use the garden.

PROJECT DESCRIPTION

Staff has received an application from Jefferson Union High School District (JUHSD) that proposes a new Precise Plan for the campus (see Attachment A – Draft Precise Plan). The proposed Precise Plan would allow for the redevelopment of the campus to include up to 1,235 units of affordable and market-rate rental housing, up to 14,000 sq. ft. of neighborhood-serving retail/commercial uses, and 1,400 sq. ft. allocated for a Head Start childcare facility. The existing garden would be removed, but JUHSD intends to install raised planter beds at their new adult education building located at 123 Edgemont Drive. The site would be divided into seven development parcels and additional street parcels with public access easements. Build-out of the site is anticipated to be over a ten-year period.

JUHSD is also seeking design review approval for the proposed development on Parcel B, which would include a six-story, 201-unit mixed-use building with approximately 345 parking spaces and approximately 8,000 sq. ft. of retail space, a park, play structure, and various amenities for residents (see Attachment B – Parcel B Project Plans). The building would have a maximum height of 74 feet to the top of the parapet (85 feet to the top of the elevator shaft).

The proposed project requires an amendment to the General Plan to change the designation to Commercial – Mixed Use (C-MU), a new Planned Development due to the significant changes proposed for the site, Design Review and a Major Subdivision. Design review approval for proposed Parcels C through F would occur as subsequent applications.

ENVIRONMENTAL REVIEW

An Environmental Impact Report (EIR) is required for this project. David J. Powers & Associates (DJP&A) has been retained to prepare the EIR. The Notice of Preparation which provides interested parties with the opportunity to provide input regarding the scope and content of the environmental information to be addressed in the EIR was filed with the County and distributed to interested parties on May 6, 2021. Staff received several comments during the 30-day comment period which will be used to develop the scope of the EIR. Staff and DJP&A are currently working with JUHSD to prepare the project description of the EIR and obtain the required information and reports to prepare the EIR. Tribal cultural resources consultation has also started pursuant to the requirements of Senate Bill 18 and Assembly Bill 52.

PRELIMINARY PLAN AND PRECISE PLAN REVIEW

The Preliminary Plan for the proposed project will be scheduled for an upcoming Planning Commission meeting and City Council meeting. At this stage, the Planning Commission and City Council will review the proposed land use, circulation, and overall site design of the proposed project. The Planning Commission may recommend approval, conditional approval, or denial of the Preliminary Plan to the City Council. The Planning Commission's action will be forwarded to the City Council for approval, conditional approval, or denial.

The project will then move forward to the Precise Plan stage where the applicant will finalize their proposal and make any revisions necessary to address comments from the Planning Commission and City Council. The EIR will also be finalized and circulated pursuant to CEQA. The final steps of this stage will be a Planning Commission meeting and City Council meeting. The Planning Commission will make a recommendation on the project and the City Council will make the final determination of approval, conditional approval, or denial of the project.

DEVELOPMENT AGREEMENT

JUHSD also submitted proposed terms for a Development Agreement that will need to be further analyzed by staff and presented to the City Council for approval. The current proposal provides considerations for development phasing, parks and open space requirements, fees, off-site improvements, and most notably affordable housing.

STAFF RECOMMENDATION

Staff recommends that the JUHSD City Council Committee review the information and attachments presented and provide any preliminary comments or concerns.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Carmelisa Morales', written in a cursive style.

Carmelisa Morales
Associate Planner

Attachments

Attachment A – Draft Precise Plan
Attachment B – Parcel B Project Plans

bae urban economics

Memorandum

To: Tina Van Raaphorst, Associate Superintendent
Jefferson Union High School District

From: David Shiver, Principal
Kathleen Diohep, Vice-President

Date: July 10, 2020

Re: Office Market Assessment and Fiscal Impact Review for Serramonte Del Rey Site,
Daly City, California

Introduction and Purpose

BAE Urban Economics, Inc. (“BAE”) has been engaged to prepare an analysis of the office market position for the 22-acre site owned by the Jefferson Union High School District (“JUHS”) and a review of the fiscal impact of residential development in Daly City, California. This site, a former high school, is a portion of a larger 50-acre site that was entitled for 500,000 to 700,000 square feet of office space plus residential in 1985 (“the Site”).

BAE is an award-winning urban economics and public-benefit real estate and urban economics consultancy. Since 1986, BAE has completed more than 2,300 projects for clients that include public agencies, non-profit organizations, financial institutions, and private developers throughout the US. BAE has prepared hundreds of market studies, financial feasibility studies, and highest and best use analyses for a variety of commercial, residential, and institutional product types.

This analysis evaluates the site’s potential to attract commercial office use. The analysis utilizes market-based location criteria for office development, set in the geographic and historic context of real estate development in Daly City, San Mateo County, and the San Francisco Bay Area over the past 35 years.

This analysis also presents the results of the fiscal impact analysis of three recently approved residential projects in Daly City to demonstrate the potential for residential development contemplated for the JUHS site to generate positive fiscal benefits to the City.

San Francisco

2600 10th St., Suite 300
Berkeley, CA 94710
510.547.9380

Sacramento

803 2nd St., Suite A
Davis, CA 95616
530.750.2195

Los Angeles

448 South Hill St., Suite 701
Los Angeles, CA 90013
213.471.2666

www.bae1.com

Washington DC

1140 3rd St. NE, 2nd Floor
Washington, DC 20002
202.588.8945

New York City

234 5th Ave.
New York, NY 10001
212.683.4486

Key Findings – Market Viability of Office Use

Overview

Based upon a site inspection, neighborhood tour, careful review of market data and evaluation of historic and current office development trends, BAE finds that the JUHSD's Serramonte Del Rey site is not a competitive location to attract office development. **The site has no overall potential for office development whether that is Class A, back office, biotech and/or medical office use undertaken by either commercial developers or corporate end users.** This conclusion is based upon the site's characteristics as well as Daly City's relative position in the regional economy and San Mateo County office market. Office development has been a permitted use at the site since 1985, yet only one medical office building was built in the ensuing 35 years. If office demand and rents would support developing new buildings, it would have occurred during the multiple real estate market cycles that have occurred since 1985.

BAE based its analysis on real estate market data as of the end of 2019 and market research conducted during February and March of 2020. The economic impacts of the Covid-19 pandemic have been significant and abrupt with short-term reduction of office demand driven by shelter-in-place orders. The long-term impact of the pandemic on the regional office market demand is uncertain and will likely change the regional office market dynamics, both in terms of overall demand and space design, but likely not in a manner that would change the finding that the JUHSD site is not a viable office development location.

JUHSD Site Characteristics

BAE has identified key office location criteria that are used by commercial developers and end users to select sites for office development (see Figure 1, below). These criteria are based upon BAE's ongoing discussions with commercial developers active in the Peninsula Market and technology company real estate representatives, as well as upon BAE's recent experience with other commercial projects for public agencies and private parties on the Peninsula. BAE evaluated both the JUHSD site and other alternative locations in the market area against these criteria.

1. **Critical Mass.** At 22 acres, the site lacks the size to accommodate the scale of office development necessary to establish a new successful employment center with a distinct identity. An example of critical mass is South San Francisco's 500-acre lifescience district east of Highway 101. This city has continued to strengthen its role as a biotech cluster, adding 1.6 million square feet of new Class A office over the past ten years along with additional new development planned by Genentech, its anchor end user. Other large sites for new office development can be found in San Francisco

south of Mission Bay, Redwood City, the Peninsula/Highway 101 Corridor, and potentially elsewhere in Daly City.

Figure 1 Office Location Criteria

		JUHSD Site	Daly City BART Area	Redwood City	Peninsula/ 101 Corridor	San Francisco/ SOMA
1	Available Land for Project w/ Critical Mass?		Potential	✓	✓	✓
2	Walkable to BART/Caltrain Transit		✓	✓	✓	✓
3	Employment Center		✓	✓	✓	✓
4	101 Corridor			✓	✓	✓
5	Authenticity/ Placemaking		Potential	✓	✓	✓
6	Tech Company Appeal/ Cool Factor		Potential	✓	✓	✓
7	No Cap on Office Development	✓	✓		✓	
8	Rents Justify New Office Construction?		Potential	✓	✓	✓

Source: BAE, 2020.

2. **Walkable to BART/Caltrain.** Proximity to public transit, in particular BART and Caltrain, is highly desirable to office tenants. While the site is served by Samtrans bus service, it is over two miles from the Colma BART Station, well beyond the typical half-mile that otherwise, everything else being equal, would make the site attractive as a mixed-use, transit-oriented development that is preferred by office tenants. Reflecting market demand for office space near transit, Daly City's own Class A office inventory is adjacent or near the Daly City BART Station.
3. **Employment Center.** Office businesses like to be near other office businesses –this is an agglomeration effect that is seen throughout the Bay Area. The site is not located in a recognized employment center and it is located in a primarily residential neighborhood with multi-family residential developments defining the northern and southern gateways after exiting Highway 1 to reach Serramonte Boulevard. The site is set back approximately 400 feet south of Highway 1 and a half-mile from Interstate 280. An office project here cannot offer visibility and identity that is often desired by corporate end users and/or tenants.

4. **Highway 101/Caltrain Corridor.** Almost all existing, planned, and proposed Class A office space in the Northern San Mateo County market is located along the Highway 101 and Caltrain corridor. As of the end of 2019, seven million square feet of new office projects were under construction along this portion of the corridor along. An additional 30 million square feet are under construction, entitled, or proposed from Hunters Point and Candlestick Point in San Francisco through the corridor to Menlo Park at the southern end of San Mateo County, reflecting its strong gravitational market pull. The Serramonte Del Rey site is at a distinct disadvantage by not being located on this corridor.
5. **Authenticity/Placemaking.** Commercial office developers and end users increasingly seek locations that offer a sense of urban or small-town authenticity and a mix of uses including office with residential and retail goods and services. The City of Redwood City has successfully leveraged its historic downtown and Caltrain Station to accommodate significant new office (as well as residential) development. The City of San Mateo has successfully guided the redevelopment of the Bay Meadows racetrack as a new attractive location for technology offices, in walkable, transit-oriented locations with new housing. The JUHSD site does not offer the same opportunity for placemaking due to its location away from the BART, or Caltrain stations, or the City's Top of the Hill commercial district. Daly City itself has opportunities for mixed use office development at its BART Station and other high visibility sites.
6. **Tech Company Appeal/Cool Factor.** Developers are building office space to meet the changing office needs of employers. Technology and lifescience companies in the Bay Area fiercely compete for skilled labor and tend to cluster to make job changes less costly and disruptive to the employee. To be competitive and attract top talent, employers tend to select facilities that provide a 'cool factor,' e.g., unique setting, site design, architecture, and package of amenities that are attractive to the Millennial and Generation Z workforce. The JUHSD site is not well suited to be competitive due to its small size, relatively inferior location, and lack of visibility.
7. **No Cap on Office Development.** Cities such as San Francisco and Redwood City have adopted legislation that places a cap on office development that serves as a barrier to entry for new office development. The Serramonte Del Rey site has an advantage by its location in Daly City that has no overall city-wide cap of office space. There is no barrier to developing the office space that was entitled for the site in 1985.
8. **Rents Justify New Office Construction?** Financial feasibility is driven by the relationship between the rents a developer can charge and the cost to develop their office project. While office rents have been strong enough to justify new construction along the Highway 101/Caltrain corridor and, potentially at Daly City's BART Station, the

locational disadvantages of the Serramonte Del Rey site would likely result in a project not being able to achieve the rents necessary to support project development costs and provide a market rate of return to investors.

Daly City Office Market Trends

Located outside the Highway 101/Caltrain Corridor, the office sector in Daly City has failed to gain traction over the past few decades despite the presence of two BART stations and City efforts and investment to stimulate Class A office development during the longest economic expansion in U.S. history. This finding is based upon the following observations:

- Daly City has only two Class A office buildings that are located at the Daly City BART Station and together they comprise 438,000 square feet. The Redevelopment Agency project, Pacific Plaza development, is an example of modest success of attracting Class A office space after utilizing its redevelopment tools (including site assemblage and subsidies). However, a recent sale of the property in 2018 was for significantly less than its replacement cost which indicates continued weakness in the Class A sector despite adjacency to a BART station.
- Both Class A buildings changed ownership recently and have experienced increasing occupancy and rents as they benefited from their location in proximity to BART. However, Daly City recently marketed three sites near the Daly City BART station to the commercial developer community; the City has reported that these sites did not receive interest for office use.

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Key Findings - Fiscal Impact of Alternative Residential Use

Overview

BAE reviewed three FIAs for new residential development in Daly City and has made the following findings regarding the direct fiscal impacts:

- The three FIA analyses prepared recently for Daly City projects all indicate that residential development at the scale and density of in-fill development projects, such as what is being considered for the Serramonte Del Rey site, can yield net positive impacts.
- New residential development injects additional retail spending power into the city that can support its existing and expanded retail centers and corridors.
- Daly City has well-performing retail centers such as the Westgate Mall and Serramonte Plaza with a wide offering of retail stores that draw shoppers from both inside and outside the city. However, the City's retail sector faces continued pressure from e-commerce and the uncertain impacts of the current Covid-19 pandemic.
- Daly City can support the long-term sustainability of these centers by adding new residents. Each new resident, from which a higher percent of spending can be captured locally, netting more retail sales than under a situation faced by many other cities where new residents chose to go outside the city for a significant portion of their shopping.

Indirect Fiscal Benefit

There is as well an important indirect fiscal benefit associated with new residential development specifically at the Serramonte Del Rey site. JUHSD intends to ground lease the Site for development which will generate an ongoing stream of cash rental payments. This new source of revenue will enhance JUHSD's operating budget and thus improve the quality of education in Daly City.

Improved school quality has been documented to increase housing values in the community that the schools serve. This, in turn, will increase tax revenues for both JUHSD and Daly City, therefore stimulating a virtuous cycle that improves the quality of City services and school district operations.

Site Description and Location

Daly City Location

The Site is located within Daly City, the largest city in San Mateo County with a population of 109,122. The American Community Survey by the Census for 2018, identified 64,871 Daly City residents in the labor force. Of those, almost one third worked in Daly City. The City has a significant retail and commercial tax and employment base with two major shopping centers.

Site Location and Adjacent Uses

Within the Serramonte neighborhood of Daly City, the Site is situated in the northern portion of the Precise Plan area, bounded by Serramonte Boulevard, Callan Boulevard, Hickey Boulevard and St. Francis Boulevard. (See Figure 2 on next page). It has a sloped topography and existing groves of evergreen trees creating a buffer from the neighboring uses. To the east is the Chinese Cemetery, to the north medium density apartment complexes, and to the west, single-family homes. To the south are medium density apartments and medical office uses.

Generally framed by Interstate 280 and State Routes 35 and 1, the Serramonte neighborhood of Daly City was developed in the late 1960s and early 1970s as a residential neighborhood with commercial uses near Interstate 280. The Serramonte Plaza shopping center is a successful 1.1 million square foot regional shopping center, which expanded by 250,000 square feet in 2018 and is currently undergoing additional redevelopment. While the Site is within walking distance of the Serramonte Plaza and easily accessed from the neighboring highways, it is over 2 miles from a BART station.

1985 Precise Plan

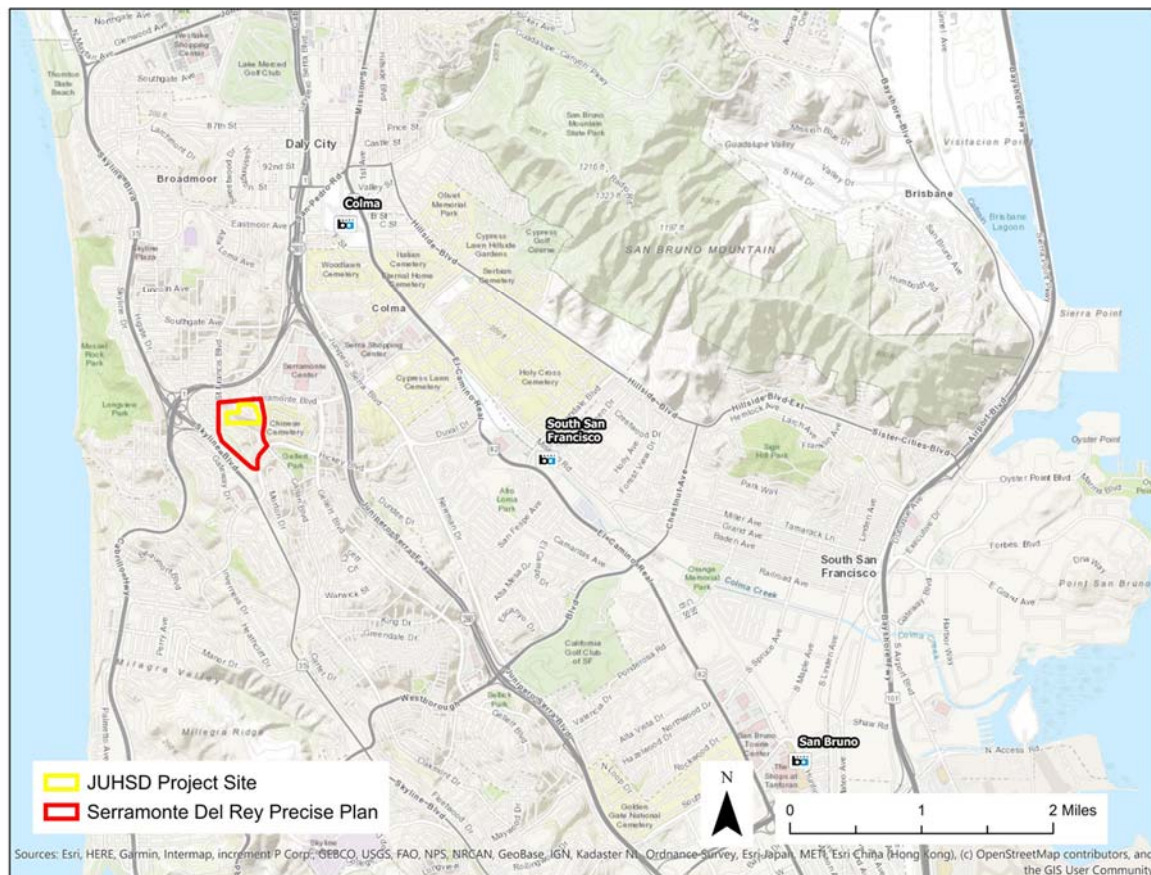
In 1985, Daly City adopted the Serramonte Del Rey Precise Plan ("Precise Plan") that delineated land uses for the 50-acre site owned by JUHSD and ground leased to a real estate developer, Southwest Diversified. The Precise Plan permitted a phased, mixed-use project on the 30 developable acres with between 200 to 575 housing units and between 740,000 and 1.2 million square feet of office space. Several parcels were designated to be either office or residential. Three to twelve story buildings are allowed in the Precise Plan. In January 2020, Daly City revised the Precise Plan to include the JUHSD faculty and staff housing project at the northwest corner of the Serramonte Del Rey site.

Development and Leasing History

The underlying concept when the Precise Plan was adopted in 1985 to create a first-class office park that could attract build-to-suit corporate tenants seeking office space at larger floor plates and lower prices than could be found in San Francisco. An apartment complex, Serramonte Ridge, was developed in 1987 on 9.6 acres and has 396 units in six three-story buildings. One office building of 76,000 square feet, 901 Campus Drive, was built in the Precise Plan area in 1990 on 2.77 acres and is leased for medical uses. The initial developer constructed the apartments and the 901 Campus Drive office building but did not exercise

their option to develop the second phase on the northern portion of the site. In the intervening decades, JUHSD closed the high school, moved in its district offices, and leased space to a mix of tenants.

Figure 2: Site Location, Daly City



More recently, 2.7 acres were leased to a charter high school that opened in 2019, on a site designated for office use. Under construction now are 122 units of housing for employees of JUHSD on 3.9 acres at the northwest corner of the plan area.

The analysis below addresses the remaining development capacity of the site identified for as much as 700,000 square feet of office.

Daly City Office Market

Overall Daly City Office Market

Daly City has an inventory of approximately 1.5 million square feet of office space in 81 office buildings, according to data obtained from the CoStar Group, a national real estate market data provider. The 16 buildings larger than 20,000 square feet. include 1.2 million square feet as shown in Table 1 below. Medical office buildings account for a significant amount of Daly City's office inventory, including those which are part of the Seton Hospital Campus and the Kaiser Medical Office building at 395 Hickey Blvd, built in 2002. The office building at the site, 901 Campus Drive, a three-story, 75,000 square foot Class B office building, was built in 1990. It is a medical office building anchored by the Palo Alto Medical Foundation and Campus Surgery Center. The building was 80 percent occupied as of the end of 2019. It sold in June 2018 for \$30 million, or \$395 per square foot, which is significantly less than the replacement cost (currently over \$800 or more per square foot for Type I construction)

Table 1: Daly City Office Market Characteristics

All Buildings					Buildings < 20,000 sq.ft.				
	Sq.ft.	#	Vacancy 3-4-2020			Sq.ft.	#	Vacancy 3-4-2020	
			Sq.ft.	%				Sq.ft.	%
<u>General Office</u>									
Class A	438,173	2	43,280	10%		438,173	2	43,280	10%
Class B	202,477	8	4,861	2%		181,121	5	4,861	3%
Class C	218,517	33	5,062	2%		40,910	2	-	0%
Subtotal	859,167	43	53,203	6%		660,204	9	48,141	7%
<u>Medical Office</u>									
Class B	398,494	7	28,487	7%		362,378	4	26,918	7%
Class C	228,116	11	-	0%		176,981	3	-	0%
Subtotal	626,610	18	28,487	5%		539,359	7	26,918	5%
Total	1,485,777	61	81,690	5%		1,199,563	16	75,059	6%

Source: CoStar, BAE 2020

Note that the 2100 Junipero Serra building, built in 2001, and the Kaiser facility built, in 2002, are the newest office buildings in Daly City. Although Daly City has relatively low office vacancy rates, no new office is proposed as the rents are not high enough to support new construction. Current proposed projects in Daly City only include very modest amounts of office space included in mixed-use projects. Appendix A provides a discussion of the opportunity sites in Daly City that could be developed for office uses.

Daly City Class A Office Market

There are two Class A office buildings in Daly City¹, both located on Junipero Serra near the Daly City BART Station. The following is a brief summary of these two properties.

2171 Junipero Serra Boulevard, a seven-story, 55,000 square foot building completed 1989 that is one half mile from the Daly City BART station and has visibility from Highway 280 as well as ocean views. It was the first high-rise built in Daly City and, in 1990, the City purchased a 51 percent share of the building to avoid default by the developers. The City held that ownership stake for over a decade. The building traded for \$24 million in 2016, a value of \$436 per square foot., significantly less than costs of new construction. In 2017, almost 13,000 square feet were vacant, a 23% vacancy rate. The new ownership upgraded the building and substantially increased occupancy. At the present, there are no suites advertised to lease and rental rates are not available.

2001 Junipero Serra Boulevard, a nine-story, 383,000 square foot building that was built in 2001 with direct access to the Daly City BART station. As of March 2020, this building is 91 percent occupied with 43,000 square feet. available for lease at an asking rate of \$4.65 per square foot per month on a full-service basis. This building was part of a significant redevelopment project, Pacific Plaza, by the City of Daly City. Pacific Plaza included land acquisition and sale to a developer at a cost less than the City's cost for the land to create a first-class office building in Daly City.

Situated off Interstate 280 and adjacent to the Daly City BART Station, the building offers large floor plates, views, and 1,753 parking spaces. The multi-tenant building is anchored by the global headquarters of Genesys, a contact center technology provider (with jobs reported in the range of 250 to 499 in Daly City). Other tenants include Kome Japanese Seafood & Grill Buffet, Bank of America, Subway and Satellite Healthcare. This was developed as a mixed-use retail and office investment including a retail and multi-plex movie theater. This property sold in 2018 for \$114.5 million, or \$299 per square foot. a cost much less than replacement costs (currently over \$800 per square foot for Type I construction) reflecting both the need to renovate and the separation of the retail and office projects. This sale also indicates how a Class A office property has struggled in one of the City's best locations near a BART Station, strongly suggesting that office at the Site would be extremely difficult to realize.

Other Development Trends in Daly City

Daly City is experiencing real estate development in sectors other than office. Retail center expansions and several new hotels have been approved in the last several years. Daly City has also seen a series of residential projects, many with over 300 units, under construction,

¹ CoStar shows the Serramonte Business Center, at 455 Hickey Boulevard as Class A. BAE's assessment is that this building is Class B due to the location and quality of improvements. The building was originally built in 1982 as a single user building for First Nationwide Bank data processing functions which relocated from Daly City in 1990.

including the JUHSD project adjacent to the Site and another 2,300 units approved by the City but not yet under construction. Serramonte Plaza received City approvals in 2018 to build 65,000 square feet of medical office buildings as part of master plan upgrade for the entire center. The owner has developed the first phase of its retail expansion and has second phase under development but has not yet moved forward with the office portions of the project. It should be noted that in today's market, many medical providers prefer locations in shopping centers since they offer access and visibility on high traffic arterials which would give the Serramonte Plaza a decided advantage over the JUHSD site for this use.

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National and Regional Office Trends

Office Trends in the 1980s

During the 1980s, the national trend was for new office development to locate in suburban office parks designed for ease of auto accessibility in contrast to the historic trend to concentrate office development in Central Business District. The preferred suburban location was close to residential neighborhoods with high-end executive housing and direct access to major freeways and highways. Buildings were primarily two to three stories and situated in the center of large surface parking fields. In the Bay Area, large suburban office parks were constructed in Marin County, South San Francisco, Brisbane, Walnut Creek, San Ramon, Pleasanton, Concord, Mountain View, Sunnyvale, Santa Clara, Redwood City, San Jose, and elsewhere along the Highway 101, Interstate 680, and Interstate 580 corridors.

Even at that time, not all suburban locations were suitable for office development. In an office market study prepared in 1991 for San Mateo County, the City of Daly City, and the San Mateo Transit District as part of the BART Colma Station Specific Plan (adopted in 1994), BAE found that demand for Class A office space in the vicinity of the Colma BART Station would be weak and that land designated for new Class A office space could be undeveloped between ten and twenty years given location factors and then-market conditions². In fact, the SamTrans Park and Ride site at the Colma Station, entitled in 1993 for over 200,000 square feet of office, remains undeveloped in 2020 and is under consideration for residential uses.

San Francisco, which had previously been the locus of corporate offices, saw increasing rents and new restrictions on office development in the 1980s. Suburban office development followed the labor force as corporations moved out of San Francisco (e.g. Chevron to Bishop Ranch) and new tech companies created identity campuses (e.g. Autodesk in Marin, Sun Microsystems in Menlo Park) in suburban locations. Universities also were a driver of development, in particular Stanford Industrial park which is home to many technology companies.

At the time that the Serramonte Del Rey site was planned as an apartment and office campus, the developer was targeting similar office users to those drawn to the East Bay office parks, however there was no development interest beyond the first medical office building at the Serramonte Del Rey site and Phase II office development never materialized. The project site was not as competitive at attracting office uses as the substantially larger scale sites in the Eastbay with their more favorable development environments, including better weather and better freeway access to a large pool of white-collar and executive labor. During this same period, subsidies were required to develop and sustain the two Class A office projects located near the Daly City BART station in the 1980s.

² See County of San Mateo, City of Daly City, San Mateo County Transit District, *Office Market Feasibility Study: Colma BART Station Specific Plan/EIR*, prepared by BAE Urban Economics, October 1991.

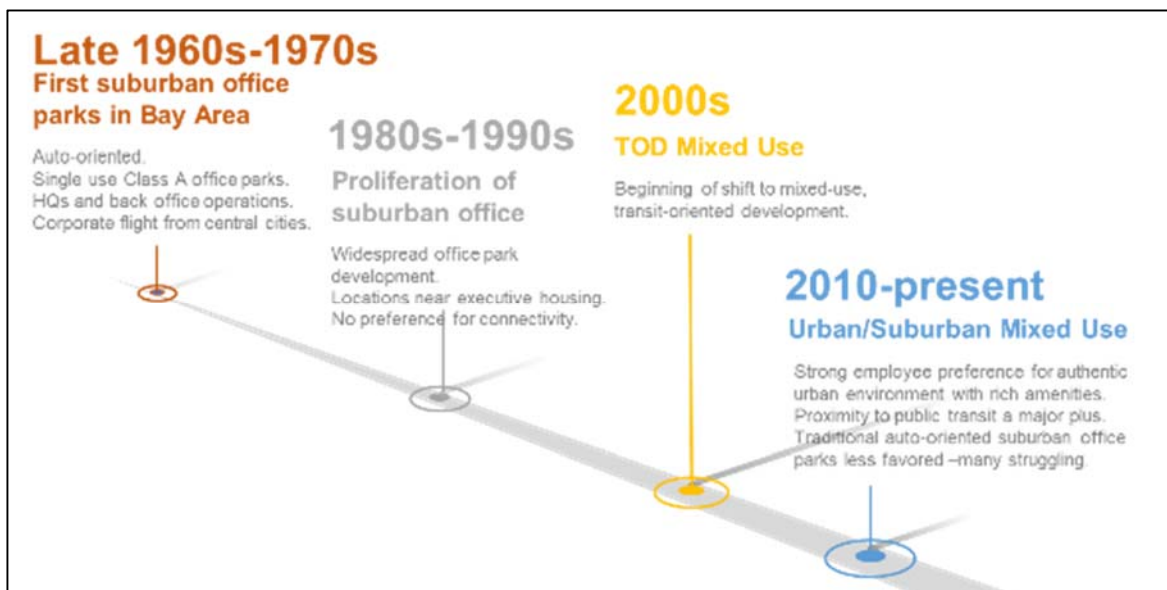
Current Office Market Trends

Since the 1980s and 1990s, the national office market has undergone a remarkable transformation that has resulted in many suburban office parks struggling to retain tenants and maintain rents commensurate with Class A properties. Driving these changes to the office sector was a shift in corporate location preferences, employee lifestyle preferences, and workspace design. Office workers increasingly demonstrate a preference for workplace locations that offer proximity to public transportation, bicycle and pedestrian access, attractive retail and service offerings, and entertainment options. In response to this shift in preferences among workers, companies are seeking office locations that offer urban-style amenities rather than traditional, auto-oriented suburban office parks that offer fewer transit options and urban lifestyle amenities.

Bay Area Reflects National Office Trends

These trends can be observed in the Bay Area, especially where San Francisco and San Jose have seen intensification of office development in the last decade. Between those two regional centers, new office development is clustering along the Highway 101 and Caltrain corridors from San Francisco's Mission Bay district to downtown San Jose. The Highway 101 corridor and parallel Caltrain line together have a strong gravitational pull for technology, finance, and life-science businesses. New office deliveries and office properties with the highest rents are typically located in this corridor. Many Peninsula cities have downtown Caltrain stops, have retained their authentic town character and offer retail and service amenities in a walkable setting.

Figure 3 San Francisco Bay Area Office Development Trends



Source: BAE, 2020.

San Francisco Peninsula/San Mateo County Class A Office Trends

Genentech's choice of South San Francisco in the 1970s spurred the development of one of the largest office/R&D markets outside of the region's core cities of San Francisco, San Jose, and Oakland. Business location decisions throughout the two most recent economic expansions have transformed the Highway 101 Corridor in San Mateo County with major employment centers emerging with clusters of Class A office and life-science development, in Brisbane, Burlingame, Foster City, San Bruno, San Mateo, and Redwood City. Connecting the San Francisco and San Jose economies, Caltrain stations have emerged as attractive locations for new Class A office and life-science development. Peninsula cities are building up, near transit stations, creating density of jobs and housing opportunities.

The power and pull of this corridor can be seen by looking at existing inventory, recently completed construction, projects currently under construction, and what is now on the drawing boards (e.g., planned and proposed projects):

- **Existing Office/R&D Inventory.** There currently a base of nearly 24 million square feet of office/R&D space in San Mateo County with 7.2 million square feet of this inventory in North San Mateo County, as shown in Table 2 and Figure 4. Just about 80 percent of North County's inventory is in South San Francisco.
- **Recently Constructed Office/R&D.** Over the past nine years, approximately 1.6 million square feet of office/R&D has been constructed in Northern San Mateo County and this figure will rise by another 4.0 million square feet when projects currently under construction are completed, as seen in Table 2 and Figures 4 and 5.
- **Planned and Proposed Office/R&D.** Over 12 million square feet of new Class A office/R&D is planned or proposed in North County, accounting for over half of all planned and proposed projects in San Mateo County (23.2 million square feet).

Looking forward, Hunters Point, Candlestick Park, Brisbane, South San Francisco, and San Carlos each have significant unbuilt, entitled properties for additional office and life-science uses in large scale office park settings that will continue to out-complete locations within Daly City. In total, these sites include 30 million square feet either under construction as of the end of 2019 or in the development pipeline, shown in Figure 6.

Table 2 San Francisco Peninsula/San Mateo County Office Market

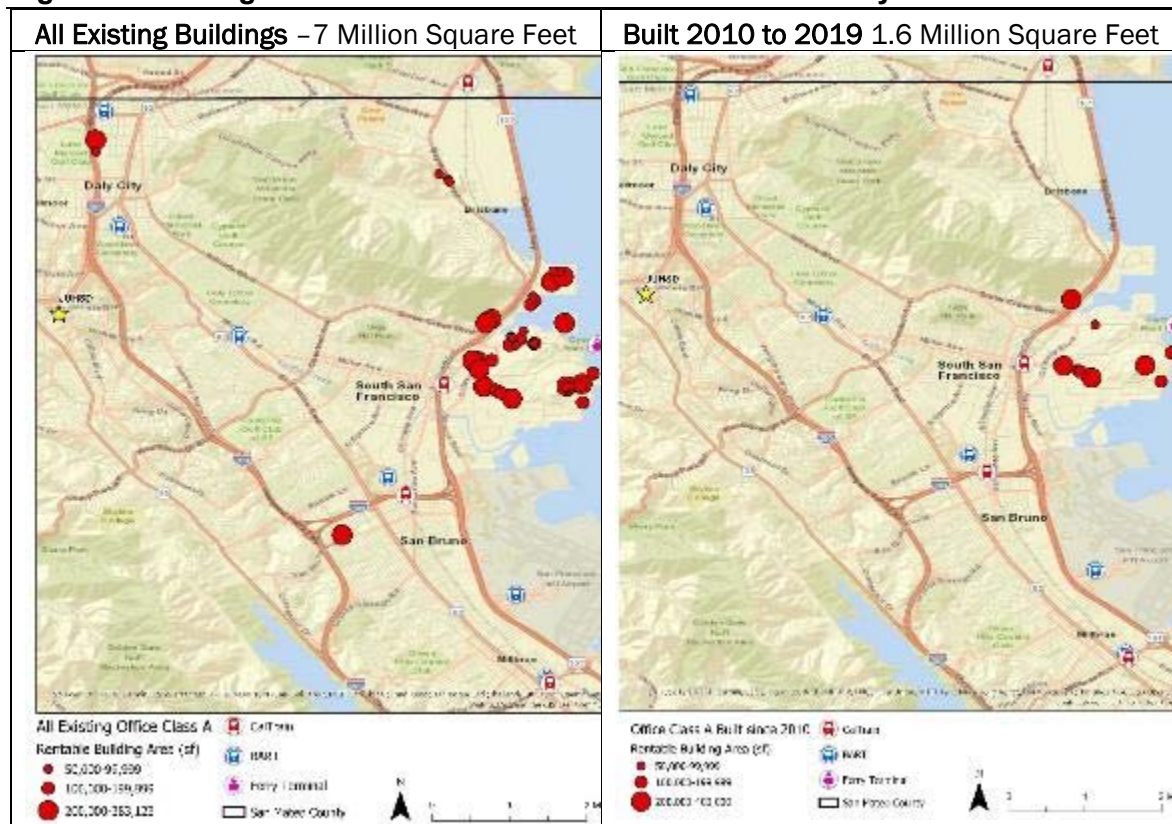
Millions of Building Square Feet

	Existing 12/2019	Under Construction	Planned/ Proposed
Daly City	0.4	-	-
Milbrae	-	0.2	0.2
San Bruno	0.3	-	2.4
South San Francisco	5.7	3.3	3.0 (a)
Brisbane	0.8	0.6	6.5
North San Mateo County	7.2	4.0	12.2
Central San Mateo County (b)	10.6	1.4	0.6
South San Mateo County (c)	6.1	1.6	11.0
	13.3	5.7	23.2
Southern San Francisco (d)			2.8
Total	23.9	7.1	26.6

- (a) Genetech's proposed master plan change to allow 4 million additional square feet is not included.
(b) includes City of Burlingame, City of San Mateo, and the Foster City/Redwood City Shores submarket.
(c) Includes City of Menlo Park, City of Redwood City, and the Belmont/San Carlos submarket.
(d) San Francisco has approved projects at Candlestick and Hunters Point that allow office and R&D product.

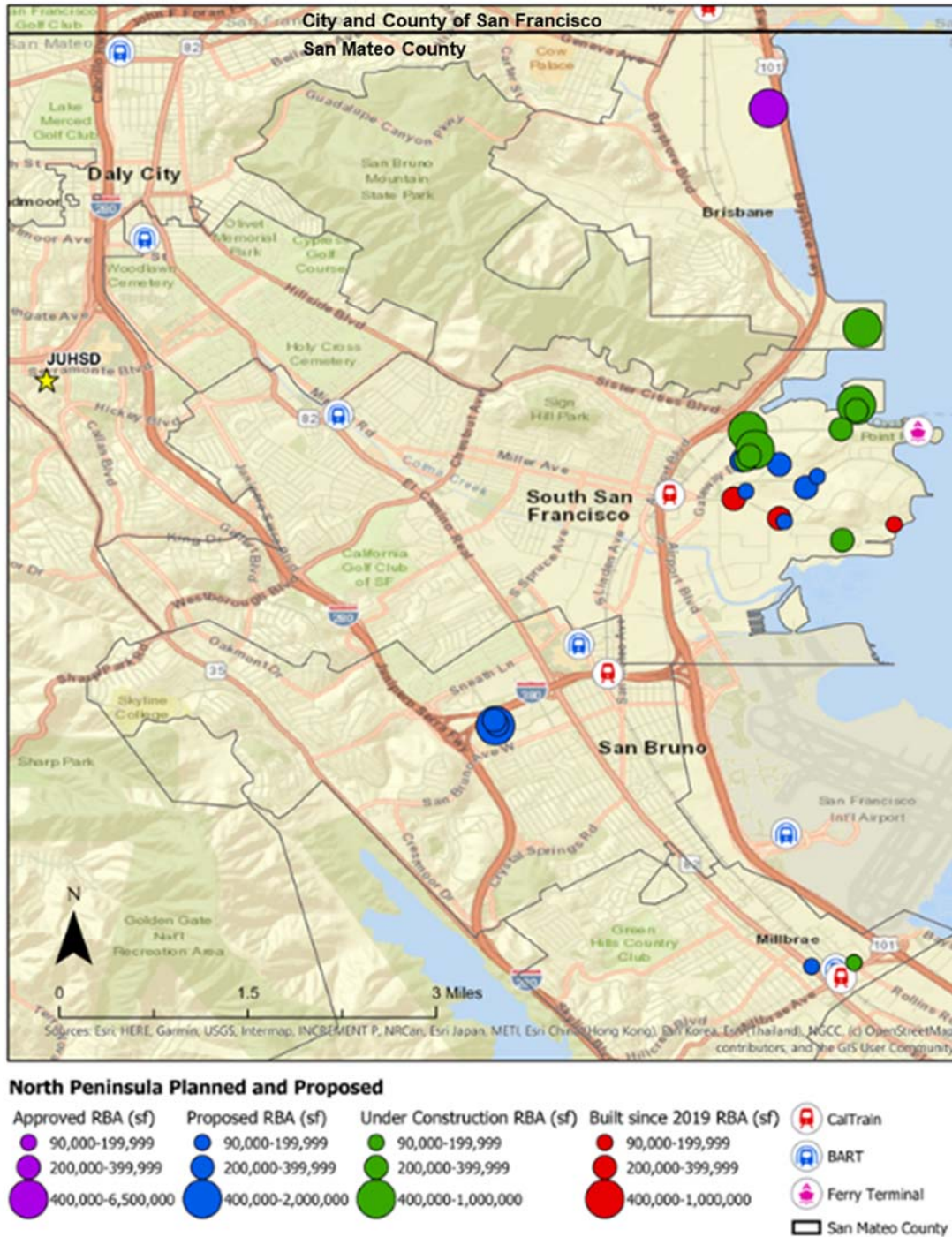
Source: CoStar, local planning departments, BAE 2020.

Figure 4: Existing Class A Office in Northern San Mateo County



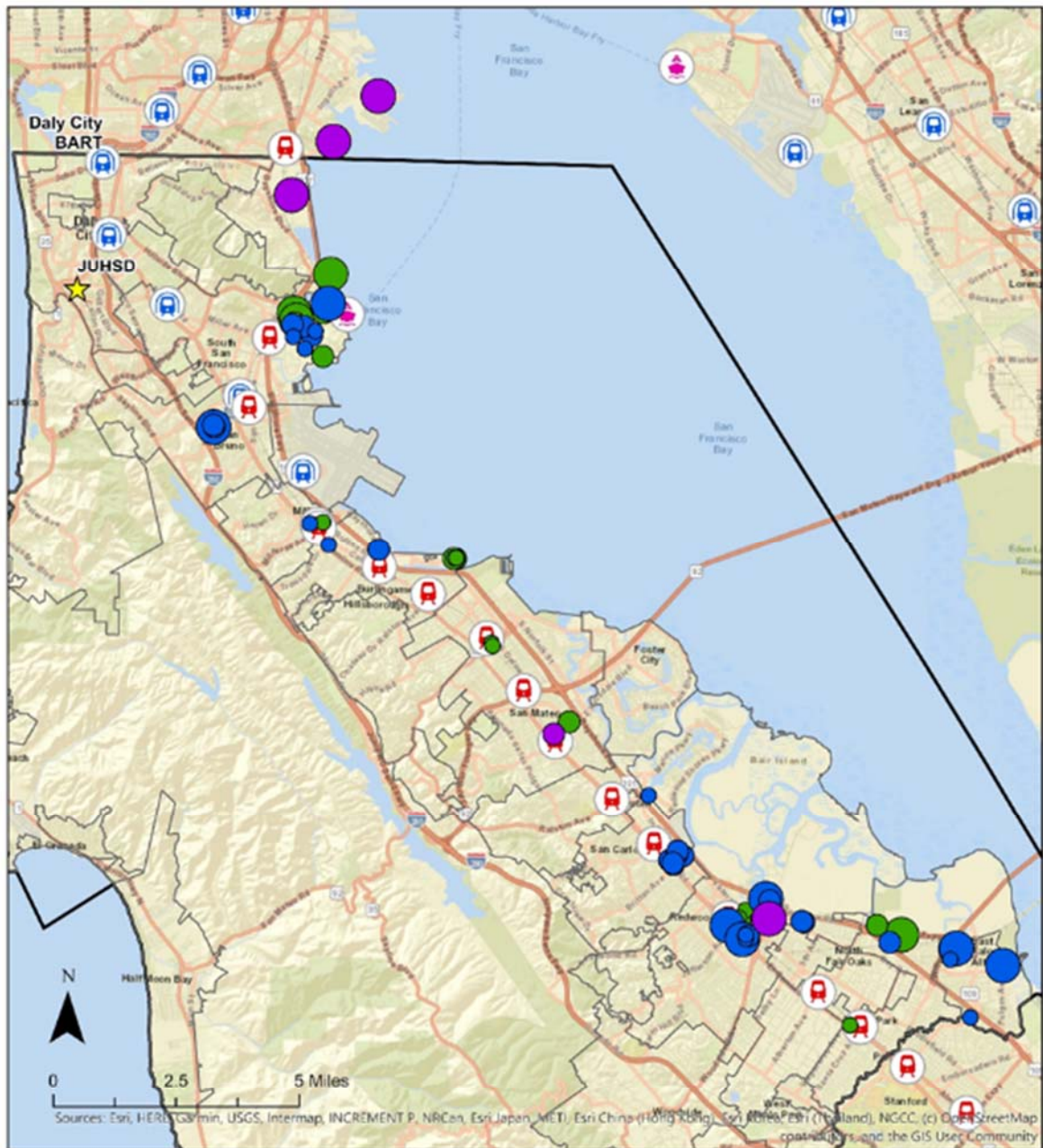
Source: CoStar, BAE 2020.

Figure 5: Class A Office Projects Under Construction, Approved and Proposed
 Northern San Mateo County, 16 Million square feet



Source: CoStar, BAE 2020

Figure 6: Class A Office Projects Under Construction, Approved and Proposed
San Mateo County, Candlestick, and Hunter's Point, 30 Million square feet



Peninsula Planned & Proposed



Source: CoStar, BAE 2020

Case Studies – Traditional Suburban vs Suburban TOD and Urban Environments

To better understand why the Serramonte Del Rey site has failed to realize the 1985 plan of corporate office campus, BAE reviewed six office development case studies. Three are suburban, single-use office parks built when the 1985 Precise Plan was conceived. In contrast, BAE reviewed three San Mateo County environments that are currently attracting new office development and rapidly urbanizing around transit. Appendix B presents discussion of all six markets and this review substantiates BAE’s assessment that office development is not supported at the Site.

Suburban Environments

The suburban, single use office parks reviewed were Shadelands in Walnut Creek, Marina Village in Alameda, and the Northgate district in San Rafael. Figure 7 summarizes the case studies.

Figure 7 Summary of Traditional Suburban Office Park Case Studies

Many Office Parks built in the 1970s and 1980s have been struggling	
Shadelands, Walnut Creek	240 acres with 1.3 million sq. ft. on Ygnacio Valley Road. Over two miles from Pleasant Hill and Walnut Creek BART stations. Originally considered Class A space but inventory is now dated and considered Class B and Class C space.
	No new office development since 2001.
Northgate District, San Rafael	Approximately 731,000 sq. ft. on 80 acres near Mall at Northgate. One Class A property with the remainder Class B and C. SMART train station within 0.5 mile but pedestrian access poor. Tenants prefer downtown San Rafael to south.
	No new office development since 2004.
Marina Village Office Park, Alameda	1.1million sq. ft. over 200 acres; developed in 1980s and 1990s. Ferry terminal with service to San Francisco and Jack London Sq. 1.5 miles to west. No pedestrian access to Caltrain or BART stations on Oakland side of estuary. Originally Class A space but now all properties considered Class B and C. Office users view lack of transit options as negative.
	No new office development since 2001.

Source: BAE, 2020.

Several key observations can be made from the suburban office park case studies:

- All three suburban office parks had significantly more site acreage than the JUHSD Site, which supported an initial critical mass of office space when developed.
- Developers in all three parks developed Class A office space. The market now classifies all but two of the office properties as Class B or Class C, indicating that either the design and functionality of the buildings fell out of favor with tenants or that

property owners did not find it financially feasible to reinvest in their properties to maintain a Class A product.

- Office development was automobile centric with surface parking lots located around office buildings. All three have inferior access to public transportation and office employees generally have to drive to patronize retail and services in the area, which is counter to the current national trend of locating new office in urban, transit-oriented locations.
- Rent growth over the past five years has been less than ten percent across the three office parks, a rate of growth that significantly lower than rental increases for properties in stronger markets such as the downtowns of Walnut Creek, Oakland, and San Rafael and the Highway 101 corridor on the Peninsula in San Mateo County.
- The three case study office parks did not experience any new office development over close to two business cycles, including the recent 10-year recovery from the Great Recession, reflecting a shift in preference by office tenants to other locations with more amenities and access to public transit and where prevailing rents support new construction which provides highly functional Class A product.
- Overall, the 1985 Precise Plan for the Site was formulated to permit an office park with the same locational profile as these traditional suburban office parks that are currently struggling in the market.

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San Mateo County Suburban TOD and Urban Office Development

Three San Mateo County transit-oriented locations were considered as a contrast to the office envisioned with the Serramonte del Rey Precise Plan. These three locations are downtown Redwood City, San Mateo near the Hillsdale and Hayward Park Caltrain Stations, and South San Francisco's biotech/technology campuses. The success of these markets is summarized in Figure 8.

Figure 8: Summary of Suburban TOD and Urban Office Development

Suburban TOD and Urban Class A Office is strongly performing	
Downtown Redwood City	Guided by a downtown plan adopted in 2011 and the strong regional economy, Redwood City has more than tripled the Class A space in its downtown and attracted technology companies. New housing, retail, and improved public spaces has created a vibrant employment center within walking distance of the Caltrain station. At the end of 2019, there was no Class A vacancy. 740,000 square feet in place, 178,000 under construction and 1.8 million in review.
Bay Meadows and El Camino & 92 San Mateo	Bay Meadows conversion of 180+ acres of the former racetrack occurred in two phases and has created a mixed-use district walking distance to the Hillsdale Caltrain Station. In 2001, Franklin Templeton built at 568,000 square foot headquarters and until 2015 was the only office use. Phase 2 included 3 completed buildings with 572,000 square feet and additional building under construction Office parks near Hayward Park Station have seen new investment in part following the addition of TOD housing, new office buildings, and upgrades to 1980s buildings to add amenities. 2.6 million square feet in place, 200,000 under construction and 214,000 planned.
South San Francisco, Biotech Cluster	Over 500 acres are developed as 15 campus for lifescience/biotech companies. Major projects underway by REITs to meet growing demand either as built to suit or pre-leased before construction completion. New projects demolishing older low-rise projects with projects as tall as 10 stories. While mostly not TOD, there is expanding transit access with improved Caltrain Station, Ferry Terminal and extensive employee shuttle systems. Genentech has proposed almost doubling its campus from 4.9 to 9 million square feet, growth not yet in the proposed projects shown earlier in this memo. 5.7 million square feet in place, 3.0 million under construction and 3.0 million planned

Source: BAE, 2020.

BAE's overall findings related to the review of Suburban TOD and urban office developments in San Mateo County are:

- Competition for workers drives companies to prioritize locating Class A office in urban, transit-oriented locations. Millennial and Generation Z workers do not typically want to drive and prefer public transit or other alternative forms of mobility (walking, biking, and ridesharing).

- A significant concentration of office space and business activity is needed in one location to create agglomeration economics needed to create an industrial cluster such as bio-tech, which requires much larger land area than the 22 acres available at the JUSHD site.
- New development is occurring at densities significantly above the classic one-to-three story suburban office. Buildings built between 2015 and 2019 have ranged from four to ten stories in height and the proposed projects continue, and in some cases accelerate, the trend to mid-rise buildings. Bay Meadows in San Mateo has termed itself “mid-urban,” a position between central business district urban and a traditional suburban campus.
- Increasing highway congestion has made transit access and neighboring housing a significant priority for businesses.
- Redwood City and the San Mateo locations include significant place-making with significant housing and retail creating a 24-7 destination.

Conclusion Market Feasibility of Class A Office at the Site

After review of the overall office development trends, Daly City office building performance, and the recent and planned office development in sites competitive with JUHSD’s Serramonte Del Rey site, BAE concludes that it is not suitable for office development. Since 1985, developers have chosen to invest in other locations including cases where significant entitlement process were required.

Today, office market users seek the following location attributes:

- Walkable to high-performing transit including BART and Caltrain.
- Accessible to highways and offering visible locations for branding.
- Authentic locations with retail, restaurants, and entertainment fostering an urbane experience.
- Technology and biotech companies tend to cluster together. It takes significant place making, such as the Bay Meadows experience to create a new location.
- Locational factors are critical to attracting talent so that companies are willing to pay premium rents for locations that meet their workforce priorities.

As the costs of development are similar across San Francisco Peninsula locations, developers will build where they anticipate the highest rents and the least risk to lease up a project. Developers, seeking to meet the end user requirements, also seek out either sites that are big enough to create a vibrant mixed-use environment or infill sites situated within an already active business district. As Redwood City’s downtown plan and the Bay Meadows plan

demonstrate, cities can create entitlement frameworks to foster office development, yet the underlying economic growth and user location preferences drive the timing. The Serramonte Del Rey Precise Plan experience shows that entitling office uses is not sufficient to draw development if the site does not meet current user requirements.

Across the greater market, there are substantial development opportunities that will continue to out compete the JUHSD site, including Daly City sites near or adjacent to the Daly City BART Station, including sites near BART in Daly City.

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Fiscal Analysis of Alternative Residential Uses

An alternative use for the Site is residential and this section of the report addresses the fiscal impact of residential uses in a setting such as Daly City.

New residential development has traditionally been viewed by many local land use decision-makers as a fiscal negative (e.g., not generating sufficient new general fund tax revenue to cover incremental costs). However, a growing body of fiscal impact analyses (“FIAs”) for projects in the Bay Area demonstrate that new residential development can have a significant net positive fiscal impact.

Daly City has recently analyzed three office projects for their impact on local tax revenues and service requirements. BAE reviewed these three studies and adjusted to remove any tax revenues from proposed retail to identify the portion of the fiscal impact due to the housing use.

Westlake Shopping Center – 179 Units Rental Housing

The center owner, Kimco Realty Corporation, received entitlements in 2017 to redevelop a portion of the Westlake Shopping Center to mixed use with 35,458 square feet of replacement retail and 179 units of rental apartments. With a 1.95-acre site, this is a density of 92 units per acre. The FIA was prepared by the developer at the request of the City and the FIA indicates a positive fiscal impact to the general fund, totaling approximately \$163,900 annually in 2017 dollars from the residential portions of the project, \$916 per unit per year.

City Ventures, Serra Station – 75 Townhomes

The second project is a proposed townhome and retail development with a 35,000 square foot retail program at 3301 Junipero Serra Boulevard being undertaken by City Ventures and approved in late 2019. The project, on 3.92 acres, results in a density of 19 units per acre. The FIA was prepared by Economic Planning Systems, Inc. in 2017 and indicates a positive fiscal impact to the general fund of approximately \$164,700 annually from the residential components of the project, \$2,196 per unit per year.

Equity Residential, 6401 Mission – 170 units of Rental Housing

The City is currently finalizing a project with Equity Residential to build apartments on a 0.36-acre site, at a density of 472 units per acre in a ten-story³. A fiscal study prepared by ALH Urban Economics found a fiscal benefit of the project of \$183,400 in 2019 dollars, \$1,079 per unit per year.

³ The calculation of density does not include the land area for a garage constructed in an earlier phase that the proposed project will connect to.

FIA Implications for New Residential Projects in Daly City

- The three FIA analyses prepared recently for Daly City projects all indicate that residential development at the scale and density of in-fill development projects, such as what is being considered for the JUHSD site, can yield net positive impacts.
- New residential development injects additional retail spending power into the city that can support its existing and expanded retail centers and corridors.
- Daly City has well-performing retail centers such as the Westgate Mall and Serramonte Plaza with a wide offering of retail stores that draw shoppers from both inside and outside the city. However, the City's retail sector faces continued pressure from e-commerce and the uncertain impacts of the current Covid-19 pandemic.
- Daly City can support the long-term sustainability of these centers by adding new residents. Each new resident, from which a higher percent of spending can be captured locally, netting more retail sales than under a situation faced by many other cities where new residents chose to go outside the city for a significant portion of their shopping.

APPENDICES

Appendix A: Daly City Office Opportunity Sites

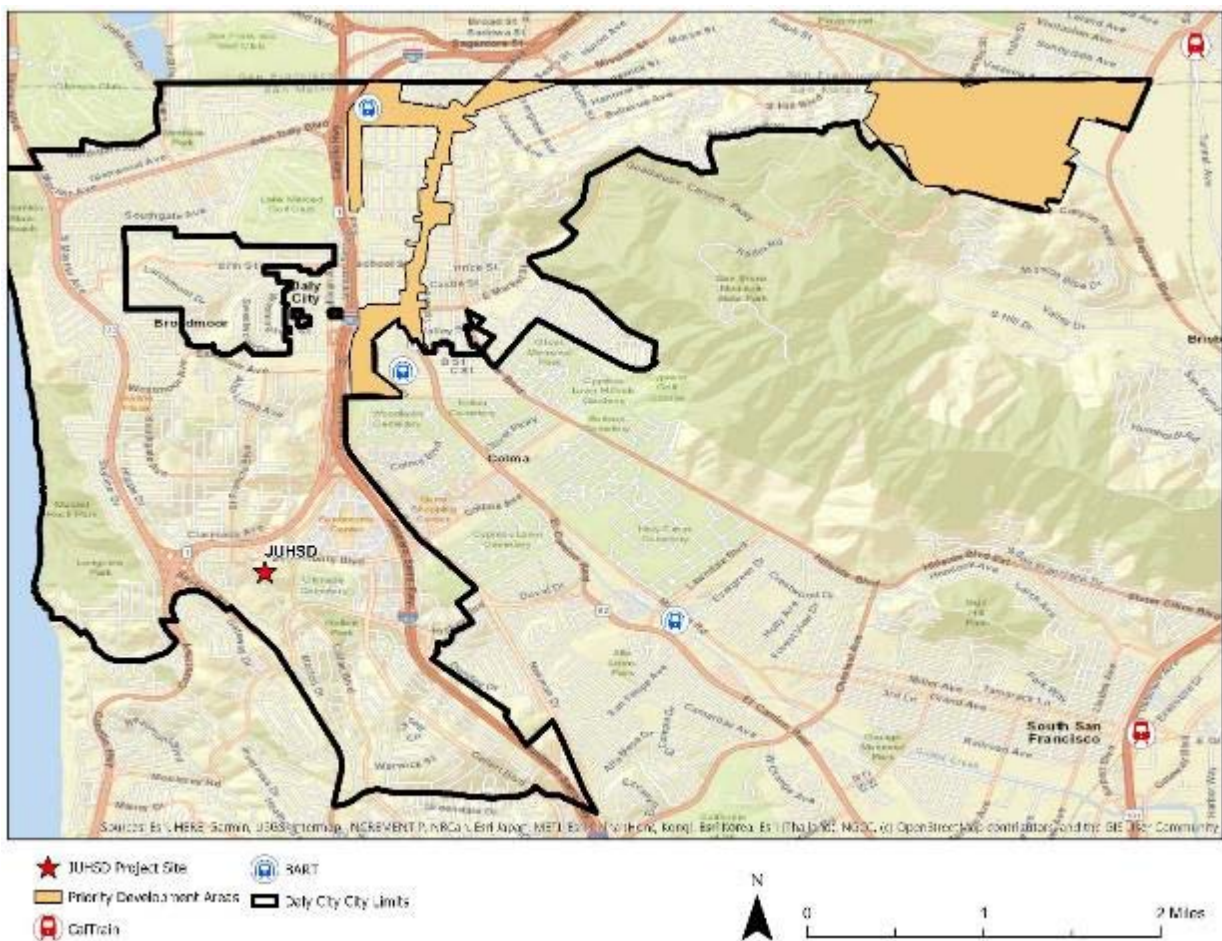
Appendix B: Office Development Case Studies

APPENDIX A – DALY CITY OFFICE DEVELOPMENT OPPORTUNITY SITES

As has been the case for many years, the incorporated area within the Daly City limits is almost completely built out. According to a vacant land analysis in the City's Housing Element, as few as 25 acres of privately-owned vacant or underutilized land remain in the City, with most of those being most appropriate for housing uses. BAE sought to identify the potential sites for office development in Daly City likely to be successful in attracting developer interest.

All cities in the San Francisco Bay Area were asked to designate Priority Development Areas (PDAs). These PDAs are transit-oriented, infill development opportunity areas within existing communities that are expected to host the majority of future development. Daly City has two such areas, Bayshore Neighborhood and the Mission BART Corridor, as shown below. Note that the Serramonte Del Rey site is not in a PDA due to its locational attributes.

Figure 9 Daly City Priority Development areas



Several sites were transferred to the City from its former redevelopment agency that could offer opportunities for office development that are much closer to BART and better meet the requirements of office users. These include:

Pacific Plaza Phase II and III The Pacific Plaza project is adjacent to Daly City BART. This site is 2.36 acres adjacent to the 2001 Junipero Serra Building. Plans are approved for 270,000 square feet of additional office space and a 200+ room full-service hotel. The City is currently negotiating with developers for these sites for a hotel, an expansion of Duggan Mortuary, and a automobile dealership.

Cow Palace and neighboring sites The City's General Plan traffic modeling analyzed combining the approximately 70-acre site with 12 acres of adjacent City owned land and 11 acres privately owned property. The City has assumed the ultimate buildout of the three aforementioned properties to include 1,700 new dwelling units in a higher density format and 300,000 square feet of retail/office commercial in a multi-story) format.

SamTrans Park and Ride Lot (3451 Junipero Serra Boulevard). This approximately 12.8-acre site was analyzed as 215,000 square feet of office in the General Plan traffic analysis. However, it is also under discussion for a residential transit-oriented development, high density project. This property is owned by the San Mateo County Transit District and consists of an existing parking lot that provides daily paid parking for use by patrons to the Colma BART Station.

Daly City BART Station Delong Street Parking Lot (500 John Daly Boulevard). This property is owned by the San Francisco Bay Area Rapid Transit District (BART) and consists of a functioning 263-space parking lot on an 8-acre site just east of the Daly City BART Station. The Daly City BART station area plan envisions residential as the TOD project for this site.

APPENDIX B – OFFICE DEVELOPMENT CASE STUDIES

To assess the Serramonte Del Ray site in the regional context, BAE reviewed the office markets in six other suburban locations to garner insights from both older, traditional suburban office parks and from newer suburban TOD and urban office environments. Three San Francisco Peninsula office markets, competitive with Daly City that have been strongly performing are discussed below. Three San Francisco Bay area suburban office parks, similar to the initial vision of Serramonte Del Rey, that have not been successful are also reviewed. These cases studies provide perspective to the office development prospects for the subject site potential for a 20+ acre office campus.

Suburban TOD and Urban San Mateo County Class A Office Submarkets

Downtown Redwood City

In 2011, Redwood City adopted the Downtown Precise Plan creating development parameters for 500,000 square feet of new office and 2,500 housing units as well as hotel and retail development. That plan, and the strong economy, has spurred significant office development as shown below. The City first invested in civic improvements to create a new public space, Courtyard Square, and to entitle the plan that allowed for development to proceed. Prior to the implementation of this plan, the last office building built in downtown Redwood City was in 2001. Downtown Redwood City includes historic office and commercial buildings, a theater, and retail offering a walkable, urban experience for downtown office workers.

In 2015, Kilroy Development completed Crossing 900, a two building, 347,000 square foot project on an almost 3-acre site acquired from the City. Box, Inc., a technology company leased the complex. Three additional buildings were completed in 2018, totaling 189,000 square feet and are fully leased. The City is considering recently submitted plans to redevelop Redwood City's Sequoia Station, that include one 17-story office building, three 10-story buildings, two 8-story buildings, and one 7-story building totaling 1,635,000 square feet. If the requisite General Plan and height limit increases are approved, the 17-story building would be the tallest building within Redwood City and the project would more than double the Class A office inventory.

Over the last five years, rents for Class A office space in downtown Redwood City have increased by 42 percent, from \$6 monthly per square foot to \$8.66. Redwood City now has office rents that can rival Menlo Park as the highest in the County. To note, about 1½ miles from downtown Redwood City, Stanford University has developed the first phase of its 35 acre, Redwood City Campus with four office buildings totaling 570,000 square feet, a 1,057-space parking structure and has plans to grow that facility to 1.5 million square feet and 2,700 employees.

Figure 10: Class A Office Redwood City
Redwood City, CA

District Description

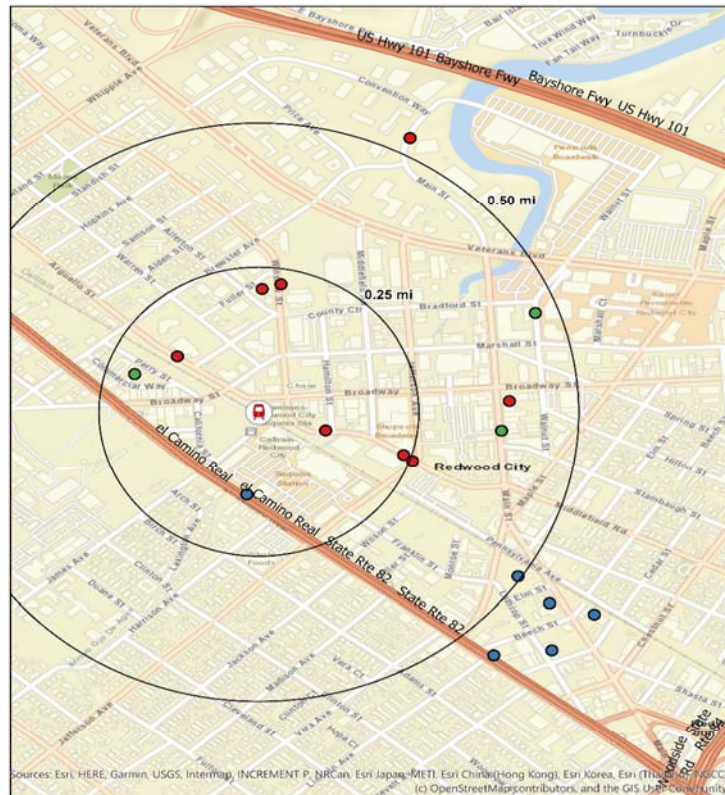
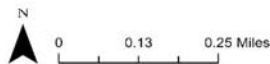
Downtown Redwood City is between El Camino and 101 and includes the San Mateo County offices. Redwood City Caltrain Station offers access to San Francisco and San Jose. 2011 Precise Plan guides development.

Key Trends

0.7 million sq. ft. office inventory
No Class Vacancy as of 4Q2019
\$8.66 monthly/ per sq. ft. Class A Rent
42% change in rents 2015-2019
72% of Class is new since 2015
536,000 sq.ft.

Redwood City Class A Office

- Existing
- Proposed
- Under Construction
- CalTrain
- CA State Road



Office Market Performance Metrics

Office Class A Summary, Q4 2019		Redwood City Downtown		Average Office Class A Rents (PSF), 2015 - 2019	
Number of Buildings		8		Year	Redwood City Downtown
Inventory (sf)	744,361			2015 (Q4) (a)	\$6.09
Vacant (sf)	0			2016 (Q4)	\$7.12
Vacancy Rate	0.0%			2017 (Q4)	\$7.68
Avg Gross Asking Rent (psf) (a)	\$8.66			2018 (Q4)	\$8.49
				2019 (Q4)	\$8.66
Under Construction, Q4 2019				% Change 2015-2019	42.2%
Buildings Under Construction	3				
Under Construction Inventory (sf)	178,268				
New Deliveries (sf), Q1 2015 - Q4 2019		536,485			

Note:

(a) Asking rents reflect direct gross leases. 4Q2015 rent is a sublease rent, as there were not direct leases, that quarter

Sources: CoStar, 2020; BAE, 2020.

Bay Meadows and Highway 92 & El Camino This case study focuses on in two areas of San Mateo adjacent to the Hayward Park and Hillsdale Train stations: Bay Meadows and the office parks neighboring the junction of Highway 101 and 92 and El Camino Real. These two neighboring areas represent an interesting comparison. Bay Meadows has been the creation of a new mixed-use district while the area's older, suburban parks, have transitioned to be more transit and technology tenant focused. The City adopted the San Mateo Rail Corridor Transit Oriented Development Plan in 2005 to guide development in the area and to allow for increased density in a largely built out city. In total, this area now has 2.7 million square feet

of Class A office, an increase of 1.1 million square feet since 2015 with an additional 210,000 square feet under construction and 367,000 square feet planned. At the end of 2019, 3.3 percent of the Class A space was vacant.

Bay Meadows - 160+ Acres. The project has been built in phases, with the first phase completed in 2003. The project consists of 82 acres on the former practice track including: an 83,000 square foot neighborhood shopping center anchored by Whole Foods and Crunch fitness, 250,000 square feet of office, 575 apartments, and Franklin Templeton Investments headquarters campus, with 570,000 square feet built by 2003. In 2019, two additional buildings totaling 245,000 square feet completed the build out. When developed in 2001, the Franklin Templeton campus was isolated from other development, as a drive-to, suburban office park.

The second phase of Bay Meadows on 83 acres includes: 1,145 residential units mostly at townhome density, 767,000 square feet of office space, and 93,000 square feet of retail and restaurant space. The project includes a private high school that opened in 2014 as one of the first buildings as well as three public parks. The project includes five office buildings, designed for technology companies as single user buildings. Survey Monkey took the first building in 2015. The strong market response to the first buildings at Bay meadows lead the developer to increase the size of the two commercial buildings from 92,000 to 184,000 for Station 1 and 98,000 to 183,000 for Station 5. CoStar reports a monthly asking rent of \$6.95 per square foot for the yet to be built Station 5 at Bay Meadows, again reflecting the strong market.

Highway 92 and El Camino. Roughly one million square feet of Class A office was in place in 2003 in the general area near the Hayward Park Caltrain station and the junction of Highway 92 and 101 as well as along El Camino Real. Since 2015, 300,000 square feet have been added and another 400,000 significantly upgraded, resulting in a desirable office location with rents doubling in the last decade. In 2017, Beacon Capital Partners acquired 1825, 1855 and 1875 Grant, mid-rise office buildings built in the mid-1980s and renovated to meet current tenant requirements including adding amenities. While having the visible, auto-oriented location at 101 and 92 and suburban parking area, the property was marketed based on its access to Caltrain. This project, "The Crossroads," traded in early 2019 for \$662 per square foot.

In 2017, Hines completed two new Class A buildings at 400 and 450 Concar totaling 305,000 square feet adding to the existing 200,000 square feet of office in the center. Centrally located near the intersection of U.S. Hwy. 101 and Interstate 92, the highly visible property is directly adjacent to the Hayward Park Caltrain station. In early 2019, 400/450 Concar sold for \$1,050 per square foot. Transitioning old commercial centers to apartments has enhanced the creation of a pedestrian scale neighborhood. In 2017, Station Park Green, a TOD project with 35,000 square feet of new retail and 599 rental housing units to the corner of Concar & Delaware replaced former Kmart on the 12-acre site supporting the overall transformation of

this area. The City is considering a second 700+ unit residential project on a 14-acre shopping center in this area.

Figure 11: Class A Office San Mateo – Bay Meadows and El Camino & 92 Area

San Mateo, CA -- Bay Meadows and El Camino & 92

Market Description

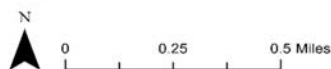
Proximity to the Hayward Park and Hillsdale Caltrain stations has fostered office development. Bay Meadows project has created new office complex with significant amenities and access to Caltrain as well as housing and retail. Office parks along 92 have seen renovation and new buildings with the addition of TOD housing.

Key Trends

2.7 million sq. ft. office inventory
3.3% Class A Vacancy as of 4Q2019
\$8.66 monthly/ per sq. ft. Class A Rent
5.9% change in rents 2015-2019
40% of Class A is new since 2015
1.1 million sq.ft. built since 2015

San Mateo Office Class A

- Existing
- Proposed
- Under Renovation
- CalTrain
- CA State Roads
- Franklin Templeton HC



Office Market Performance Metrics

Office Class A Summary, Q4 2019

	Bay Meadows/ El Camino & 92	Average Office Class A Rents (PSF), 2015 - 2019	
		Year	Bay Meadows/ El Camino & 92
Number of Buildings	21	2015 (Q4)	\$5.07
Inventory (sf)	2,667,704	2016 (Q4)	\$4.62
Vacant (sf)	88,121	2017 (Q4)	\$5.21
Vacancy Rate	3.3%	2018 (Q4)	\$5.18
Avg Gross Asking Rent (psf) (a)	\$5.37	2019 (Q4)	\$5.37
Under Construction, Q4 2019		% Change 2015-2019	5.9%
Buildings Under Construction	4	Sources: CoStar, 2020; BAE, 2020.	
Under Construction Inventory (sf)	209,860		
New Deliveries (sf), Q1 2015 - Q4 2019			
		1,122,745	

Note:

(a) Asking rents reflect direct gross leases. CoStar data is not complete on rents for the newly constructed buildings.

(b) CoStar data increased to include the full Franklin Templeton office campus of over 750,000 sq. ft.

Sources: CoStar, 2020; BAE, 2020.

South San Francisco, Biotech Cluster. South San Francisco's transformation to an employment center started earlier than Redwood City or San Mateo. Genetech in 1977 leased former heavy industrial space in South San Francisco and began the process of creating a new industry. The location was near research universities, medical centers, and SFO airport but separate from the residential neighborhoods to allay any concerns about this new industry. Genetech's building use is roughly equal parts office space, lab space and manufacturing. With a series of Master Plans, the City has developed land use controls to foster the growth of Genetech. Genetech has a campus of 4.9 million square feet on over 200 acres and 10,000 employees. Genetech is working with South San Francisco to increase development allowed in their campus to nine million square feet to accommodate an additional 12,000 employees.

Including Genetech, South San Francisco has over 200 biotech companies and over 11.5 million square feet of laboratory, office and manufacturing space already in operation in an area of over 500 acres, as reported by the City. South San Francisco has approved additional three million square feet of lifescience related development that will be built in the next ten years. Recent trends include demolishing older low-rise buildings to build new mid-rise buildings. While not classically transit oriented, this area has ferry access to the East Bay and access to Caltrain and BART. Employers use shuttle buses to access transit and provide commute buses for employees.

REITs are creating new campuses in South San Francisco, investing in the entitlement, infrastructure and beginning construction prior to identifying a tenant. Frequently buildings are leased during construction creating a market dynamic of substantial additions to inventory without increasing vacancy. Additionally, technology companies beyond biotech are choosing South San Francisco, some relocating from San Francisco for lower tax rates and rental rates. Campuses include amenities to create an attractive work environment and foster social connections.

Key projects include:

- BioMed Realty Trust's 1.25 million square feet Pacific Gateway campus,
- HCP Investment's 884,000 square feet Britannia Cove campus, under construction
- Alexandria's 291,000 square feet of office/R&D campuses.
- Kilroy is constructing 2.5 million square feet of office and open space adjacent to Oyster Point.

South San Francisco differs from Redwood City and San Mateo as it has not included residential uses in the core office parks as the biotech industry preferred separation from residential uses. Instead, South San Francisco has fostered additional housing in its downtown and areas neighboring the Caltrain station, with almost 700 units permitted between 2015 and 2019 and an additional 3,000 housing units in the development pipeline.

Figure 12: Class A Office/Lifescience South San Francisco

South San Francisco, CA

Market Description

Over 500 acres with 15 campus for biotech/life science and technology companies. Newer developments are mid-rise construction included two building on the west side of 101. 3 million square feet is under construction and another 3 million is proposed.

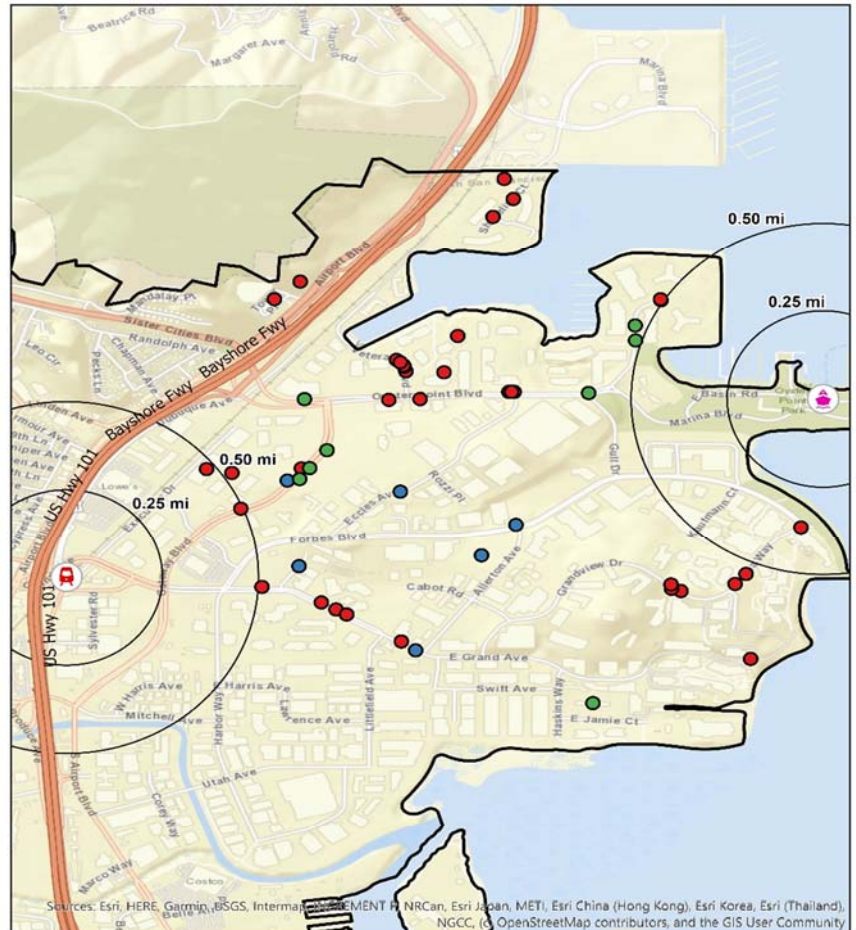
Key Trends

5.8 million sq. ft. office inventory
4.9% Vacancy as of 4Q2019
26% increase in office rents
42% change in R&D rents
51% of Class is new since 2015

South San Francisco Office Class A
Rentable Building Area >50,000 sq. ft.

- Existing
- Proposed
- Under Construction
- CalTrain
- Ferry Terminal
- CA State Roads
- South San Francisco City Limits

0 0.5 1 Mile



Office Class A Summary, Q4 2019 (a)		Average Office Class A Rents (PSF), 2015 - 2019 (b)		
South San Francisco		Class A		
		Year	Office -- FS	R&D -- NNN
Number of Buildings	33	2015 (Q4)	\$3.56	\$3.50
Inventory (sf)	5,688,694	2016 (Q4)	\$4.32	\$2.75
Vacant (sf)	271,162	2017 (Q4)	\$5.35	\$4.59
Vacancy Rate	4.8%	2018 (Q4)	\$5.07	\$5.34
		2019 (Q4)	\$4.50	\$4.99
Under Construction, Q4 2019		% Change 2015-2019	26.4%	42.6%
Buildings Under Construction	7			
Under Construction Inventory (sf)	2,977,728			
New Deliveries (sf), Q1 2015 - Q4 2019				
	1,611,768			

(a) Includes Class A office buildings larger than 50,000 square feet. Biotech business are also in Class B and C buildings and R&D/industrial space; thus other metrics of the overall size of the biotech sector are larger for South San Francisco.

(b) Rents are as reported by Colliers as the CoStar database did not include sufficient information.

Sources: CoStar, 2020; BAE, 2020.

Traditional Suburban Office Parks

At the regional level, tenant preferences for proximity to transit has resulted in many traditional suburban office parks built in the 1970s, 1980s, and 1990s (without amenities and a variety of mobility options) now experiencing weak leasing and rents. BAE identified three office parks in the Bay Area that were considered Class A development when constructed and initially leased but now face challenges as less favored business locations: Shadelands Office Park in Walnut Creek, Northgate District in San Rafael, and Marina Village Office Park in Alameda.

Shadelands Office Park, Walnut Creek. This 240-acre office park with approximately 1.3 million square feet is located off of Ygnacio Valley Road. It is approximately 2.4 miles from the Pleasant Hill/Contra Costa Center BART Station and 3.0 miles from the Walnut Creek BART station. Shadelands Office Park was one of the first Class A suburban office parks developed in the Bay Area with most of its construction occurring in the 1970s and 1980s. Originally, this office park attracted a wide range of businesses and nonprofits: from sole proprietors and small businesses in professional services to large anchor corporations, such as Del Monte Foods whose headquarters is still located in Shadelands.

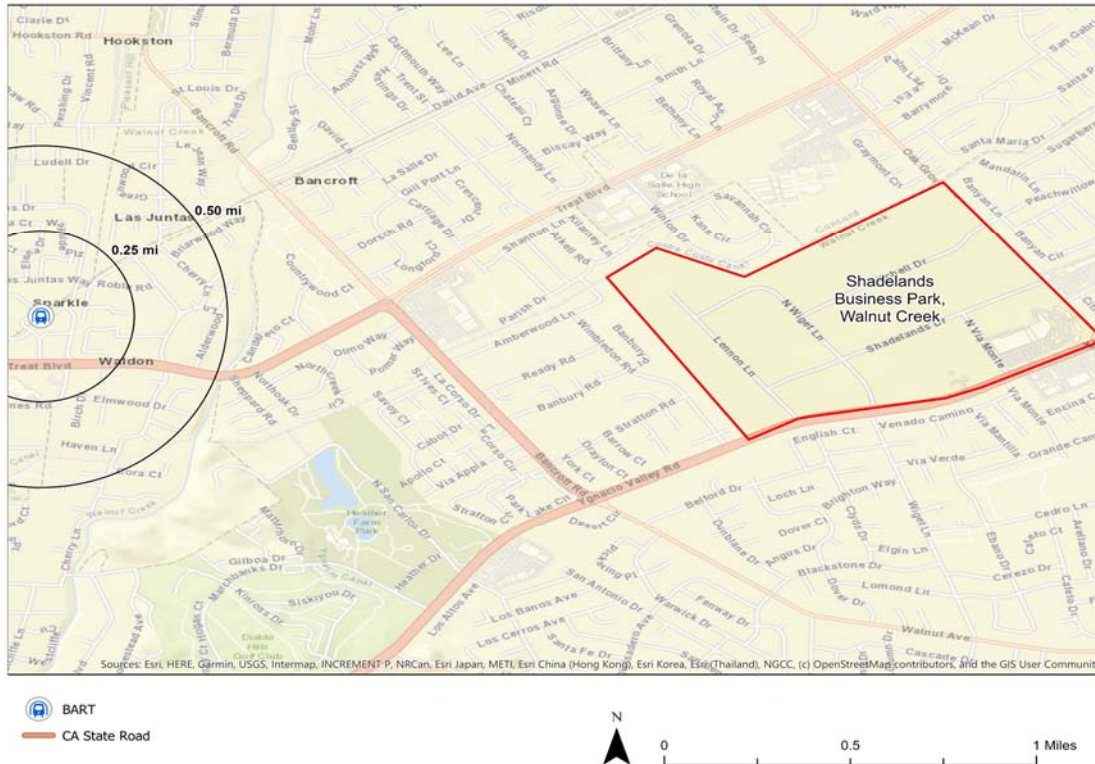
Over time, the office inventory in this park has become dated and is now largely considered Class B and Class C space. Only one building, 2700 Ygnacio Valley Boulevard, offering 107,146 square feet is identified as Class A and it reports a high vacancy at the end of the fourth quarter 2019 (63.4 percent). One major Shadeland's tenant, the University of California-managed U.S. Department of Energy's Joint Genome Institute, left its long-time Shadelands facility at the end of 2019 to move to the Berkeley campus to be near its faculty, scientists, and amenities. The district's tenant base is largely comprised of firms providing medical services. Overall, the district's vacancy rate is 12.1 percent which is somewhat higher than the seven to ten percent vacancy rate that typically indicates a balanced relationship of supply and demand. Tenants are attracted to the district for its low rents but rents are not high enough to justify new construction. No new office construction has occurred since 2001.

Over the past five years office rents across all three classes in Shadelands have risen by approximately 6.8 percent between the end of the fourth quarter 2015 and the end of the fourth quarter 2019, compared to an overall rise of 35.9 percent for office in the Downtown Walnut Creek generally⁴. The last reported rate for the Class A office property at 2700 Ygnacio Valley Boulevard is \$2.20 monthly per square foot on a full-service basis. This is in contrast to the reported Class A rental rate of \$4.27 monthly per square foot for office in downtown Walnut Creek that has a BART station and retail and service amenities.

⁴ Note that a meaningful change for Class A office cannot be estimated since there is only one building in the Shadelands inventory.

Figure 13: Shadelands Office Park, Walnut Creek

Shadelands Business Park, Walnut Creek



District Description

Shadelands Business Park is located in the northwestern part of Walnut Creek. It is approximately 2.4 miles from the Pleasant Hill/Contra Costa Center BART and approximately 3 miles from the Walnut Creek BART.

Key Trends

1.3 million sq. ft. office inventory
12.1% vacancy rate
\$2.03 monthly/ per sq. ft. asking rent - All classes
6.8% change in rents 2015-2019
No new construction since 2001

Shadelands Business Park, Walnut Creek

Summary, Q4 2019	Office Building Class	
	Class A	Classes A, B, C
Number of Buildings	1	45
Inventory (sf)	107,146	1,322,739
Vacant (sf)	67,940	159,797
Vacancy Rate	63.4%	12.1%
Avg Gross Asking Rent (psf) (a)	-	\$2.03

Note:

(a) Asking rents reflect direct gross leases.

Sources: CoStar, 2020; BAE, 2020.

Average Office Rents (PSF), 2015 - 2019

Year	Shadelands Business Park	
	Class A	Classes A, B, C
2015 (Q4)	\$1.85	\$1.90
2016 (Q4)	\$2.25	\$2.01
2017 (Q4)	\$2.25	\$2.10
2018 (Q4)	\$2.20	\$2.07
2019 (Q4)	-	\$2.03
% Change		
2015-19	NA	6.8%

Sources: CoStar, 2020; BAE, 2020.

Northgate/Civic Center District, San Rafael. This district is north of downtown San Rafael along Highway 101 in central Marin County between the Mall at Northgate/Manual T. Freitas Parkway to the south and Lucas Valley Road to the north. This district is comprised of approximately 731,600 square feet office space on over 80 acres (excluding the Mall at Northgate and other retail properties). Access to this district is primarily by automobile although it served by Marin Transit bus service. There is a newly opened SMART commuter train station 0.4 miles to the south of the Mall at Northgate, but to access that station is poor: one must walk along Merrydale Road around the Mt. Olivet Cemetery and a public storage facility to reach it. The district's retail is primarily located within the Mall at Northgate but this center is a traditional mall with surrounding parking fields hampering pedestrian access.

The district was built out primarily in the 1960s and 1970s with additional modest construction in the 1980s. Only one new office complex was built in the 1990s and the three-building Vineyard Business Center on Redwood Highway was developed in 2004. CoStar reports only one Class A office property, the 130,000 square foot Regency Center at 100 Smith Ranch Road. Overall the district's vacancy rate is 6.2 percent which is somewhat lower than the seven to ten percent vacancy rate that typically indicates a balanced relationship of supply and demand. In contrast, Class A buildings in Downtown San Rafael had less than a 3 percent vacancy rate at the end of the fourth quarter of 2019. Tenants are attracted to the Northgate district for its low rents but rents are not high enough to justify new construction. No new office has occurred since 2004.

Over the past five years office rents across all three classes in the Northgate District have risen by approximately 9.4 percent between the end of the fourth quarter 2015 and the end of the fourth quarter 2019, compared to an overall rise of 17.1 percent for Downtown San Rafael office generally⁵. The last reported rate for the Class A office property at 100 Smith Ranch Road is \$3.25 monthly per square foot on a full-service basis. This is in contrast to the reported Class A rental rate of \$4.00 monthly per square foot for offices at the Rafael Town Center in downtown San Rafael that has a highly accessible SMART station and downtown retail and service amenities. Bio-Marin, one of Marin County's largest private employers, has recently received entitlements to expand its office and labs in downtown with a new 207,000 square foot development. A knowledgeable office property owner contacted by BAE confirmed that tenant prospects prefer a downtown San Rafael location.

⁵ Again, similar to the Shadelands case study, a meaningful change for Class A office cannot be estimated since there is only one building in this district's Class A inventory.

Figure 14: Northgate District, San Rafael

District Description

Northgate District is located 3 miles north of Downtown San Rafael along Highway 101. A small portion is approximately 0.4 miles away from the Marin Civic Center SMART station.

Key Trends

Approximately 732,000 sq. ft. office inventory
 6% vacancy rate
 \$2.45 monthly/ per sq. ft. asking rent - All classes
 \$3.25 monthly/ per sq. ft. asking rent - Class A
 6.8% change in rents 2015-2019 - All Classes
 14.0% change in rents 2015-2019 - Class A
 No new construction since 2004



Northgate District, San Rafael

Summary, Q4 2019	Office Building Class	
	Class A	Classes A, B, C
Number of Buildings	1	46
Inventory (sf)	130,000	731,579
Vacant (sf)	7,412	45,409
Vacancy Rate	5.7%	6.2%
Avg Gross Asking Rent (psf) (a)	\$3.25	\$2.45

Note:

(a) Asking rents reflect direct gross leases.

Sources: CoStar, 2020; BAE, 2020.

Average Office Rents (PSF), 2015 - 2019

Year	Northgate District	
	Class A	Classes A, B, C
2015 (Q4)	\$2.85	\$2.24
2016 (Q4)	\$2.95	\$2.35
2017 (Q4)	\$2.94	\$2.55
2018 (Q4)	\$3.00	\$2.51
2019 (Q4)	\$3.25	\$2.45
% Change 2015-19	14.0%	9.4%

Sources: CoStar, 2020; BAE, 2020.

Marina Village Office Park, Alameda. The Marina Village Office Park is located in the City of Alameda across the Oakland estuary from Jack London Square and downtown Oakland. It is situated off of Webster Street at the southern end of the Webster and Posey Tubes that connect Alameda to downtown Oakland. The office park is approximately 1.5 miles east of the Alameda Ferry Terminal that links Alameda and downtown Oakland to San Francisco. While this office park is within a half mile the Capitol Corridor Oakland Station and another ferry terminal at Jack London Square, there is no pedestrian or bike access; bus access takes approximately a half hour compared to eight minutes auto.

Marina Village consists of approximately 1.1 million square feet of office and research space that stands on over 200 acres and includes 32 buildings. This office park was developed starting in 1979 and continuing through the 1990s, with the bulk of space constructed during the 1980s. CoStar does not show any of the office properties as Class A office; all are either Class B or C properties. The overall vacancy rate for the district is 18.1 percent as of the end of the fourth quarter 2019, which is significantly higher than the seven to ten percent vacancy rate that typically indicates a balanced relationship of supply and demand. Tenants are attracted to the district for its low rents and the office park is home to many technology companies that have sought less expensive locations as office rents have risen sharply in San Francisco and Oakland. With an average reported rent at \$2.82 monthly per square foot at the end of the fourth quarter 2019, rents are not high enough to justify new construction. No new office has occurred since 2001.

Over the past five years office rents across all three classes in the Marina Village have risen by approximately 7.6 percent between the end of the fourth quarter 2015 and the end of the fourth quarter 2019, compared to an overall rise of 71 percent for all classes of office in downtown Oakland.

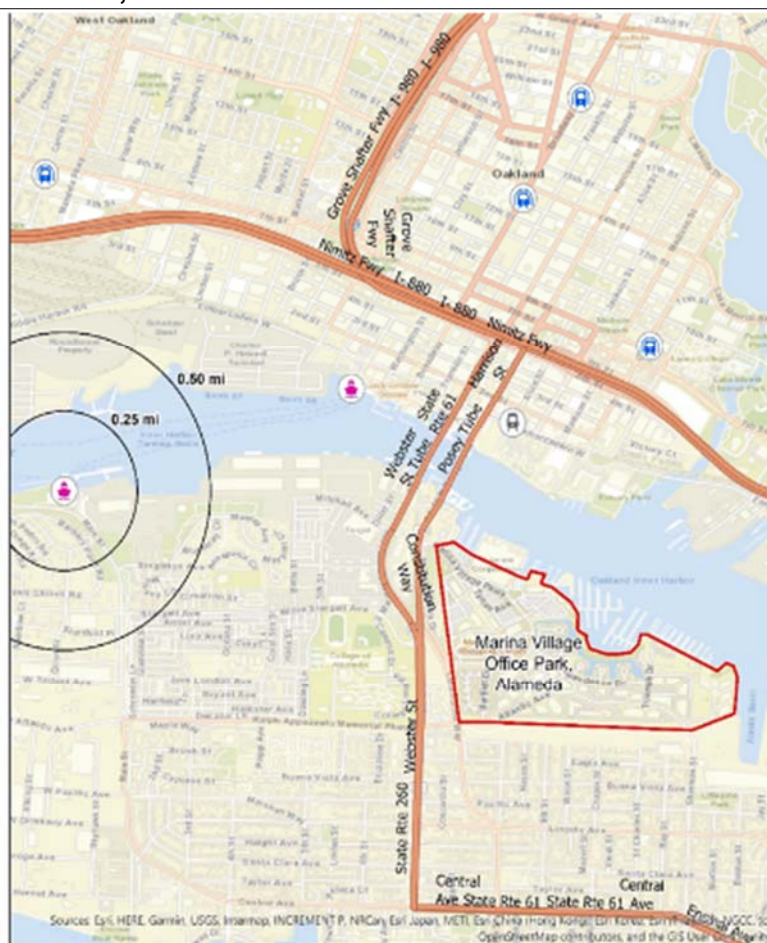
Figure 15: Marina Village Office Park, Alameda

District Description

Marina Village Office Park is located just east of the Posey and Webster Street underpass connecting Oakland to Alameda. This office park is approximately 1.5 miles south of the Lake Merritt BART station and 1.5 miles east of the Alameda ferry terminal.

District Highlights:

1.2 million sq. ft. office inventory
18.1% vacancy rate
\$2.82 monthly/ per sq. ft. asking rent - All classes
7.6% change in rents 2015-2019
No new construction since 2001



Marina Village Office Park, Alameda

Summary, Q4 2019	Office Building Class	
	Class A	Classes A, B, C
Number of Buildings	-	35
Inventory (sf)	-	1,179,616
Vacant (sf)	0	213,259
Vacancy Rate	NA	18.1%
Avg Gross Asking Rent (psf) (a)	-	\$2.82

Note:

(a) Asking rents reflect direct gross leases.

Sources: CoStar, 2020; BAE, 2020.

Average Office Rents (PSF), 2015 - 2019

Year	Marina Village Business Park	
	Class A	Classes A, B, C
2015 (Q4)	-	\$2.62
2016 (Q4)	-	\$2.85
2017 (Q4)	-	\$2.30
2018 (Q4)	-	\$3.23
2019 (Q4)	-	\$2.82
% Change 2015-19	NA	7.6%

Sources: CoStar, 2020; BAE, 2020.

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Fiscal Impact Analysis and Market Study for the
Serramonte Del Rey Precise Plan Area

Prepared for Jefferson Union High School District and Brookwood Advisors
April 16, 2021

bae urban economics

April 16, 2021

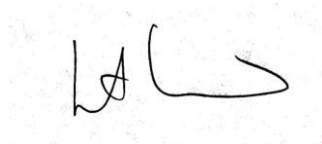
Ms. Tina Van Raaphorst
Associate Superintendent
Jefferson Union High School District

Mr. Chris White
Vice President and Development Manager
Brookwood Advisors

Dear Ms. Van Raaphorst and Mr. White:

BAE Urban Economics, Inc. ("BAE") is pleased to submit this fiscal impact analysis and market study for the proposed Serramonte Del Rey Project in Daly City. We look forward to any comments that the City of Daly City might have and after their receipt we can issue a final report.

Sincerely,



David Shiver
Principal



Stephanie Hagar, MCP
Associate Principal



Chelsea Guerrero, MCP
Senior Associate

San Francisco
2560 9th St., Suite 211
Berkeley, CA 94710
510.547.9380

Sacramento
803 2nd St., Suite A
Davis, CA 95616
530.750.2195

Los Angeles
448 South Hill St., Suite 701
Los Angeles, CA 90013
213.471.2666

Washington DC
1140 3rd St. NE, 2nd Floor
Washington, DC 20002
202.588.8945

New York City
234 5th Ave.
New York, NY 10001
212.683.4486

www.bae1.com

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EXECUTIVE SUMMARY

The Jefferson Union High School District (“JUHSD”) and Brookwood Advisors engaged BAE to prepare both a fiscal analysis of the JUHSD’s proposed Del Rey Precise Plan at 699 Serramonte Boulevard in the City of Daly City, California (“Project”) and a market study that evaluated the level of market support for office/R&D use which is large component of the current permitted use of a 22-acre site that the JUHSD seeks to change to residential use.

The Project would include construction of up to 1,113 residential units (beyond the 122 units currently under construction) and up to 14,000 square feet of community-serving commercial retail space, with a current assumption being 8,000 square feet of retail in the Project. This report first presents the fiscal impact analysis (“FIA”) and the FIA is followed by the market analysis.

FIA Findings

Selected FIA findings are summarized in the following table. In addition to the base scenario, the FIA also evaluates an alternate program that would rely on bond financing as a funding mechanism, which JUHSD is considering for Parcel B. The physical development program would be consistent between both scenarios, with the difference being that the base case program includes 990 market-rate units and 123 affordable units, while the alternate program includes 780 market-rate units and 123 affordable units along with an additional 210 moderate income units on Parcel B.

As shown below, the FIA estimates that both program scenarios would have a positive net fiscal impact on the City of Daly City’s annual General Fund operating budget. The base case program would result in a net positive fiscal impact of nearly \$1.3 million per year once the project achieves stabilized occupancy. This net impact is equal to approximately 1.4 percent of the City’s total 2019/20 Fiscal Year Adopted General Fund budget. The alternate program would result in a net positive annual fiscal impact of approximately \$822,200, which equates to approximately 0.9 percent of the 2019/20 Fiscal Year Adopted General Fund operating budget.

Currently, the site generates approximately \$365,300 ad valorem property tax revenue towards the General Fund with no prospective additional development viable under the site’s existing permitted uses.¹

¹ See the Market Study section of this report for an analysis of the market support for the existing permitted office use.

Selected Net Fiscal Impact Findings for the Project at Buildout

All figures in 2021 dollars

<u>ANNUAL GENERAL FUND IMPACTS</u>	<u>Base Case Program</u>	<u>Alternate Program</u>
New Revenues	\$2,814,031	\$2,338,179
New Expenditures	<u>(\$1,515,933)</u>	<u>(\$1,515,933)</u>
Net Fiscal Impact	\$1,298,098	\$822,246

See report for explanation of Project, methodology, and limiting conditions.

Source: BAE, 2021.

Market Study Findings

Based upon a site inspection, neighborhood tour, careful review of market data and evaluation of historic and current office development trends, BAE finds that the JUHSD's Serramonte Del Rey site is not a competitive location to attract office development. **The site has no overall potential for office development whether that is Class A, back office, biotech and/or medical office use undertaken by either commercial developers or corporate end users.** This conclusion is based upon the site's characteristics as well as Daly City's relative position in the regional economy and San Mateo County office market. Office development has been a permitted use at the site since 1985, yet only one medical office building was built in the ensuing 35 years. If office demand and rents would support developing new buildings, it would have occurred during the multiple real estate market cycles that have occurred since 1985.

BAE based its analysis on real estate market data as of the end of 2019 and market research conducted during February and March of 2020. The economic impacts of the Covid-19 pandemic have been significant and abrupt with short-term reduction of office demand driven by shelter-in-place orders. The long-term impact of the pandemic on the regional office market demand is uncertain and will likely change the regional office market dynamics, both in terms of overall demand and space design, but likely not in a manner that would change the finding that the JUHSD site is not a viable office development location.

JUHSD Site Characteristics

BAE has identified key office location criteria that are used by commercial developers and end users to select sites for office development (see Figure 1, below). These criteria are based upon BAE's ongoing discussions with commercial developers active in the Peninsula Market and technology company real estate representatives, as well as upon BAE's recent experience with other commercial projects for public agencies and private parties on the Peninsula. BAE evaluated both the JUHSD site and other alternative locations in the market area against these criteria.

- **Critical Mass.** At 22 acres, the site lacks the size to accommodate the scale of office development necessary to establish a new successful employment center with a distinct identity. An example of critical mass is South San Francisco's 500-acre life science district east of Highway 101. This city has continued to strengthen its role as a biotech cluster, adding 1.6 million square feet of new Class A office over the past ten years along with additional new development planned by Genentech, its anchor end user. Other large sites for new office development can be found in San Francisco south of Mission Bay, Redwood City, the Peninsula/Highway 101 Corridor, and potentially elsewhere in Daly City.

Figure 1: Office Location Criteria

		JUHSO Site	Daly City BART Area	Redwood City	Peninsula/ 101 Corridor	San Francisco/ SOMA
1	Available Land for Project w/ Critical Mass?		Potential	✓	✓	✓
2	Walkable to BART/Caltrain Transit		✓	✓	✓	✓
3	Employment Center		✓	✓	✓	✓
4	101 Corridor			✓	✓	✓
5	Authenticity/ Placemaking		Potential	✓	✓	✓
6	Tech Company Appeal/ Cool Factor		Potential	✓	✓	✓
7	No Cap on Office Development	✓	✓		✓	
8	Rents Justify New Office Construction?		Potential	✓	✓	✓

Source: BAE, 2020.

- **Walkable to BART/Caltrain.** Proximity to public transit, in particular BART and Caltrain, is highly desirable to office tenants. While the site is served by Samtrans bus service, it is over two miles from the Colma BART Station, well beyond the typical half-mile that otherwise, everything else being equal, would make the site attractive as a mixed-use, transit-oriented development that is preferred by office tenants. Reflecting market demand for office space near transit, Daly City's own Class A office inventory is adjacent or near the Daly City BART Station.

- **Employment Center.** Office businesses like to be near other office businesses –this is an agglomeration effect that is seen throughout the Bay Area. The site is not located in a recognized employment center and it is located in a primarily residential neighborhood with multi-family residential developments defining the northern and southern gateways after exiting Highway 1 to reach Serramonte Boulevard. The site is set back approximately 400 feet south of Highway 1 and a half-mile from Interstate 280. An office project here cannot offer visibility and identity that is often desired by corporate end users and/or tenants.
- **Highway 101/Caltrain Corridor.** Almost all existing, planned, and proposed Class A office space in the Northern San Mateo County market is located along the Highway 101 and Caltrain corridor. As of the end of 2019, seven million square feet of new office projects were under construction along this portion of the corridor along. An additional 30 million square feet are under construction, entitled, or proposed from Hunters Point and Candlestick Point in San Francisco through the corridor to Menlo Park at the southern end of San Mateo County, reflecting its strong gravitational market pull. The Serramonte Del Rey site is at a distinct disadvantage by not being located on this corridor.
- **Authenticity/Placemaking.** Commercial office developers and end users increasingly seek locations that offer a sense of urban or small-town authenticity and a mix of uses including office with residential and retail goods and services. The City of Redwood City has successfully leveraged its historic downtown and Caltrain Station to accommodate significant new office (as well as residential) development. The City of San Mateo has successfully guided the redevelopment of the Bay Meadows racetrack as a new attractive location for technology offices, in walkable, transit-oriented locations with new housing. The JUHSD site does not offer the same opportunity for placemaking due to its location away from the BART, or Caltrain stations, or the City's Top of the Hill commercial district. Daly City itself has opportunities for mixed use office development at its BART Station and other high visibility sites.
- **Tech Company Appeal/Cool Factor.** Developers are building office space to meet the changing office needs of employers. Technology and life science companies in the Bay Area fiercely compete for skilled labor and tend to cluster to make job changes less costly and disruptive to the employee. To be competitive and attract top talent, employers tend to select facilities that provide a 'cool factor,' e.g., unique setting, site design, architecture, and package of amenities that are attractive to the Millennial and Generation Z workforce. The JUHSD site is not well suited to be competitive due to its small size, relatively inferior location, and lack of visibility.
- **No Cap on Office Development.** Cities such as San Francisco and Redwood City have adopted legislation that places a cap on office development that serves as a barrier to

entry for new office development. The Serramonte Del Rey site has an advantage by its location in Daly City that has no overall city-wide cap of office space. There is no barrier to developing the office space that was entitled for the site in 1985.

- **Rents Justify New Office Construction?** Financial feasibility is driven by the relationship between the rents a developer can charge and the cost to develop their office project. While office rents have been strong enough to justify new construction along the Highway 101/Caltrain corridor and, potentially at Daly City's BART Station, the locational disadvantages of the Serramonte Del Rey site would likely result in a project not being able to achieve the rents necessary to support project development costs and provide a market rate of return to investors.

Daly City Office Market Trends

Located outside the Highway 101/Caltrain Corridor, the office sector in Daly City has failed to gain traction over the past few decades despite the presence of two BART stations and City efforts and investment to stimulate Class A office development during the longest economic expansion in U.S. history. This finding is based upon the following observations:

- Daly City has only two Class A office buildings that are located at the Daly City BART Station and together they comprise 438,000 square feet. The Redevelopment Agency project, Pacific Plaza development, is an example of modest success of attracting Class A office space after utilizing its redevelopment tools (including site assemblage and subsidies). However, a recent sale of the property in 2018 was for significantly less than its replacement cost which indicates continued weakness in the Class A sector despite adjacency to a BART station.
- Both Class A buildings changed ownership recently and have experienced increasing occupancy and rents as they benefited from their location in proximity to BART. However, Daly City recently marketed three sites near the Daly City BART station to the commercial developer community; the City has reported that these sites did not receive interest for office use.

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FISCAL IMPACT ANALYSIS

This section of the report presents the FIA for the Project.

Purpose and Background

The Project site is a portion of a larger 50-acre site that was entitled for 500,000 to 700,000 square feet of office space and residential uses in 1985. The project would include the redevelopment of a portion of the larger 50-acre site into multifamily residential and ancillary retail uses with a mix of market rate and affordable housing.

Like most new development, the proposed project is expected to increase demands on local government services and infrastructure and generate new revenues for local government through additional taxes and fees. This FIA provides an analysis of the effects that the proposed project will have on the City of Daly City's revenues and municipal service costs in order to estimate the net fiscal impact that the proposed project would have on the City's General Fund. Except as otherwise noted in the text, the annual ongoing fiscal impact of the Project is described in constant 2021 dollars, based on the future point in time when the Project would be fully built out and would have achieved stabilized operations.

Project Development Program

The Project analyzed in this FIA would include construction of 1,113 residential units and 8,000 square feet of community-serving commercial retail space. The Project site currently contains 140,000 square feet of existing office, religious, and educational uses. The existing buildings would be demolished as part of the Project.

Table 1 on the next page summarizes the existing uses on the site and the development program for the proposed Project at full buildout. This analysis evaluates the potential fiscal impacts of two alternative development program scenarios. The total amount of development is the same in each scenario with the differences driven by the affordability mix of the residential units. As shown below, the base case program would consist of 123 affordable units and 990 market rate units. The alternate program would provide an additional 210 moderate income units, resulting in a total of 333 affordable units and 780 market rate units at full buildout.

Table 1 also includes assumptions about the anticipated resident population, employment, and service population associated with the Project. Accepted practice in fiscal impact analysis is to define a City's service population as all residents plus one third of the workers who work within the City. Calculating service population in this way reflects the fact that employees, who generally spend less time in the community than residents, tend to generate a smaller share of

demand for services. As shown, the proposed project is anticipated to accommodate 2,752 new residents and 27 employees at full buildout, or a net increase of 2,705 service population members after accounting for the estimated existing employment on the site (167 employees).

Table 1: Development Program at Buildout

	Base Case Program	Alternate Program
Residential Units		
Affordable Units	123	333
Studio	0	17
1-Bedroom	55	155
2-Bedroom	62	135
3-Bedroom	6	26
Market Rate Units	990	780
Studio	81	64
1-Bedroom	471	371
2-Bedroom	343	270
3-Bedroom	95	75
Total New Residential Units	1,113	1,113
Commercial Square Feet		
New Retail Square Feet	8,000	8,000
Existing Office Square Feet	(140,000)	(140,000)
Net Change in Commercial Square Feet	(132,000)	(132,000)
Service Population		
New Residents (a)	2,752	2,752
New Employees (b)	27	27
New Service Population (c)	2,761	2,761
Existing Employees (Estimate)	(167)	(167)
Existing Service Population (Estimate) (c)	(56)	(56)
Net Change in Service Population (c)	2,705	2,705

Notes:

(a) Resident population estimate is based on the average number of residents per unit by unit type:

 Studio: 1 resident per unit
 1-Bedroom: 2 residents per unit
 2-Bedroom: 3 residents per unit
 3-Bedroom: 4 residents per unit

(b) Employee estimate is based on average employment density:

 300 square feet per employee

(c) Service population equals the resident population plus a portion of the employee population to reflect the reduced service demand from commercial uses. To estimate service population, each employee is multiplied by: 1/3

Sources: Brookwood Advisors; BAE, 2021.

General Fund Fiscal Impacts

This section of the FIA summarizes the projected ongoing annual fiscal impacts from the proposed Project. The analysis is focused on Daly City's General Fund, as this represents the portion of the City's budget that finances key public services. To pay for these services, the City's General Fund is dependent on discretionary revenue sources such as property taxes, sales taxes, transient occupancy taxes, and various local fees and taxes. The following sections detail the scope of the analysis and the underlying methodologies and assumptions used to estimate fiscal impacts from the Project.

Fiscal Impact Analysis Methodology

This FIA uses a variety of methods to estimate the projected change in City revenues and service costs that would be associated with the Project. The cost of providing municipal services is often based on the number of persons served, as are some sources of municipal revenues. In general, as the "service population" increases, there is a need to hire additional public safety and other government employees, as well as a need to increase spending on equipment and supply budgets. Some municipal revenues, such as franchise fees and fines, also generally increase as the service population increases. The analysis therefore relies in large part on an average cost and average revenue approach, based on the City's current costs and revenues per member of the current service population. This approach is based on the key assumption that future development will generate costs and revenues at the same average rate as the existing service population.

As shown in Table 2, the Daly City's current daytime population consists of 109,142 residents and 22,350 employees, resulting in a service population of 116,592 (100 percent of residents plus one-third of workers). The fiscal impact analysis uses this service population figure to derive current expenditures and revenues per service population member.

Table 2: Current Daly City Service Population, 2020

Daly City	2020
Residents (a)	109,142
Employment (b)	22,350
Service Population (c)	116,592

Notes:

(a) Estimate per CA Dept. of Finance, 2020.

(b) Estimate per Esri.

(c) Service population equals the resident population plus a portion of the employment population to reflect reduced demand from commercial uses. To estimate service population, each employee is multiplied by:

1/3

Sources: California Dept. of Finance; Esri; BAE, 2021.

While an average revenue approach is appropriate for some revenue sources, the fiscal analysis presented in this report bases projected revenues from most major sources of revenue on statutory requirements and other factors governing each source of revenue. The projections for property tax, property tax in-lieu of vehicle license fees, and sales tax revenue are based on the specific attributes of the proposed project and factors used to allocate revenues from these sources to the City of Daly City. Additional methodological details and assumptions are provided in the discussions of individual cost and revenue projections below.

All cost and revenue projections are expressed in constant 2021 dollars at a future point in time when the Project would be fully built out.

Projected Annual Revenue Impacts

The following subsections provide an overview of the major City General Fund revenue sources that would be impacted by the Project and the estimated revenue that the proposed project would generate from each source. This section also details the assumptions and methodology used to estimate the revenue impacts associated with the Project.

Property Taxes/Possessory Interest Taxes. The property taxes that accrue to a City are a function of the assessed value of real property and the City's share of the property tax collected for each parcel. Property in California is subject to a base 1.0 percent property tax rate, which is shared among local jurisdictions including the County, City, and special districts. The State requires that a portion of property tax revenues also be allocated to countywide Education Revenue Augmentation Funds ("ERAF") to offset state expenditures on local public schools. In addition to the base 1.0 percent tax rate, additional taxes and special assessments apply to most properties to pay for local voter-approved debt or other special purposes. These additional taxes and charges vary by location and are restricted for specific uses. This analysis evaluates impacts to the City's General Fund operating budget, which receives a share of the base 1.0 percent property tax but does not receive revenue from additional taxes and special assessments.

Table 3 shows the current taxable assessed value of the Project site net of existing property tax exemptions for the nonprofit owner-occupant and the nonprofit tenants on site. The Project site is owned by the JUHSD, which is exempt from property tax. Many of the existing tenants on the site are nonprofit and governmental entities that also qualify for a property tax exemption, and therefore the space that these tenants occupy does not generate any property tax revenue. However, a small number of tenants on the site are not exempt from property tax liability. For these entities, the County Assessor charges possessory interest tax based on the value of each entity's interest in the site and the property tax that would typically apply to this value. As shown, the current net taxable assessed value of the Project site totaled \$2.0 million as of the 2020-2021 tax year.

Table 3: Current (2020) Assessed Value of Project Site

Parcel Number	Assessed Value, 2020			Exemptions	Taxable Net Value
	Improvements	Land	Total Value		
091-211-230	\$0	\$1,285,000	\$1,285,000	\$0	\$1,285,000
Unsecured Bill Number					
2020-003502	\$197,000	\$184,152	\$381,152	\$0	\$381,152
2020-004768	\$40,000	\$40,000	\$80,000	\$0	\$80,000
2020-010959	\$8,000	\$8,000	\$16,000	\$0	\$16,000
2020-010960	\$123,500	\$123,500	\$247,000	\$0	\$247,000
2020-007186	\$9,000	\$9,000	\$18,000	\$18,000	\$0
2020-014485	\$29,000	\$29,000	\$58,000	\$58,000	\$0
2020-005766	\$15,000	\$15,000	\$30,000	\$30,000	\$0
2020-004442	\$52,000	\$52,000	\$104,000	\$104,000	\$0
2020-005261	\$7,500	\$7,500	\$15,000	\$15,000	\$0
2020-000934	\$12,000	\$12,000	\$24,000	\$24,000	\$0
2020-002971	\$159,500	\$159,500	\$319,000	\$319,000	\$0
Total Net Taxable Value (2020)					\$2,009,152

Note: Excludes assessments for personal property & fixtures

Sources: San Mateo County Treasurer-Tax Collector; BAE, 2021.

The JUHSD plans to retain ownership of the Project site and to pursue development of the proposed Project under long-term ground leases. While JUHSD will continue to receive a property tax exemption for the site, any non-exempt uses on the site, including market-rate residential units, will be responsible for paying possessory interest tax in place of a property tax payment. The annual possessory interest tax revenue that would accrue to the City of Daly City will depend on the value of each non-exempt entity's interest in the site and the property tax split that typically applies to the Project site.

The San Mateo County Assessor determines the value of a possessory interest using three different metrics: (i) the construction cost approach; (ii) the comparables approach; and (iii) the income approach. The construction cost approach values the possessory interest of new improvements based on the construction cost for new development on a site and adds an estimated land value based on comparable land sales to get to a total value for the site. The comparables approach values the possessory interest based on recent sales of similar developments. The income approach values the possessory interest based on the capitalized value of the income that the property generates. The County Assessor could use a combination of these three metrics to determine the value of the possessory interest for the project site. In some cases, the Assessor applies a discount to the value of the possessory interest of property subject to a ground lease because the land and improvements revert back to the property owner at the end of the ground lease. However, the Assessor would likely not apply a reversion in the case of the proposed Project because the site would be offered under a long-term ground lease.

Like privately-owned property, possessory interests in California are subject to a 1.0 percent base tax rate on the assessed value, which is shared among various local jurisdictions and special districts. The specific distribution of the base 1.0 percent base tax depends on the tax rate area (TRA) where the property is located. To estimate future property tax revenues resulting from the Project, this analysis estimates the new assessed value that the County assessor would assign to the property and then applies the applicable tax rate.

BAE used rent estimates provided by the applicant and standard development assumptions to estimate the market value of the market rate residential and commercial components of the Project at full buildout and stabilization, based on a capitalized value approach. This analysis assumes that the affordable residential component of the Project would be exempt from possessory interest tax due to the property tax exemption for affordable housing. The estimated valuation is presented in 2021 dollars and is based on the projected net operating income for each use type, using market rental rates provided by the applicant and standard assumptions regarding occupancy, operating expenses, and cap rates. Based on the assumptions shown in Table 4, the estimated assessed market value is approximately \$747.7 million for the base case program and approximately \$590.1 million for the alternate program. Based on the City's share of property tax revenues (18 percent) from the project site, the net change in assessed value at buildout and stabilization after accounting for the existing site net taxable value would result in a net increase of approximately \$1.4 million in annual possessory interest tax revenue to the City's General Fund under the base case program. The alternate program would result in a net increase of approximately \$1.1 million at buildout and stabilization. The alternate program would generate less possessory interest tax than the base program because the alternate program has a larger share of affordable units, and thus a larger share of units that are exempt from possessory interest tax.

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Table 4: Projected Change in Annual Property Tax Revenue at Buildout and Stabilization

	Base Case Program	Alternate Program
Projected New Assessed Value (a)	\$747,689,432	\$590,055,916
Less: Existing Assessed Value	(\$2,009,152)	(\$2,009,152)
Net Change in Assessed Value	\$745,680,280	\$588,046,764
1% Property Tax Base	\$7,456,803	\$5,880,468
Net Change in City Property Tax Revenue	\$1,355,883	\$1,069,255

Assumptions

Daly City Share of 1% Property Tax in TRA 05-036	18%
--	-----

Assessed Value Assumptions	Base Case	Alternate
Market-Rate Residential		
Number of Units	990	780
Average Monthly Rent (b)	\$4,268	\$4,268
Vacancy Rate	5%	5%
Average Annual Expense per Unit	\$13,000	\$13,000
NOI (per unit)	\$35,655	\$35,655
Commercial		
NNN Rent (per sq. ft. per year)	\$36.00	\$36.00
Vacancy Rate	5%	5%
NOI (per sq. ft.)	\$34.20	\$34.20
Residential NOI	\$35,298,648	\$27,811,056
Residential Capitalization Rate	4.75%	4.75%
Commercial NOI	\$273,600	\$273,600
Commercial Capitalization Rate	6.00%	6.00%
Estimated Market Value	\$747,689,432	\$590,055,916

Notes:

(a) The estimated market value of the Project is based on the projected net operating income for each use type, using current market rents and standard assumptions regarding occupancy, operating expenses, and cap rates.
(b) Average market-rate rent based on an assumed rent equal to \$5 per square foot per month, based on information provided by the project applicant.
Sources: San Mateo County Treasurer-Tax Collector; Brookwood Group; BAE, 2021.

Property Tax In-Lieu of Vehicle License Fee Revenues. Beginning in FY 2005-2006, the State ceased to provide “backfill” funds to counties and cities in the form of Motor Vehicle In-Lieu Fees (VLF) as it had through FY 2004-2005. As a result of the financial restructuring enacted as part of the State’s budget balancing process, counties and cities now receive revenues from the State in the form of what is known as property tax in-lieu of vehicle license fees, or ILVLF. This State-funded revenue source is tied to a city’s total assessed valuation. In FY 2005-2006, former VLF revenues were swapped for ILVLF revenues, which set the local jurisdiction’s ILVLF “base.” The base increases each year thereafter in proportion to the increase in total assessed valuation within the jurisdiction. For example, if total assessed valuation increases by five percent from one year to the next, the ILVLF base and resulting revenues would increase by five percent.

As shown in Table 5, in fiscal year 2015-16 the City received approximately \$8.6 million in property tax ILVLF revenue. This amounts to approximately \$0.84 per \$1,000 in assessed value. Given the projected net change in taxable assessed value associated with each scenario shown below, annual General Fund ILVLF revenues would increase by approximately \$629,300 under the base case program and approximately \$496,300 under the alternate program.

Table 5: Projected Change in Annual Property Tax In-Lieu of Vehicle License Fee Revenue at Buildout and Stabilization

	Base Case Program	Alternate Program
Projected Net Change in Assessed Value	\$745,680,280	\$588,046,764
Net Change in ILVLF Revenue	\$629,281	\$496,254
Assumptions		
In-Lieu of Vehicle License Fee (ILVLF) Revenue, FY 2015-16		\$8,624,640
Total Citywide Assessed Value, FY 2015-16		\$10,219,953,118
ILVLF Revenue per \$1,000 in Assessed Value		\$0.84

Sources: San Mateo County Assessor; BAE, 2021.

Sales Taxes. The Project would generate sales tax revenue for the City of Daly City as new residents and workers make taxable purchases in Daly City. In addition, the new commercial space that is included in the proposed Project would generate City sales tax revenue to the extent that new and existing workers, residents, and other individuals make taxable purchases at businesses that occupy these spaces. Taxable sales in these new commercial spaces would be supported at least in part by spending among the new residents and workers that are associated with the Project, and therefore this analysis does not include an estimate of sales tax revenue from the new commercial space. In other words, the FIA calculates sales tax revenue from new resident and employee spending and does not separately calculate revenues from new commercial space to avoid double counting these revenues. In addition to avoiding double-counting, this approach is more reasonable than estimating taxable sales from new commercial space because the mix of tenants in future commercial spaces is currently unknown and could include a high share of tenants that generate little or no taxable sales.

Taxable transactions that take place in the City of Daly City are subject to a 9.25-percent sales tax. This total includes the statutory 1.0-percent Bradley-Burns sales tax, of which 95 percent (i.e., 0.95 percent of the sale price) accrues to the City of Daly City while the remaining five percent (i.e., 0.05 percent of the sale price) accrues to San Mateo County. Apart from the City's share of the Bradley-Burns sales tax, all other sales tax revenues from taxable transactions that take place in Daly City accrue to other governmental agencies, including the State of California.

Taxable Sales from Resident Spending. According to data from the California Department of Tax and Fee Administration shown in Table 6, annual taxable retail sales averaged \$10,193 per person in Daly City and \$15,812 per person in San Mateo County in 2019. Consistent with this data, the analysis assumes that San Mateo County residents, including residents of Daly City, average approximately \$15,812 per person in annual taxable purchases. An evaluation of sales leakage by category suggests that Daly City residents generally leave the City to make at least some purchases in most retail categories, likely due to the limited availability of goods in the City in these categories. Consistent with the City's capture rates, the analysis assumes that Daly will capture little spending in these high leakage categories. To be conservative, the analysis assumes a maximum capture rate of 85 percent of sales in all categories, with a lower capture rate for those categories with an estimated current capture rate under 85 percent. This results in an estimate that new residents will spend approximately \$9,637 per person in taxable expenditures in Daly City each year (see Table 6). This amount provides an estimate of annual average taxable expenditures by Daly City residents at outlets located in Daly City, and is lower than the total taxable sales per capita in Daly City because the total City taxable sales figure includes purchases by people who do not live in Daly City.

Table 6: Estimated Annual Taxable Expenditures per Resident

Business Category	Taxable Sales Per Capita		Sales Leakage (b)	Estimated % of Sales in City (c)	Estimated New Sales in Daly City (d)
	Daly City	San Mateo County			
Retail and Food Services					
Motor Vehicle and Parts Dealers	\$1,769	\$2,581	-31%	69%	\$1,769
Home Furnishings and Appliance Stores	\$328	\$1,202	-73%	27%	\$328
Bldg. Matrl. and Garden Equip. & Supplies	\$597	\$1,389	-57%	43%	\$597
Food and Beverage Stores	\$721	\$941	-23%	77%	\$721
Gasoline Stations	\$1,299	\$1,525	-15%	85%	\$1,299
Clothing and Clothing Accessories Stores	\$1,542	\$1,160	33%	85%	\$986
General Merchandise Stores	\$938	\$1,706	-45%	55%	\$938
Food Services and Drinking Places	\$2,339	\$3,167	-26%	74%	\$2,339
Other Retail (e)	<u>\$661</u>	<u>\$2,140</u>	-69%	31%	<u>\$661</u>
Total	\$10,193	\$15,812			\$9,637

Notes:

(a) 2019 data inflated to 2020 dollars. Population estimates from the CA Department of Finance were used to calculate 2019 per capita sales:

Daly City: 109,710

San Mateo County: 774,231

(b) Retail spending by Daly City residents is assumed to be equal to per capita spending patterns in San Mateo Co. If fewer dollars per capita are spent in Daly City than in San Mateo County, the analysis assumes the difference leaks out to other retailers in the County. A zero percent leakage indicates that Daly City residents can get all their shopping needs met in the City. Negative figures indicate Daly City receives a net injection, i.e. more sales than are likely attributable to just City residents.

(c) Based on data in column (b); estimates the percentage of resident spending within a category that will occur in Daly City. While zero percent leakage indicates residents could meet their shopping needs within the City, shoppers are still likely to seek goods and services outside of Daly City. To be conservative, the maximum capture has been estimated at 85 percent of taxable sales per resident.

(d) Equals (Taxable Sales per Capita in San Mateo County) x (Estimated % of Residents' Sales in City). Estimates assume the City will capture most or all of new residents' retail spending in categories with low/no leakage and little spending in high leakage categories.

Sources: CA State Dept. of Finance; CA Dept. of Tax and Fee Administration; U.S. Bureau of Labor Statistics; BAE, 2021.

Taxable Sales from Worker Spending. To estimate taxable expenditures made by workers, this analysis uses data from the International Council of Shopping Centers (ICSC) survey of office worker spending. The ICSC survey provides estimates of worker spending near work by store category, including both taxable and non-taxable purchases. The taxable expenditure estimate used in this analysis reflects adjustments to the ICSC survey findings to remove a portion of spending at drug and grocery stores, most of which is typically not subject to sales tax under California State law, as well as all spending on services and entertainment, which is generally not taxable. The analysis makes a conservative assumption that Daly City will capture one-half of the estimated total annual worker spending on taxable purchases. This results in an estimate that workers in Daly City spend an average of approximately \$3,074 per year on taxable purchases within Daly City.

Net Change in General Fund Sales Tax Revenue from Resident and Worker Spending. Table 7 shows the estimated net change in total taxable sales from resident and worker spending in Daly City that would be attributable to the proposed Project. As shown, new residents in the Project would spend an estimated \$26.5 million per year on taxable purchases in Daly City under both program scenarios. Annual taxable expenditures among workers would decrease by approximately \$431,400 due to the net loss in on-site employment following demolition of the existing buildings on-site. Based on the resulting net change in annual taxable sales in Daly City (approximately \$26.1 million) and the City's share of sales tax revenue, annual General Fund sales tax revenue would increase by approximately \$247,800 at stabilization.

Table 7: Projected Net Change in Annual General Fund Sales Tax Revenue from Resident and Worker Spending at Buildout and Stabilization

	Base Case Program	Alternate Program
Resident Spending		
Net Change in Residents	2,752	2,752
Per Capita Taxable Sales in Daly City (a)	\$9,637	\$9,637
Net Change in Annual Taxable Resident Spending	\$26,519,719	\$26,519,719
Worker Spending		
Net Change in Workers	(140)	(140)
Taxable Sales in Daly City per Worker (b)	\$3,074	\$3,074
Net Change in Annual Taxable Worker Spending	(\$431,433)	(\$431,433)
Annual Sales Tax Revenue		
Net Change in Annual Citywide Taxable Sales	\$26,088,287	\$26,088,287
Daly City Share of Sales Tax Receipts	0.95%	0.95%
Net Change in General Fund Sales Tax Revenue	\$247,839	\$247,839

Notes:

(a) See Table 6.

(b) Based on data from International Council of Shopping Centers (ICSC), Office-Worker Retail Spending in a Digital Age, 2012. Spending estimates were adjusted to 2020 dollars and adjusted to remove non-taxable spending on services and entertainment as well as a portion of spending at drug and grocery stores. Figures assume that retail establishments in Daly City capture 50 percent of total employee spending.

Sources: ICSC, 2012; CA Department of Finance; CA Department of Tax and Fee Administration; BAE, 2021.

Business License Fees. Business license fees are charged to businesses operating in the City at varying rates based on the type of business. Most businesses, including retail outlets and commercial/office rental properties, are charged at a rate of \$1.10 per every \$1,000 in annual gross receipts. Residential rental properties pay fees equal to \$5.50 per every \$1,000 in annual gross receipts. Qualifying non-profits are exempt from paying business license taxes.

BAE relied on rental rate data provided by the applicant to estimate the total annual gross receipts from the market-rate rental apartments and commercial property included in the Project. An average sales per square foot assumption was used to estimate the annual gross receipts tax that would be paid by the new retail tenants occupying the new commercial space. The analysis assumes that existing uses on the project site generate little or no business license tax revenue because the site is owned by a nonprofit entity and most tenants are nonprofit entities. Based on these assumptions shown in Table 8, the base case program is projected to result a net increase of approximately \$268,700 in annual business license tax revenue at stabilization. Although the alternate program is expected to generate less business license tax revenue due to the fewer number of market-rate rental units, the projected net change in annual business license tax revenue is still significant, exceeding \$212,500 annually at stabilization.

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Table 8: Projected Change in Annual Business License Tax Revenue at Buildout and Stabilization

	Base Case Program	Alternate Program
New Business License Tax Revenue	\$268,749	\$212,552
Market-Rate Apartments	\$264,928	\$208,731
Commercial Leases	\$301	\$301
New Retail Establishments	\$3,520	\$3,520
Existing Business License Tax Revenue	N/A (a)	N/A (a)
Net Change in Business License Tax Revenue	\$268,749	\$212,552
Assumptions		
Business License Tax Schedule (tax per \$1,000 in total gross receipts)		
General Businesses		\$1.10
Residential Rental Property		\$5.50
Commercial/Office Leases		\$1.10
	Base Case	Alternate
Est. Total Annual Gross Receipts - Rental Apartments		
Number of New Market-Rate Rental Units	990	780
Weighted Average Monthly Rent per Unit (b)	\$4,268	\$4,268
Vacancy Adjustment	5%	5%
Est. Total Annual Gross Receipts from Rental Apartments	\$48,168,648	\$37,951,056
Est. Total Annual Gross Receipts - Commercial Leases		
New Commercial Square Feet	8,000	8,000
NNN Rent (per sq. ft. per year) (b)	\$36.00	\$36.00
Vacancy Adjustment	5%	5%
Est. Total Annual Gross Receipts from Commercial Leases	\$273,600	\$273,600
Est. Total Annual Gross Receipts - New Retail Establishments		
New Commercial Square Feet	8,000	8,000
Annual Sales per Square Feet	\$400	\$400
Est. Total Annual Gross Receipts from New Retail Establishments	\$3,200,000	\$3,200,000

Notes:

(a) This analysis assumes that the project site currently generates little or no business license tax revenue because the site is owned by a nonprofit entity and most tenants are nonprofit entities.

(b) Commercial and market-rate apartment rents are based on information provided by the project applicant. Apartment rents assume an average rent equal to \$5 per square foot per month.

Sources: City of Daly City; Brookwood Advisors; BAE, 2021.

Other Revenues. According to the FY 2019-20 Adopted Budget, the City generates approximately six percent of General Fund revenues from Utility User Tax ("UUT"), five percent of General Fund revenues from franchise fees, and four percent of General Fund revenues from fines and forfeitures. All of these revenue sources tend to increase as the City's service population grows. UUT revenues are generated from the usage of gas, electricity, telephone and cable television services and are primarily dependent on service population. Franchise fees are generally set as a percentage of gross receipts and increase as expenditures on utilities, such as gas and electricity, increase. Fine revenues are primarily collected by the Police Department from parking and traffic citations and would be expected to increase as the residential base of the City grows. As shown in Table 9, General Fund revenues from these three sources combined totaled approximately \$13.5 million in FY 2019-20, or \$115.44 per member of the service population. Assuming a commensurate increase in the amount of

revenue collected each year, the Project would generate additional revenues of approximately \$312,300 per year at buildout and stabilization under both scenarios.

Table 9: Projected Change in Annual UUT, Franchise Fee, and Fines Revenues at Buildout and Stabilization

	Base Case Program	Alternate Program
Net Change in Service Population from Project (a)	2,705	2,705
Annual Revenue per Service Population	\$115.44	\$115.44
Net Change in UUT, Franchise Fee, and Fines Revenue	\$312,280	\$312,280
Assumptions		FY 2019-20
Annual UUT Revenue		\$5,753,754
Annual Franchise Fee Revenue		\$4,236,246
Annual Fines and Forfeitures Revenue		\$3,468,904
Total Annual Revenue		\$13,458,904
Citywide Service Population (a)		116,592
Annual Revenue per Service Population		\$115.44

Note:

(a) Service population equals the resident population plus one-third of the employee population.

Sources: City of Daly City; BAE, 2021.

Summary of Annually Recurring General Fund Revenues

As shown in Table 10, the base case program would result in a net increase of approximately \$2.8 million in annual General Fund revenues to the City of Daly City at buildout and stabilization. The total annual General Fund revenue attributable to the alternate program is estimated to total \$2.3 million. Most of these revenues would be from property tax and property tax in lieu of vehicle license fees. Revenues from sales tax, franchise fees, and fines would make up approximately 29 percent of the total under the base case program and approximately 33 percent of the total under the alternate program.

Table 10: Summary of Net Change in Annual General Fund Revenues at Buildout and Stabilization

	Base Case Program	Alternate Program
Property Tax	\$1,355,883	\$1,069,255
ILVLF	\$629,281	\$496,254
Sales Tax	\$247,839	\$247,839
Business License	\$268,749	\$212,552
UUT, Franchise Fees, and Fines	\$312,280	\$312,280
Total General Fund Revenue	\$2,814,031	\$2,338,179

Source: BAE, 2021.

Projected Annual Service Cost Impacts

As the City's service population increases, the City typically needs to increase General Fund expenditures in order to maintain existing levels of service, with some exceptions for General Fund expenditures that tend to be relatively fixed and do not need to increase to respond to changes in the service population. To estimate the costs that would likely increase as the service population increases, BAE analyzed the City's budgeted General Fund expenditures from the 2019/2020 Fiscal Year adopted budget. Adjustments were made to deduct the portion of costs that would not be expected to be impacted by the proposed Project. The analysis also accounts for the charges for service and other department revenues that offset variable costs in each department. Table 11 shows the resulting estimated variable costs, net of these adjustments and offsetting revenues. As shown, the City's net variable costs currently total an estimated \$560.37 annually per member of the service population. This means that the City would need to add \$560.37 to its annual budget for each new member of the service population (i.e., \$560.37 per resident and \$186.79 per worker) to maintain current levels of service.

Table 11: Daly City General Fund Operating Expenditures, FY 2019-20 Budget

General Fund	FY 2019-20 General Fund Expenditures	Less: Offsetting Revenue (a)	Net Gen. Fund Expenditures	% Variable Due to Growth (b)	Net Variable General Fund Expend. (c)	General Fund Expenditures per Service Population (d)
General Government						
City Council	\$263,230	\$0	\$263,230	10%	\$26,323	\$0.23
City Clerk	\$542,879	(\$120,025)	\$422,854	10%	\$42,285	\$0.36
City Attorney	\$1,115,955	\$0	\$1,115,955	10%	\$111,596	\$0.96
City Manager	\$1,881,254	(\$164,607)	\$1,716,647	10%	\$171,665	\$1.47
City Treasurer	\$48,585	\$0	\$48,585	10%	\$4,859	\$0.04
Econ. & Community Dev.	\$4,110,198	(\$3,635,564)	\$474,634	10%	\$47,463	\$0.41
Finance & Admin Svcs	\$2,605,581	(\$17,600)	\$2,587,981	10%	\$258,798	\$2.22
Fire	\$21,214,159	(\$1,537,497)	\$19,676,662	95%	\$18,692,829	\$160.33
Human Resources	\$1,127,030	\$0	\$1,127,030	10%	\$112,703	\$0.97
Library & Recreation	\$10,673,211	(\$1,680,279)	\$8,992,932	90%	\$8,093,639	\$69.42
Police	\$36,873,842	(\$554,681)	\$36,319,161	95%	\$34,503,203	\$295.93
Public Works	\$4,137,945	(\$724,356)	\$3,413,589	80%	\$2,730,871	\$23.42
Non-Departmental	\$5,699,001	(\$311,553)	\$5,387,448	10%	\$538,745	\$4.62
Total Expenditures	\$90,292,870	(\$8,746,162)	\$81,546,708		\$65,334,978	\$560.37

Notes:

(a) Some expenditures are directly recovered through charges for services, license fees, and permit fees.

(b) Assumes that a percentage of costs will not be impacted by growth; variable costs are assumed to increase as the service population increases.

(c) Expenditures less departmental revenue less fixed costs.

(d) Service population equals the resident population plus one-third of the employee population.

2020 Citywide service population: 116,592

Sources: Daly City FY 2019-20 Operating Budget; BAE, 2021.

Table 12 applies the current net variable costs per member of the service population to the service population associated with the Project to estimate the General Fund expenditure impacts associated with the Project. The projected expenditures account for increases in ongoing operating costs (e.g., salaries), but do not account for any one-time capital

improvements that would be necessary to serve the Project. As shown, the base program and alternate program would both increase the City's total annual General Fund expenditures by approximately \$1.5 million, which equates to approximately 1.7 percent of the total FY 2019-20 Adopted Budget General Fund operating budget. Police Department expenses account for roughly one-half of the total net increase in expenditures associated with the Project. Fire department expenditures account for approximately 29 percent of the total new costs.²

Table 12: City of Daly City General Fund Expenditure Impacts from the Project

General Fund	General Fund Expenditures per Service Population (a)	Base Case Program		Alternate Program	
		Total (b)	% of Total	Total (b)	% of Total
General Government					
City Council	\$0.23	\$611	0.0%	\$611	0.0%
City Clerk	\$0.36	\$981	0.1%	\$981	0.1%
City Attorney	\$0.96	\$2,589	0.2%	\$2,589	0.2%
City Manager	\$1.47	\$3,983	0.3%	\$3,983	0.3%
City Treasurer	\$0.04	\$113	0.0%	\$113	0.0%
Economic & Community Dev	\$0.41	\$1,101	0.1%	\$1,101	0.1%
Finance & Admin Services	\$2.22	\$6,005	0.4%	\$6,005	0.4%
Fire	\$160.33	\$433,720	28.6%	\$433,720	28.6%
Human Resources	\$0.97	\$2,615	0.2%	\$2,615	0.2%
Library & Recreation	\$69.42	\$187,792	12.4%	\$187,792	12.4%
Police	\$295.93	\$800,559	52.8%	\$800,559	52.8%
Public Works	\$23.42	\$63,363	4.2%	\$63,363	4.2%
Non-Departmental	\$4.62	\$12,500	0.8%	\$12,500	0.8%
Total Expenditures	\$560.37	\$1,515,933	100%	\$1,515,933	100%

Notes:

(a) See Table 11.

(b) Equal to net General Fund operating expenditures per service population multiplied by the net new service population associated with the proposed Project.

Sources: Daly City FY 2019-20 Operating Budget; BAE, 2021.

Summary of Net Fiscal Impact to the City of Daly City General Fund

Table 13 summarizes the annual recurring net General Fund fiscal impact of the Project at full build out and stabilized occupancy in 2021 dollars. As shown, both programs would generate a positive net fiscal impact at buildout and stabilization. The base case program would increase the City's annual General Fund revenues by approximately \$2.8 million and increase the City's annual General Fund expenditures by approximately \$1.5 million, resulting in a net positive fiscal impact of almost \$1.3 million per year once the project achieves stabilized occupancy. This net impact is equal to approximately 1.4 percent of the City's total 2019/20 Fiscal Year Adopted General Fund budget. The alternate program would result in a net positive annual fiscal impact of approximately \$822,000, which equates to approximately 0.9 percent of the 2019/20 Fiscal Year Adopted General Fund operating budget. The alternate program

² The following page discusses impacts to the North County Fire Authority in more detail.

has a lower net positive fiscal impact only because it provides a larger number of affordable units, which results in a larger share of the units being eligible for a property tax exemption and a business license tax exemption.

Table 13: Annual Net Fiscal Impact to the City of Daly City General Fund

	Base Case Program	Alternate Program
Total General Fund Revenue	\$2,814,031	\$2,338,179
Property Tax	\$1,355,883	\$1,069,255
ILVLF	\$629,281	\$496,254
Sales Tax	\$247,839	\$247,839
Business License	\$268,749	\$212,552
UUT, Franchise Fees, and Fines	\$312,280	\$312,280
Total General Fund Expenditures	(\$1,515,933)	(\$1,515,933)
General Government	(\$8,277)	(\$8,277)
Economic & Community Dev.	(\$1,101)	(\$1,101)
Finance & Admin Services	(\$6,005)	(\$6,005)
Fire	(\$433,720)	(\$433,720)
Human Resources	(\$2,615)	(\$2,615)
Library & Recreation	(\$187,792)	(\$187,792)
Police	(\$800,559)	(\$800,559)
Public Works	(\$63,363)	(\$63,363)
Non-Departmental	(\$12,500)	(\$12,500)
Net Fiscal Impact	<u>\$1,298,098</u>	<u>\$822,246</u>

Source: BAE, 2021.

North County Fire Authority Fiscal Impacts

The North County Fire Authority is a Joint Powers Authority that was established in 2003 to provide joint management, administration, and training for the fire department personnel in the cities of Brisbane, Daly City, and Pacifica. The Authority was established to provide more efficient and cost-effective fire services to member cities and better utilize available resources. The range and levels of services provided by the Authority are determined at the local level by each individual member agency. Each City is responsible for providing the financial and other resources needed to provide fire services within its own jurisdiction. Currently there are five fire stations located in the City of Daly City. The project site is located within Station 94's primary response area. Although the Project is anticipated to increase the demand for fire services in Daly City, the overall fiscal impact to the Authority from the Project would be neutral because the City of Daly City would be responsible for covering any additional costs needed to maintain levels of service. Therefore, the additional cost for fire services due to the Project would be borne by the City, rather than the Fire Authority. As shown in Table 12 of this report, the City's costs to provide fire services to the Project would total an estimated \$435,000 per year, which would be paid to the Fire Authority to offset the additional cost for fire services attributable to the Project.

MARKET STUDY

The proposed Project would change the existing permitted office use to a higher number of permitted residential units with limited retail commercial use. This section of the report presents an evaluation of the level of market support for the existing permitted office use since it represents a significant use under the site's existing entitlements.

Site Description and Location

Daly City Location

The Site is located within Daly City, the largest city in San Mateo County with a population of 109,122. The American Community Survey by the Census for 2018, identified 64,871 Daly City residents in the labor force. Of those, almost one third worked in Daly City. The City has a significant retail and commercial tax and employment base with two major shopping centers.

Site Location and Adjacent Uses

Within the Serramonte neighborhood of Daly City, the Site is situated in the northern portion of the Precise Plan area, bounded by Serramonte Boulevard, Callan Boulevard, Hickey Boulevard and St. Francis Boulevard. (See Figure 2 on next page). It has a sloped topography and existing groves of evergreen trees creating a buffer from the neighboring uses. To the east is the Chinese Cemetery, to the north medium density apartment complexes, and to the west, single-family homes. To the south are medium density apartments and medical office uses.

Generally framed by Interstate 280 and State Routes 35 and 1, the Serramonte neighborhood of Daly City was developed in the late 1960s and early 1970s as a residential neighborhood with commercial uses near Interstate 280. The Serramonte Plaza shopping center is a successful 1.1 million square foot regional shopping center, which expanded by 250,000 square feet in 2018 and is currently undergoing additional redevelopment. While the Site is within walking distance of the Serramonte Plaza and easily accessed from the neighboring highways, it is over 2 miles from a BART station.

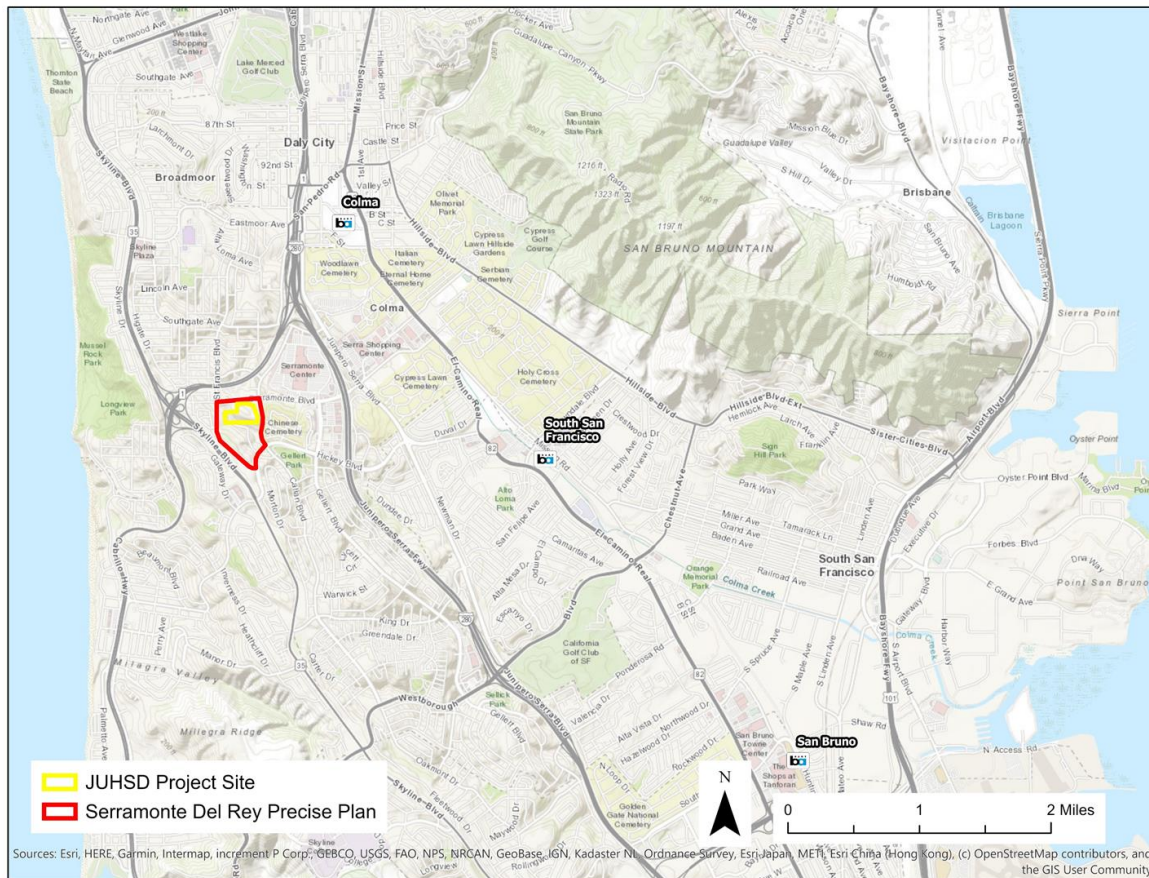
1985 Precise Plan

In 1985, Daly City adopted the Serramonte Del Rey Precise Plan ("Precise Plan") that delineated land uses for the 50-acre site owned by JUHSD and ground leased to a real estate developer, Southwest Diversified. The Precise Plan permitted a phased, mixed-use project on the 30 developable acres with between 200 to 575 housing units and between 740,000 and 1.2 million square feet of office space. Several parcels were designated to be either office or residential. Three to twelve story buildings are allowed in the Precise Plan. In January 2020, Daly City revised the Precise Plan to include the JUHSD faculty and staff housing project at the northwest corner of the Serramonte Del Rey site.

Development and Leasing History

The underlying concept when the Precise Plan was adopted in 1985 to create a first-class office park that could attract build-to-suit corporate tenants seeking office space at larger floor plates and lower prices than could be found in San Francisco. An apartment complex, Serramonte Ridge, was developed in 1987 on 9.6 acres and has 396 units in six three-story buildings. One office building of 76,000 square feet, 901 Campus Drive, was built in the Precise Plan area in 1990 on 2.77 acres and is leased for medical uses. The initial developer constructed the apartments and the 901 Campus Drive office building but did not exercise their option to develop the second phase on the northern portion of the site. In the intervening decades, JUHSD closed the high school, moved in its district offices, and leased space to a mix of tenants.

Figure 2: Site Location, Daly City



More recently, 2.7 acres were leased to a charter high school that opened in 2019, on a site designated for office use. Under construction now are 122 units of housing for employees of JUHSD on 3.9 acres at the northwest corner of the plan area.

The analysis below addresses the remaining development capacity of the site identified for as much as 700,000 square feet of office.

Daly City Office Market

Overall Daly City Office Market

Daly City has an inventory of approximately 1.5 million square feet of office space in 81 office buildings, according to data obtained from the CoStar Group, a national real estate market data provider. The 16 buildings larger than 20,000 square feet. include 1.2 million square feet as shown in Table 14 below. Medical office buildings account for a significant amount of Daly City's office inventory, including those which are part of the Seton Hospital Campus and the Kaiser Medical Office building at 395 Hickey Blvd, built in 2002. The office building at the site, 901 Campus Drive, a three-story, 75,000 square foot Class B office building, was built in 1990. It is a medical office building anchored by the Palo Alto Medical Foundation and Campus Surgery Center. The building was 80 percent occupied as of the end of 2019. It sold in June 2018 for \$30 million, or \$395 per square foot, which is significantly less than the replacement cost (currently over \$800 or more per square foot for Type I construction)

Table 14: Daly City Office Market Characteristics

All Buildings					Buildings < 20,000 sq.ft.				
	Sq.ft.	#	Vacancy 3-4-2020			Sq.ft.	#	Vacancy 3-4-2020	
			Sq.ft.	%				Sq.ft.	%
General Office									
Class A	438,173	2	43,280	10%		438,173	2	43,280	10%
Class B	202,477	8	4,861	2%		181,121	5	4,861	3%
Class C	218,517	33	5,062	2%		40,910	2	-	0%
Subtotal	859,167	43	53,203	6%		660,204	9	48,141	7%
Medical Office									
Class B	398,494	7	28,487	7%		362,378	4	26,918	7%
Class C	228,116	11	-	0%		176,981	3	-	0%
Subtotal	626,610	18	28,487	5%		539,359	7	26,918	5%
Total	1,485,777	61	81,690	5%		1,199,563	16	75,059	6%

Source: CoStar, BAE 2020

Note that the 2100 Junipero Serra building, built in 2001, and the Kaiser facility built, in 2002, are the newest office buildings in Daly City. Although Daly City has relatively low office vacancy rates, no new office is proposed as the rents are not high enough to support new construction. Current proposed projects in Daly City only include very modest amounts of office space included in mixed-use projects. Appendix A provides a discussion of the opportunity sites in Daly City that could be developed for office uses.

Daly City Class A Office Market

There are two Class A office buildings in Daly City³, both located on Junipero Serra near the Daly City BART Station. The following is a brief summary of these two properties.

2171 Junipero Serra Boulevard, a seven-story, 55,000 square foot building completed 1989 that is one half mile from the Daly City BART station and has visibility from Highway 280 as well as ocean views. It was the first high-rise built in Daly City and, in 1990, the City purchased a 51 percent share of the building to avoid default by the developers. The City held that ownership stake for over a decade. The building traded for \$24 million in 2016, a value of \$436 per square foot., significantly less than costs of new construction. In 2017, almost 13,000 square feet were vacant, a 23% vacancy rate. The new ownership upgraded the building and substantially increased occupancy. At the present, there are no suites advertised to lease and rental rates are not available.

2001 Junipero Serra Boulevard, a nine-story, 383,000 square foot building that was built in 2001 with direct access to the Daly City BART station. As of March 2020, this building is 91 percent occupied with 43,000 square feet. available for lease at an asking rate of \$4.65 per square foot per month on a full-service basis. This building was part of a significant redevelopment project, Pacific Plaza, by the City of Daly City. Pacific Plaza included land acquisition and sale to a developer at a cost less than the City's cost for the land to create a first-class office building in Daly City.

Situated off Interstate 280 and adjacent to the Daly City BART Station, the building offers large floor plates, views, and 1,753 parking spaces. The multi-tenant building is anchored by the global headquarters of Genesys, a contact center technology provider (with jobs reported in the range of 250 to 499 in Daly City). Other tenants include Kome Japanese Seafood & Grill Buffet, Bank of America, Subway and Satellite Healthcare. This was developed as a mixed-use retail and office investment including a retail and multi-plex movie theater. This property sold in 2018 for \$114.5 million, or \$299 per square foot. a cost much less than replacement costs (currently over \$800 per square foot for Type I construction) reflecting both the need to renovate and the separation of the retail and office projects. This sale also indicates how a Class A office property has struggled in one of the City's best locations near a BART Station, strongly suggesting that office at the Site would be extremely difficult to realize.

Other Development Trends in Daly City

Daly City is experiencing real estate development in sectors other than office. Retail center expansions and several new hotels have been approved in the last several years. Daly City

³ CoStar shows the Serramonte Business Center, at 455 Hickey Boulevard as Class A. BAE's assessment is that this building is Class B due to the location and quality of improvements. The building was originally built in 1982 as a single user building for First Nationwide Bank data processing functions which relocated from Daly City in 1990.

has also seen a series of residential projects, many with over 300 units, under construction, including the JUHSD project adjacent to the Site and another 2,300 units approved by the City but not yet under construction. Serramonte Plaza received City approvals in 2018 to build 65,000 square feet of medical office buildings as part of master plan upgrade for the entire center. The owner has developed the first phase of its retail expansion and has second phase under development but has not yet moved forward with the office portions of the project. It should be noted that in today's market, many medical providers prefer locations in shopping centers since they offer access and visibility on high traffic arterials which would give the Serramonte Plaza a decided advantage over the JUHSD site for this use.

National and Regional Office Trends

Office Trends in the 1980s

During the 1980s, the national trend was for new office development to locate in suburban office parks designed for ease of auto accessibility in contrast to the historic trend to concentrate office development in Central Business District. The preferred suburban location was close to residential neighborhoods with high-end executive housing and direct access to major freeways and highways. Buildings were primarily two to three stories and situated in the center of large surface parking fields. In the Bay Area, large suburban office parks were constructed in Marin County, South San Francisco, Brisbane, Walnut Creek, San Ramon, Pleasanton, Concord, Mountain View, Sunnyvale, Santa Clara, Redwood City, San Jose, and elsewhere along the Highway 101, Interstate 680, and Interstate 580 corridors.

Even at that time, not all suburban locations were suitable for office development. In an office market study prepared in 1991 for San Mateo County, the City of Daly City, and the San Mateo Transit District as part of the BART Colma Station Specific Plan (adopted in 1994), BAE found that demand for Class A office space in the vicinity of the Colma BART Station would be weak and that land designated for new Class A office space could be undeveloped between ten and twenty years given location factors and then-market conditions⁴. In fact, the SamTrans Park and Ride site at the Colma Station, entitled in 1993 for over 200,000 square feet of office, remains undeveloped in 2020 and is under consideration for residential uses.

San Francisco, which had previously been the locus of corporate offices, saw increasing rents and new restrictions on office development in the 1980s. Suburban office development followed the labor force as corporations moved out of San Francisco (e.g. Chevron to Bishop Ranch) and new tech companies created identity campuses (e.g. Autodesk in Marin, Sun Microsystems in Menlo Park) in suburban locations. Universities also were a driver of

⁴ See County of San Mateo, City of Daly City, San Mateo County Transit District, *Office Market Feasibility Study: Colma BART Station Specific Plan/EIR*, prepared by BAE Urban Economics, October 1991.

development, in particular Stanford Industrial park which is home to many technology companies.

At the time that the Serramonte Del Rey site was planned as an apartment and office campus, the developer was targeting similar office users to those drawn to the East Bay office parks, however there was no development interest beyond the first medical office building at the Serramonte Del Rey site and Phase II office development never materialized. The project site was not as competitive at attracting office uses as the substantially larger scale sites in the Eastbay with their more favorable development environments, including better weather and better freeway access to a large pool of white-collar and executive labor. During this same period, subsidies were required to develop and sustain the two Class A office projects located near the Daly City BART station in the 1980s.

Current Office Market Trends

Since the 1980s and 1990s, the national office market has undergone a remarkable transformation that has resulted in many suburban office parks struggling to retain tenants and maintain rents commensurate with Class A properties. Driving these changes to the office sector was a shift in corporate location preferences, employee lifestyle preferences, and workspace design. Office workers increasingly demonstrate a preference for workplace locations that offer proximity to public transportation, bicycle and pedestrian access, attractive retail and service offerings, and entertainment options. In response to this shift in preferences among workers, companies are seeking office locations that offer urban-style amenities rather than traditional, auto-oriented suburban office parks that offer fewer transit options and urban lifestyle amenities.

Bay Area Reflects National Office Trends

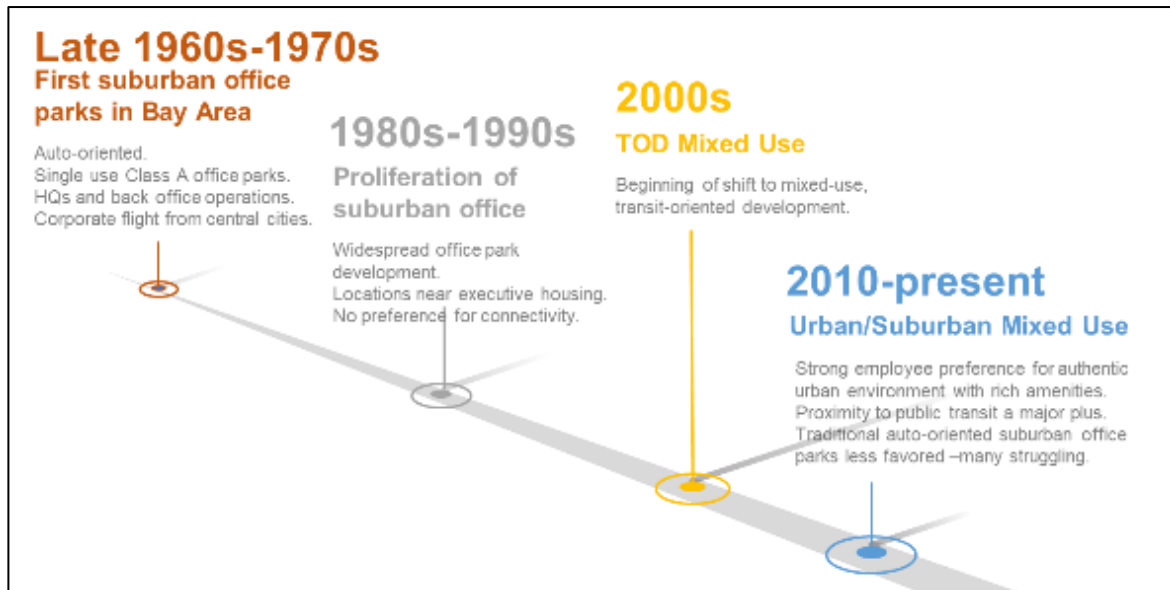
These trends can be observed in the Bay Area, especially where San Francisco and San Jose have seen intensification of office development in the last decade. Between those two regional centers, new office development is clustering along the Highway 101 and Caltrain corridors from San Francisco's Mission Bay district to downtown San Jose. The Highway 101 corridor and parallel Caltrain line together have a strong gravitational pull for technology, finance, and life-science businesses. New office deliveries and office properties with the highest rents are typically located in this corridor. Many Peninsula cities have downtown Caltrain stops, have retained their authentic town character and offer retail and service amenities in a walkable setting.

San Francisco Peninsula/San Mateo County Class A Office Trends

Genentech's choice of South San Francisco in the 1970s spurred the development of one of the largest office/R&D markets outside of the region's core cities of San Francisco, San Jose, and Oakland. Business location decisions throughout the recent economic expansion have transformed the Highway 101 corridor in San Mateo County with major employment centers

emerging with clusters of Class A office and life-science development, in Brisbane, Burlingame, Foster City, San Bruno, San Mateo, and Redwood City.

Figure 3 San Francisco Bay Area Office Development Trends



Source: BAE, 2020.

Table 2, on the next page, summarizes the Class A office market in San Mateo County and the southern portions of San Francisco. Figure 4 shows the seven million square feet of Class A space existing in Northern San Mateo County. The strength of South San Francisco's growth is shown in the fact that in the past ten years, all of new Class A office and life-science space constructed in Northern San Mateo County has been in South San Francisco. Figure 5 shows the 16 million of additional projects are under construction, entitled and proposed along the Highway 101 corridor in Northern San Mateo county.

Connecting the San Francisco and San Jose economies, Caltrain stations have emerged as attractive locations for new Class A office and life-science development. Peninsula cities are building up, near transit stations, creating density of jobs and housing opportunities. Looking forward, Hunters Point, Candlestick Park, Brisbane, South San Francisco, and San Carlos each have significant unbuilt, entitled properties for additional office and life-science uses in large scale office park settings that will continue to out-complete locations within Daly City. In total, these sites include 30 million square feet either under construction as of the end of 2019 or in the development pipeline, shown in Figure 6.

Table 15 San Francisco Peninsula/San Mateo County Office Market

Millions of Building Square Feet

	Existing 12/2019	Under Construction	Planned/ Proposed
Daly City	0.4	-	-
Milbrae	-	0.2	0.2
San Bruno	0.3	-	2.4
South San Francisco	5.7	3.3	3.0 (a)
Brisbane	0.8	0.6	6.5
North San Mateo County	7.2	4.0	12.2
Central San Mateo County (b)	10.6	1.4	0.6
South San Mateo County (c)	6.1	1.6	11.0
	13.3	5.7	23.2
Southern San Francisco (d)			2.8
Total	23.9	7.1	26.6

- (a) Genetech's proposed master plan change to allow 4 million additional square feet is not included.
(b) includes City of Burlingame, City of San Mateo, and the Foster City/Redwood City Shores submarket.
(c) Includes City of Menlo Park, City of Redwood City, and the Belmont/San Carlos submarket.
(d) San Francisco has approved projects at Candlestick and Hunters Point that allow office and R&D product.

Source: CoStar, local planning departments, BAE 2020.

Figure 4: Existing Class A Office in Northern San Mateo County

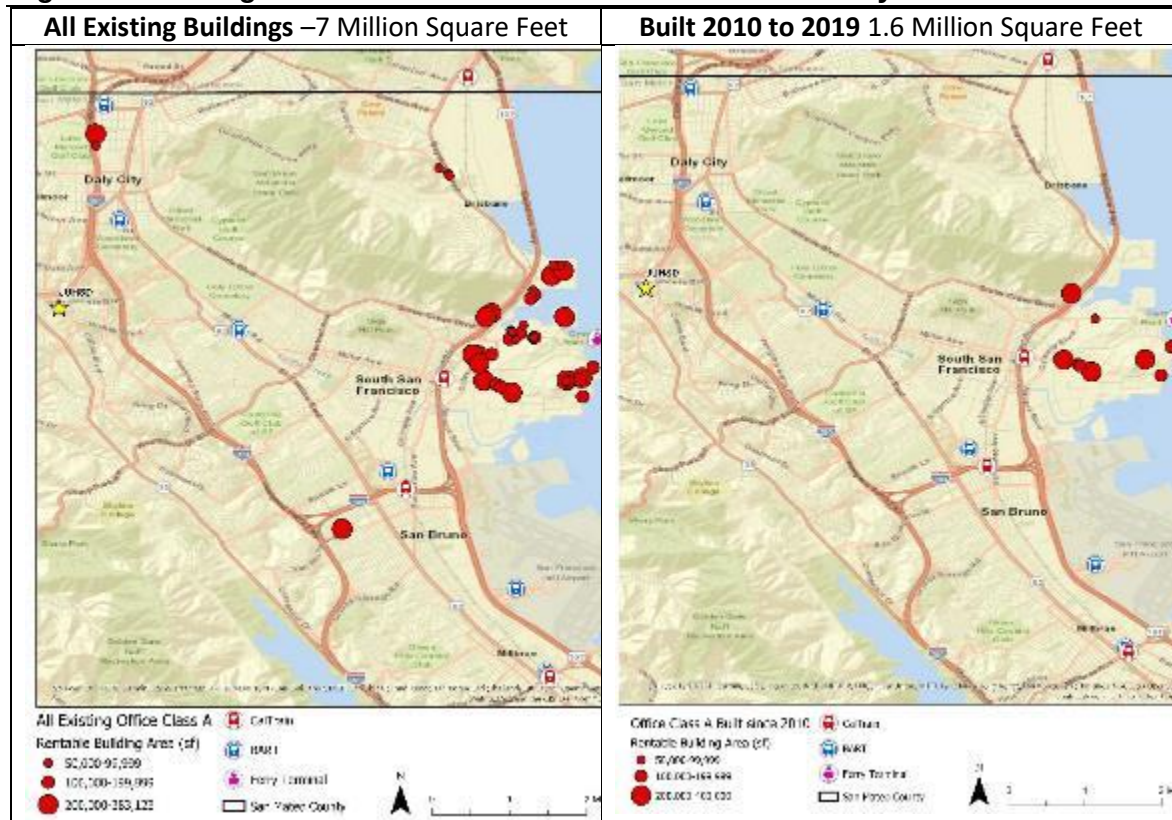
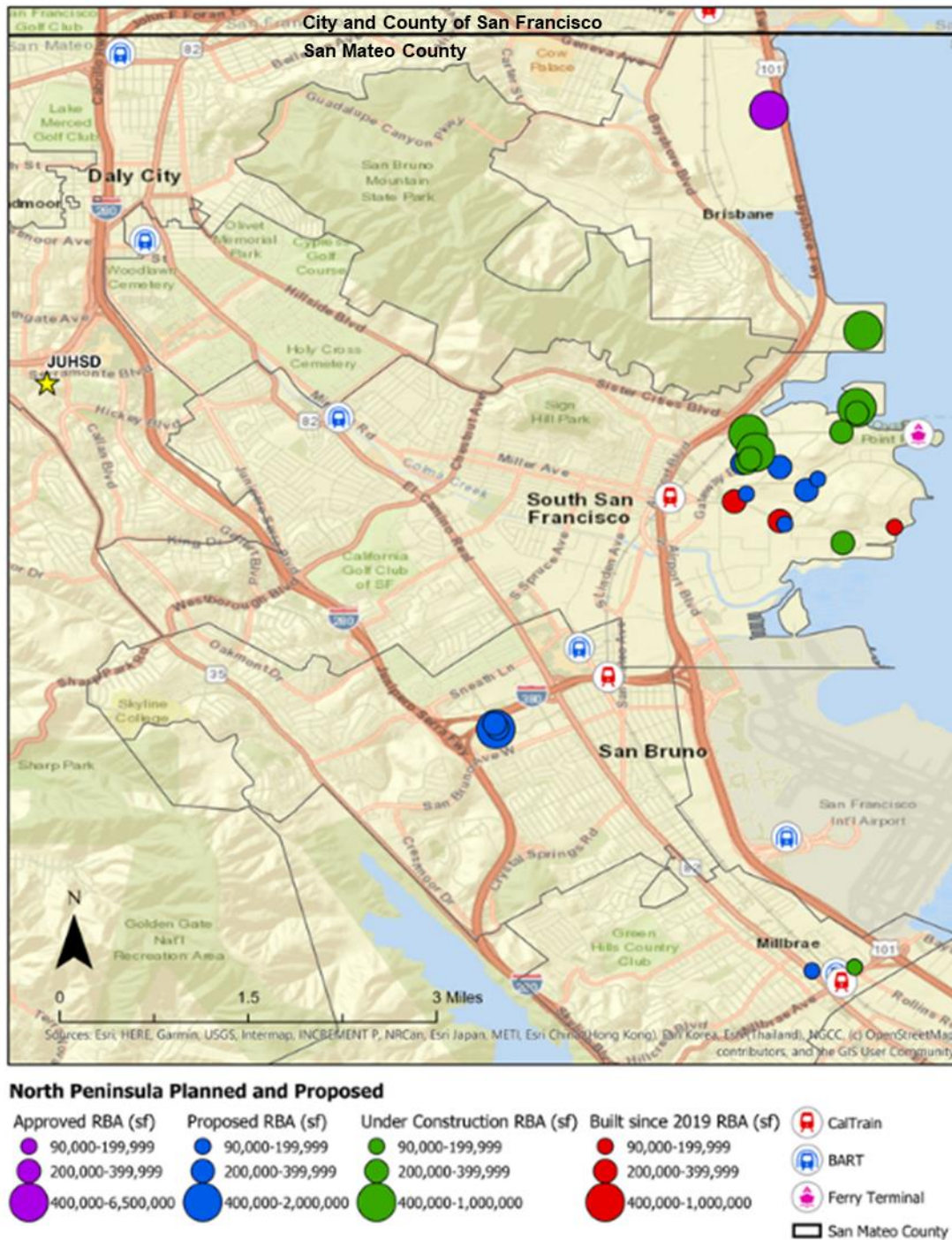
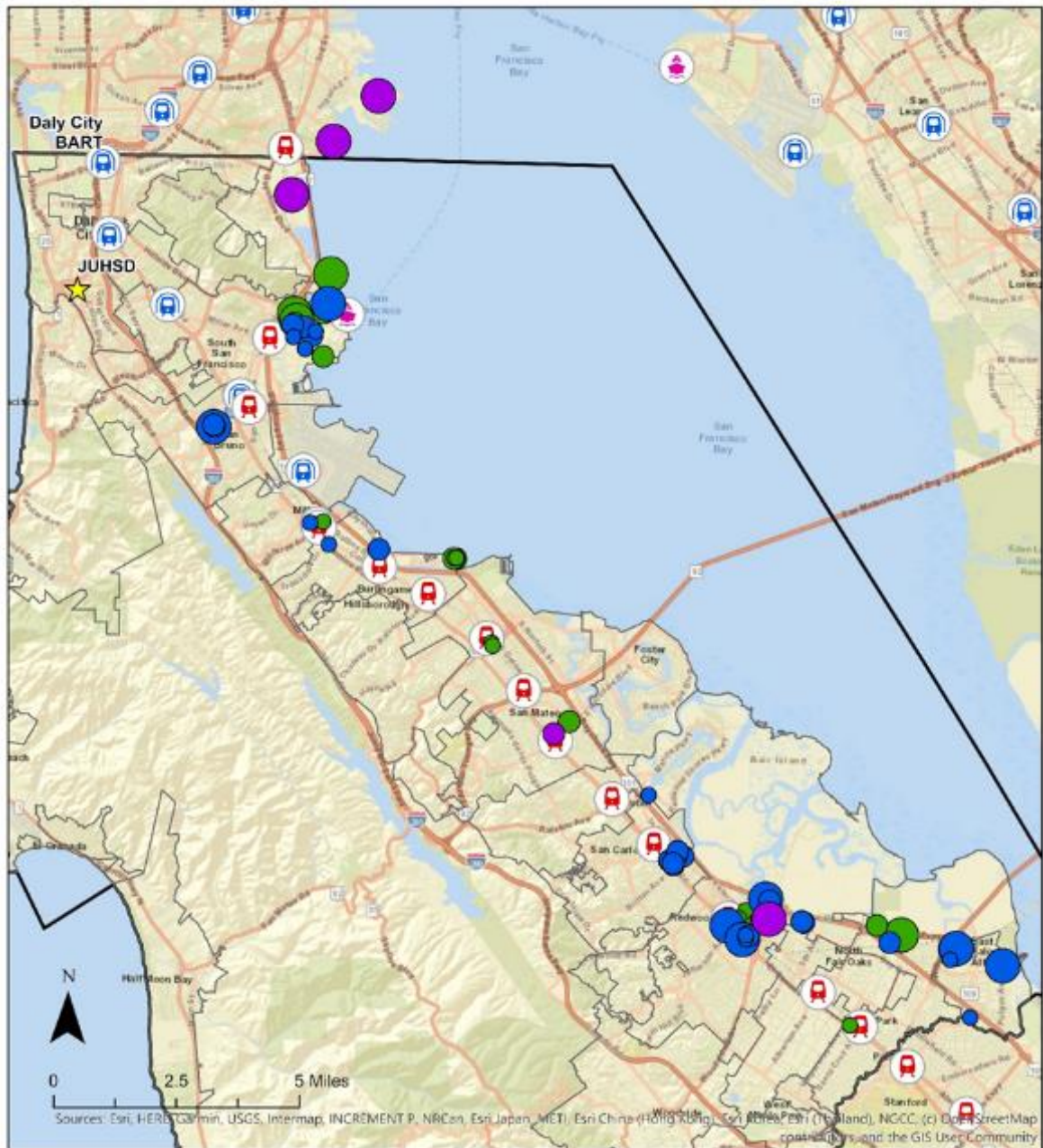


Figure 5: Class A Office Projects Under Construction, Approved and Proposed
Northern San Mateo County, 16 Million square feet



Source: CoStar, BAE 2020

Figure 6: Class A Office Projects Under Construction, Approved and Proposed
San Mateo County, Candlestick, and Hunter's Point, 30 Million square feet



Peninsula Planned & Proposed



Source: CoStar, BAE 2020

Case Studies – Traditional Suburban vs Suburban TOD and Urban Environments

To better understand why the Serramonte Del Rey site has failed to realize the 1985 plan of corporate office campus, BAE reviewed six office development case studies. Three are suburban, single-use office parks built when the 1985 Precise Plan was conceived. In contrast, BAE reviewed three San Mateo County environments that are currently attracting new office development and rapidly urbanizing around transit. Appendix B presents discussion of all six markets and this review substantiates BAE's assessment that office development is not supported at the Site.

Suburban Environments

The suburban, single use office parks reviewed were Shadelands in Walnut Creek, Marina Village in Alameda, and the Northgate district in San Rafael. Figure 7 summarizes the case studies.

Figure 7: Summary of Traditional Suburban Office Park Case Studies

Many Office Parks built in the 1970s and 1980s have been struggling	
Shadelands, Walnut Creek	240 acres with 1.3 million sq. ft. on Ygnacio Valley Road. Over two miles from Pleasant Hill and Walnut Creek BART stations. Originally considered Class A space but inventory is now dated and considered Class B and Class C space.
	No new office development since 2001.
Northgate District, San Rafael	Approximately 731,000 sq. ft. on 80 acres near Mall at Northgate. One Class A property with the remainder Class B and C. SMART train station within 0.5 mile but pedestrian access poor. Tenants prefer downtown San Rafael to south.
	No new office development since 2004.
Marina Village Office Park, Alameda	1.1million sq. ft. over 200 acres; developed in 1980s and 1990s. Ferry terminal with service to San Francisco and Jack London Sq. 1.5 miles to west. No pedestrian access to Caltrain or BART stations on Oakland side of estuary. Originally Class A space but now all properties considered Class B and C. Office users view lack of transit options as negative.
	No new office development since 2001.

Source: BAE, 2020.

Several key observations can be made from the suburban office park case studies:

- All three suburban office parks had significantly more site acreage than the JUHSD Site, which supported an initial critical mass of office space when developed.
- Developers in all three parks developed Class A office space. The market now classifies all but two of the office properties as Class B or Class C, indicating that either the design and functionality of the buildings fell out of favor with tenants or that

property owners did not find it financially feasible to reinvest in their properties to maintain a Class A product.

- Office development was automobile centric with surface parking lots located around office buildings. All three have inferior access to public transportation and office employees generally have to drive to patronize retail and services in the area, which is counter to the current national trend of locating new office in urban, transit-oriented locations.
- Rent growth over the past five years has been less than ten percent across the three office parks, a rate of growth that significantly lower than rental increases for properties in stronger markets such as the downtowns of Walnut Creek, Oakland, and San Rafael and the Highway 101 corridor on the Peninsula in San Mateo County.
- The three case study office parks did not experience any new office development over close to two business cycles, including the recent 10-year recovery from the Great Recession, reflecting a shift in preference by office tenants to other locations with more amenities and access to public transit and where prevailing rents support new construction which provides highly functional Class A product.
- Overall, the 1985 Precise Plan for the Site was formulated to permit an office park with the same locational profile as these traditional suburban office parks that are currently struggling in the market.

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San Mateo County Suburban TOD and Urban Office Development

Three San Mateo County transit-oriented locations were considered as a contrast to the office envisioned with the Serramonte del Rey Precise Plan. These three locations are downtown Redwood City, San Mateo near the Hillsdale and Hayward Park Caltrain Stations, and South San Francisco's biotech/technology campuses. The success of these markets is summarized in Figure 8.

Figure 8: Summary of Suburban TOD and Urban Office Development

Suburban TOD and Urban Class A Office is strongly performing	
Downtown Redwood City	Guided by a downtown plan adopted in 2011 and the strong regional economy, Redwood City has more than tripled the Class A space in its downtown and attracted technology companies. New housing, retail, and improved public spaces has created a vibrant employment center within walking distance of the Caltrain station. At the end of 2019, there was no Class A vacancy. 740,000 square feet in place, 178,000 under construction and 1.8 million in review.
Bay Meadows and El Camino & 92 San Mateo	Bay Meadows conversion of 180+ acres of the former racetrack occurred in two phases and has created a mixed-use district walking distance to the Hillsdale Caltrain Station. In 2001, Franklin Templeton built at 568,000 square foot headquarters and until 2015 was the only office use. Phase 2 included 3 completed buildings with 572,000 square feet and additional building under construction Office parks near Hayward Park Station have seen new investment in part following the addition of TOD housing, new office buildings, and upgrades to 1980s buildings to add amenities. 2.6 million square feet in place, 200,000 under construction and 214,000 planned.
South San Francisco, Biotech Cluster	Over 500 acres are developed as 15 campus for lifescience/biotech companies. Major projects underway by REITs to meet growing demand either as built to suit or pre-leased before construction completion. New projects demolishing older low-rise projects with projects as tall as 10 stories. While mostly not TOD, there is expanding transit access with improved Caltrain Station, Ferry Terminal and extensive employee shuttle systems. Genentech has proposed almost doubling its campus from 4.9 to 9 million square feet, growth not yet in the proposed projects shown earlier in this memo. 5.7 million square feet in place, 3.0 million under construction and 3.0 million planned

Source: BAE, 2020.

BAE's overall findings related to the review of Suburban TOD and urban office developments in San Mateo County are:

- Competition for workers drives companies to prioritize locating Class A office in urban, transit-oriented locations. Millennial and Generation Z workers do not typically want to drive and prefer public transit or other alternative forms of mobility (walking, biking, and ridesharing).

- A significant concentration of office space and business activity is needed in one location to create agglomeration economics needed to create an industrial cluster such as bio-tech, which requires much larger land area than the 22 acres available at the JUSHD site.
- New development is occurring at densities significantly above the classic one-to-three story suburban office. Buildings built between 2015 and 2019 have ranged from four to ten stories in height and the proposed projects continue, and in some cases accelerate, the trend to mid-rise buildings. Bay Meadows in San Mateo has termed itself “mid-urban,” a position between central business district urban and a traditional suburban campus.
- Increasing highway congestion has made transit access and neighboring housing a significant priority for businesses.
- Redwood City and the San Mateo locations include significant place-making with significant housing and retail creating a 24-7 destination.

Conclusion Market Feasibility of Class A Office at the Site

After review of the overall office development trends, Daly City office building performance, and the recent and planned office development in sites competitive with JUHSD’s Serramonte Del Rey site, BAE concludes that it is not suitable for office development. Since 1985, developers have chosen to invest in other locations including cases where significant entitlement process were required.

Today, office market users seek the following location attributes:

- Walkable to high-performing transit including BART and Caltrain.
- Accessible to highways and offering visible locations for branding.
- Authentic locations with retail, restaurants, and entertainment fostering an urbane experience.
- Technology and biotech companies tend to cluster together. It takes significant place making, such as the Bay Meadows experience to create a new location.
- Locational factors are critical to attracting talent so that companies are willing to pay premium rents for locations that meet their workforce priorities.

As the costs of development are similar across San Francisco Peninsula locations, developers will build where they anticipate the highest rents and the least risk to lease up a project. Developers, seeking to meet the end user requirements, also seek out either sites that are big

enough to create a vibrant mixed-use environment or infill sites situated within an already active business district. As Redwood City's downtown plan and the Bay Meadows plan demonstrate, cities can create entitlement frameworks to foster office development, yet the underlying economic growth and user location preferences drive the timing. The Serramonte Del Rey Precise Plan experience shows that entitling office uses is not sufficient to draw development if the site does not meet current user requirements.

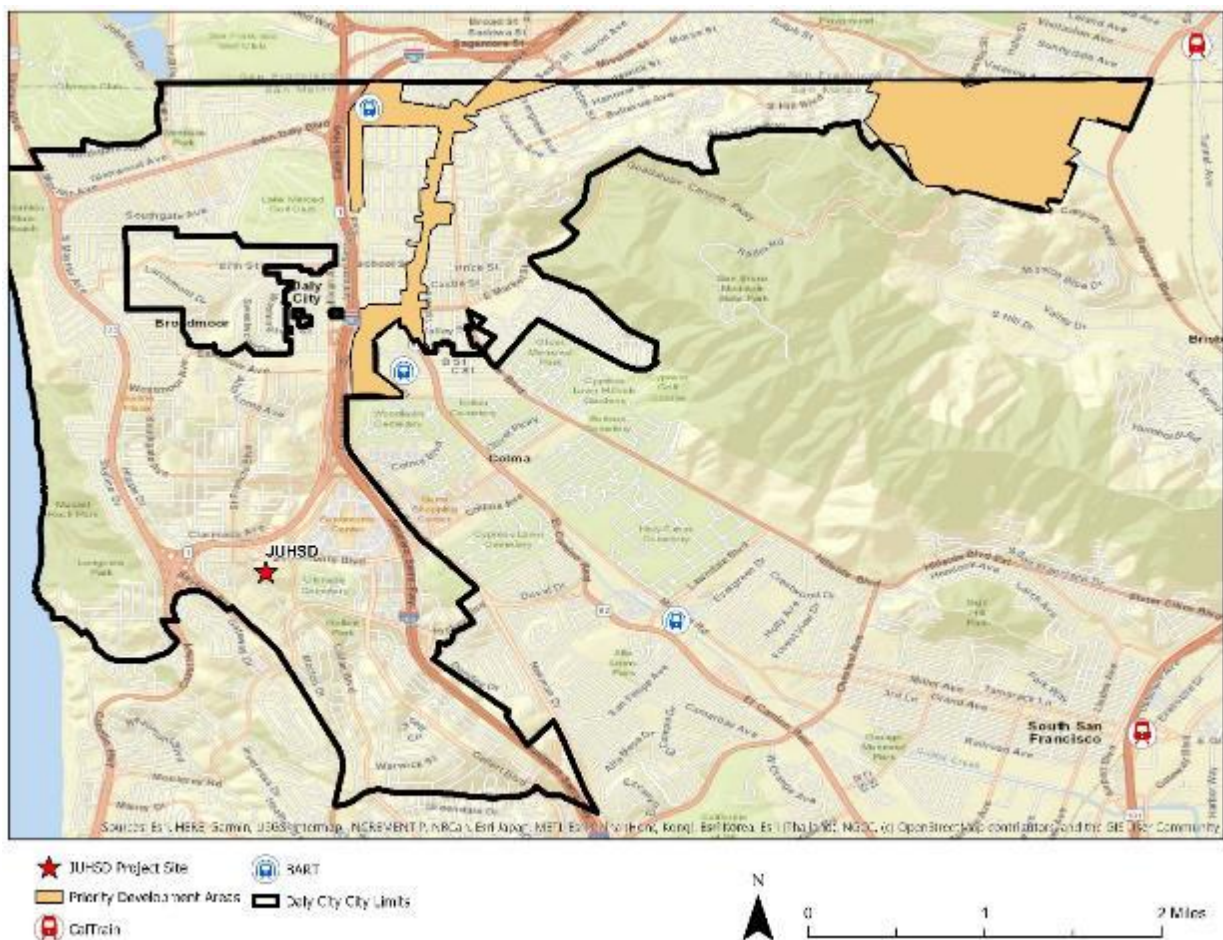
Across the greater market, there are substantial development opportunities that will continue to out compete the JUHSD site, including Daly City sites near or adjacent to the Daly City BART Station, including sites near BART in Daly City.

APPENDIX A – DALY CITY OFFICE DEVELOPMENT OPPORTUNITY SITES

As has been the case for many years, the incorporated area within the Daly City limits is almost completely built out. According to a vacant land analysis in the City's Housing Element, as few as 25 acres of privately-owned vacant or underutilized land remain in the City, with most of those being most appropriate for housing uses. BAE sought to identify the potential sites for office development in Daly City likely to be successful in attracting developer interest.

All cities in the San Francisco Bay Area were asked to designate Priority Development Areas (PDAs). These PDAs are transit-oriented, infill development opportunity areas within existing communities that are expected to host the majority of future development. Daly City has two such areas, Bayshore Neighborhood and the Mission BART Corridor, as shown below. Note that the Serramonte Del Rey site is not in a PDA due to its locational attributes.

Figure 9: Daly City Priority Development areas



Several sites were transferred to the City from its former redevelopment agency that could offer opportunities for office development that are much closer to BART and better meet the requirements of office users. These include:

Pacific Plaza Phase II and III. The Pacific Plaza project is adjacent to Daly City BART. This site is 2.36 acres adjacent to the 2001 Junipero Serra Building. Plans are approved for 270,000 square feet of additional office space and a 200+ room full-service hotel. The City is currently negotiating with developers for these sites for a hotel, an expansion of Duggan Mortuary, and a automobile dealership.

Cow Palace and neighboring sites. The City's General Plan traffic modeling analyzed combining the approximately 70-acre site with 12 acres of adjacent City owned land and 11 acres privately owned property. The City has assumed the ultimate buildout of the three aforementioned properties to include 1,700 new dwelling units in a higher density format and 300,000 square feet of retail/office commercial in a multi-story) format.

SamTrans Park and Ride Lot (3451 Junipero Serra Boulevard). This approximately 12.8-acre site was analyzed as 215,000 square feet of office in the General Plan traffic analysis. However, it is also under discussion for a residential transit-oriented development, high density project. This property is owned by the San Mateo County Transit District and consists of an existing parking lot that provides daily paid parking for use by patrons to the Colma BART Station.

Daly City BART Station Delong Street Parking Lot (500 John Daly Boulevard). This property is owned by the San Francisco Bay Area Rapid Transit District (BART) and consists of a functioning 263-space parking lot on an 8-acre site just east of the Daly City BART Station. The Daly City BART station area plan envisions residential as the TOD project for this site.

APPENDIX B – OFFICE DEVELOPMENT CASE STUDIES

To assess the Serramonte Del Ray site in the regional context, BAE reviewed the office markets in six other suburban locations to garner insights from both older, traditional suburban office parks and from newer suburban TOD and urban office environments. Three San Francisco Peninsula office markets, competitive with Daly City that have been strongly performing are discussed below. Three San Francisco Bay area suburban office parks, similar to the initial vision of Serramonte Del Rey, that have not been successful are also reviewed. These cases studies provide perspective to the office development prospects for the subject site potential for a 20+ acre office campus.

Suburban TOD and Urban San Mateo County Class A Office Submarkets

Downtown Redwood City

In 2011, Redwood City adopted the Downtown Precise Plan creating development parameters for 500,000 square feet of new office and 2,500 housing units as well as hotel and retail development. That plan, and the strong economy, has spurred significant office development as shown below. The City first invested in civic improvements to create a new public space, Courtyard Square, and to entitle the plan that allowed for development to proceed. Prior to the implementation of this plan, the last office building built in downtown Redwood City was in 2001. Downtown Redwood City includes historic office and commercial buildings, a theater, and retail offering a walkable, urban experience for downtown office workers.

In 2015, Kilroy Development completed Crossing 900, a two building, 347,000 square foot project on an almost 3-acre site acquired from the City. Box, Inc., a technology company leased the complex. Three additional buildings were completed in 2018, totaling 189,000 square feet and are fully leased. The City is considering recently submitted plans to redevelop Redwood City's Sequoia Station, that include one 17-story office building, three 10-story buildings, two 8-story buildings, and one 7-story building totaling 1,635,000 square feet. If the requisite General Plan and height limit increases are approved, the 17-story building would be the tallest building within Redwood City and the project would more than double the Class A office inventory.

Over the last five years, rents for Class A office space in downtown Redwood City have increased by 42 percent, from \$6 monthly per square foot to \$8.66. Redwood City now has office rents that can rival Menlo Park as the highest in the County. To note, about 1½ miles from downtown Redwood City, Stanford University has developed the first phase of its 35 acre, Redwood City Campus with four office buildings totaling 570,000 square feet, a 1,057-space parking structure and has plans to grow that facility to 1.5 million square feet and 2,700 employees.

Figure 10: Class A Office Redwood City

Redwood City, CA

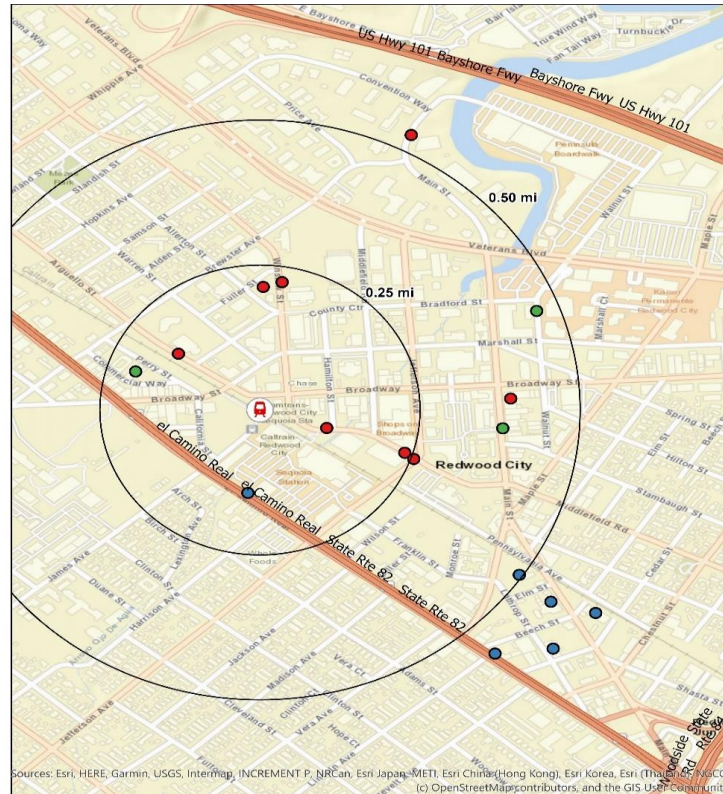
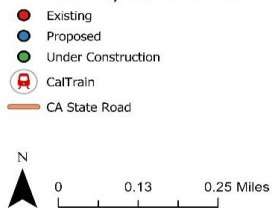
District Description

Downtown Redwood City is between El Camino and 101 and includes the San Mateo County offices. Redwood City Caltrain Station offers access to San Francisco and San Jose. 2011 Precise Plan guides development.

Key Trends

0.7 million sq. ft. office inventory
No Class Vacancy as of 4Q2019
\$8.66 monthly/ per sq. ft. Class A Rent
42% change in rents 2015-2019
72% of Class is new since 2015
536,000 sq.ft.

Redwood City Class A Office



Office Market Performance Metrics

Office Class A Summary, Q4 2019		Redwood City Downtown	Average Office Class A Rents (PSF), 2015 - 2019	
Number of Buildings		8	Year	Redwood City Downtown
Inventory (sf)		744,361	2015 (Q4) (a)	\$6.09
Vacant (sf)		0	2016 (Q4)	\$7.12
Vacancy Rate		0.0%	2017 (Q4)	\$7.68
Avg Gross Asking Rent (psf) (a)		\$8.66	2018 (Q4)	\$8.49
			2019 (Q4)	\$8.66
Under Construction, Q4 2019			% Change 2015-2019	42.2%
Buildings Under Construction		3	Sources: CoStar, 2020; BAE, 2020.	
Under Construction Inventory (sf)		178,268		
New Deliveries (sf), Q1 2015 - Q4 2019		536,485		

Note:

(a) Asking rents reflect direct gross leases. 4Q2015 rent is a sublease rent, as there were not direct leases, that quarter
Sources: CoStar, 2020; BAE, 2020.

Bay Meadows and Highway 92 & El Camino This case study focuses on in two areas of San Mateo adjacent to the Hayward Park and Hillsdale Train stations: Bay Meadows and the office parks neighboring the junction of Highway 101 and 92 and El Camino Real. These two neighboring areas represent an interesting comparison. Bay Meadows has been the creation of a new mixed-use district while the area's older, suburban parks, have transitioned to be more transit and technology tenant focused. The City adopted the San Mateo Rail Corridor

Transit Oriented Development Plan in 2005 to guide development in the area and to allow for increased density in a largely built out city. In total, this area now has 2.7 million square feet of Class A office, an increase of 1.1 million square feet since 2015 with an additional 210,000 square feet under construction and 367,000 square feet planned. At the end of 2019, 3.3 percent of the Class A space was vacant.

Bay Meadows - 160+ Acres. The project has been built in phases, with the first phase completed in 2003. The project consists of 82 acres on the former practice track including: an 83,000 square foot neighborhood shopping center anchored by Whole Foods and Crunch fitness, 250,000 square feet of office, 575 apartments, and Franklin Templeton Investments headquarters campus, with 570,000 square feet built by 2003. In 2019, two additional buildings totaling 245,000 square feet completed the build out. When developed in 2001, the Franklin Templeton campus was isolated from other development, as a drive-to, suburban office park.

The second phase of Bay Meadows on 83 acres includes: 1,145 residential units mostly at townhome density, 767,000 square feet of office space, and 93,000 square feet of retail and restaurant space. The project includes a private high school that opened in 2014 as one of the first buildings as well as three public parks. The project includes five office buildings, designed for technology companies as single user buildings. Survey Monkey took the first building in 2015. The strong market response to the first buildings at Bay meadows lead the developer to increase the size of the two commercial buildings from 92,000 to 184,000 for Station 1 and 98,000 to 183,000 for Station 5. CoStar reports a monthly asking rent of \$6.95 per square foot for the yet to be built Station 5 at Bay Meadows, again reflecting the strong market.

Highway 92 and El Camino. Roughly one million square feet of Class A office was in place in 2003 in the general area near the Hayward Park Caltrain station and the junction of Highway 92 and 101 as well as along El Camino Real. Since 2015, 300,000 square feet have been added and another 400,000 significantly upgraded, resulting in a desirable office location with rents doubling in the last decade. In 2017, Beacon Capital Partners acquired 1825, 1855 and 1875 Grant, mid-rise office buildings built in the mid-1980s and renovated to meet current tenant requirements including adding amenities. While having the visible, auto-oriented location at 101 and 92 and suburban parking area, the property was marketed based on its access to Caltrain. This project, “The Crossroads,” traded in early 2019 for \$662 per square foot.

In 2017, Hines completed two new Class A buildings at 400 and 450 Concar totaling 305,000 square feet adding to the existing 200,000 square feet of office in the center. Centrally located near the intersection of U.S. Hwy. 101 and Interstate 92, the highly visible property is directly adjacent to the Hayward Park Caltrain station. In early 2019, 400/450 Concar sold for \$1,050 per square foot. Transitioning old commercial centers to apartments has enhanced the creation of a pedestrian scale neighborhood. In 2017, Station Park Green, a TOD project

with 35,000 square feet of new retail and 599 rental housing units to the corner of Concar & Delaware replaced former Kmart on the 12-acre site supporting the overall transformation of this area. The City is considering a second 700+ unit residential project on a 14-acre shopping center in this area.

Figure 11: Class A Office San Mateo – Bay Meadows and El Camino & 92 Area

San Mateo, CA -- Bay Meadows and El Camino & 92

Market Description

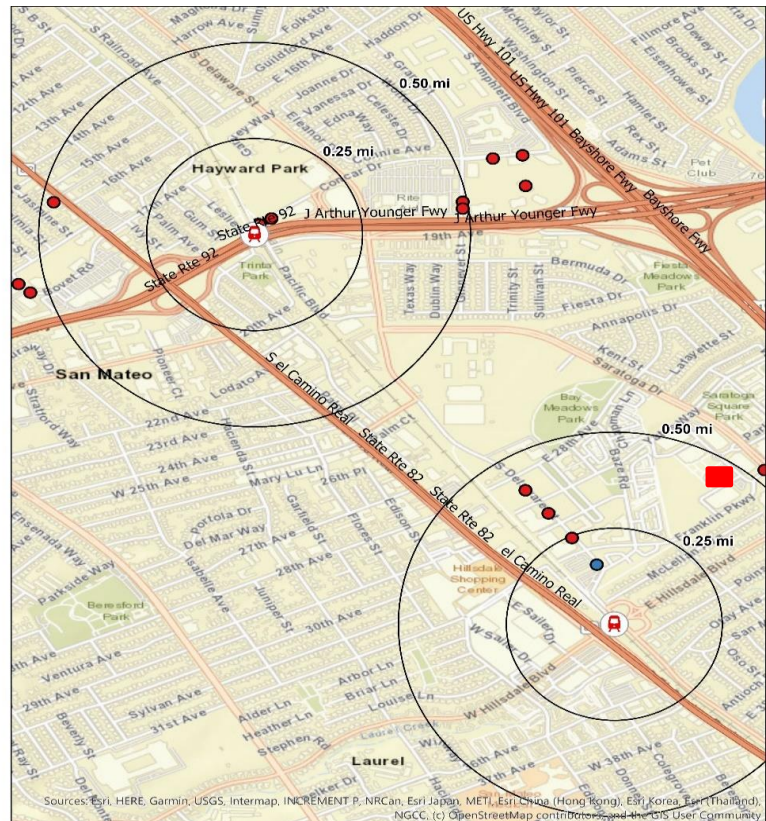
Proximity to the Hayward Park and Hillsdale Caltrain stations has fostered office development. Bay Meadows project has created new office complex with significant amenities and access to Caltrain as well as housing and retail. Office parks along 92 have seen renovation and new buildings with the addition of TOD housing.

Key Trends

2.7 million sq. ft. office inventory
3.3% Class A Vacancy as of 4Q2019
\$8.66 monthly/ per sq. ft. Class A Rent
5.9% change in rents 2015-2019
40% of Class A is new since 2015
1.1 million sq.ft. built since 2015

San Mateo Office Class A

- Existing
- Franklin Templeton HC
- Proposed
- Under Renovation
- CalTrain
- CA State Roads



Office Market Performance Metrics

Office Class A Summary, Q4 2019

	Bay Meadows/ El Camino & 92
Number of Buildings	21
Inventory (sf)	2,667,704
Vacant (sf)	88,121
Vacancy Rate	3.3%
Avg Gross Asking Rent (psf) (a)	\$5.37
Under Construction, Q4 2019	
Buildings Under Construction	4
Under Construction Inventory (sf)	209,860
New Deliveries (sf), Q1 2015 - Q4 2019	1,122,745

Average Office Class A Rents (PSF), 2015 - 2019

Year	Bay Meadows/ El Camino & 92
2015 (Q4)	\$5.07
2016 (Q4)	\$4.62
2017 (Q4)	\$5.21
2018 (Q4)	\$5.18
2019 (Q4)	\$5.37
% Change 2015-2019	5.9%

Sources: CoStar, 2020; BAE, 2020.

Note:

(a) Asking rents reflect direct gross leases. CoStar data is not complete on rents for the newly constructed buildings.

(b) CoStar data increased to include the full Franklin Templeton office campus of over 750,000 sq. ft.

Sources: CoStar, 2020; BAE, 2020.

South San Francisco, Biotech Cluster. South San Francisco's transformation to an employment center started earlier than Redwood City or San Mateo. Genetech in 1977 leased former heavy industrial space in South San Francisco and began the process of creating a new industry. The location was near research universities, medical centers, and SFO airport but separate from the residential neighborhoods to allay any concerns about this new industry. Genetech's building use is roughly equal parts office space, lab space and manufacturing. With a series of Master Plans, the City has developed land use controls to foster the growth of Genetech. Genetech has a campus of 4.9 million square feet on over 200 acres and 10,000 employees. Genetech is working with South San Francisco to increase development allowed in their campus to nine million square feet to accommodate an additional 12,000 employees.

Including Genetech, South San Francisco has over 200 biotech companies and over 11.5 million square feet of laboratory, office and manufacturing space already in operation in an area of over 500 acres, as reported by the City. South San Francisco has approved additional three million square feet of life science related development that will be built in the next ten years. Recent trends include demolishing older low-rise buildings to build new mid-rise buildings. While not classically transit oriented, this area has ferry access to the East Bay and access to Caltrain and BART. Employers use shuttle buses to access transit and provide commute buses for employees.

REITs are creating new campuses in South San Francisco, investing in the entitlement, infrastructure and beginning construction prior to identifying a tenant. Frequently buildings are leased during construction creating a market dynamic of substantial additions to inventory without increasing vacancy. Additionally, technology companies beyond biotech are choosing South San Francisco, some relocating from San Francisco for lower tax rates and rental rates. Campuses include amenities to create an attractive work environment and foster social connections.

Key projects include:

- BioMed Realty Trust's 1.25 million square feet Pacific Gateway campus,
- HCP Investment's 884,000 square feet Britannia Cove campus, under construction
- Alexandria's 291,000 square feet of office/R&D campuses.
- Kilroy is constructing 2.5 million square feet of office and open space adjacent to Oyster Point.

South San Francisco differs from Redwood City and San Mateo as it has not included residential uses in the core office parks as the biotech industry preferred separation from residential uses. Instead, South San Francisco has fostered additional housing in its downtown and areas neighboring the Caltrain station, with almost 700 units permitted between 2015 and 2019 and an additional 3,000 housing units in the development pipeline.

Figure 12: Class A Office/Life Science South San Francisco

South San Francisco, CA

Market Description

Over 500 acres with 15 campus for biotech/life science and technology companies. Newer developments are mid-rise construction included two building on the west side of 101. 3 million square feet is under construction and another 3 million is proposed.

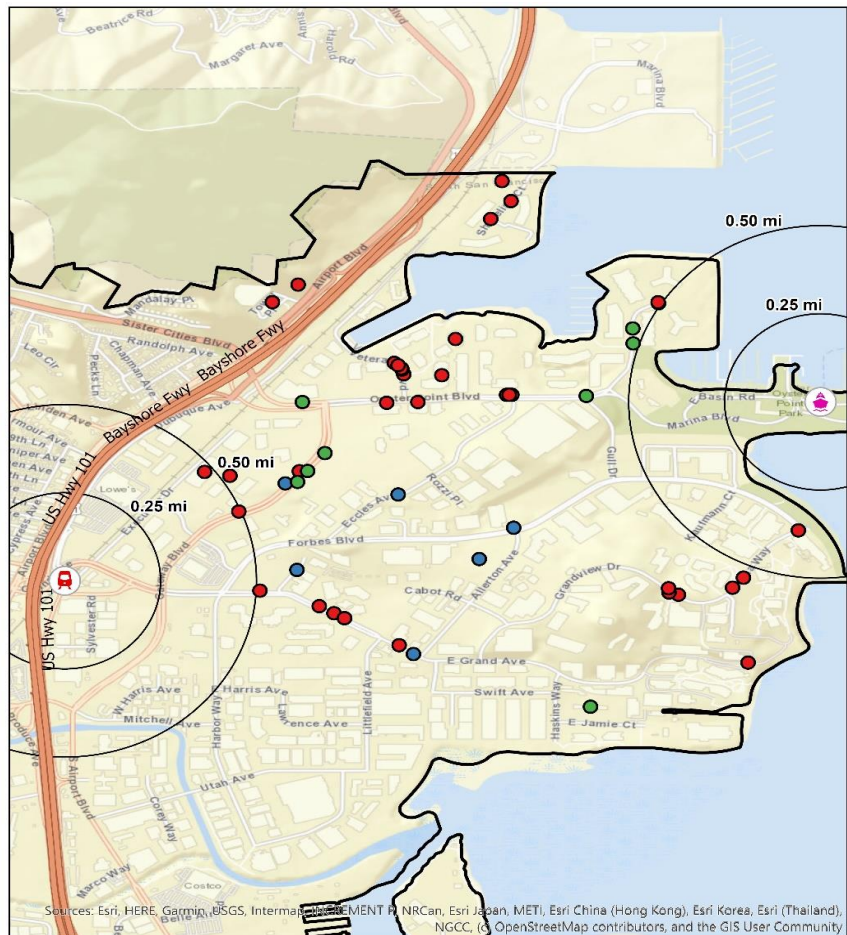
Key Trends

5.8 million sq. ft. office inventory
4.9% Vacancy as of 4Q2019
26% increase in office rents
42% change in R&D rents
51% of Class is new since 2015

South San Francisco Office Class A Rentable Building Area >50,000 sq. ft.

- Existing
- Proposed
- Under Construction
- CalTrain
- Ferry Terminal
- CA State Roads
- South San Francisco City Limits

0 0.5 1 Mile



Office Class A Summary, Q4 2019 (a)	South San Francisco	Average Office Class A Rents (PSF), 2015 - 2019 (b)		
Number of Buildings	33	Class A		
Inventory (sf)	5,688,694	Year	Office -- FS	R&D -- NNN
Vacant (sf)	271,162	2015 (Q4)	\$3.56	\$3.50
Vacancy Rate	4.8%	2016 (Q4)	\$4.32	\$2.75
		2017 (Q4)	\$5.35	\$4.59
		2018 (Q4)	\$5.07	\$5.34
		2019 (Q4)	\$4.50	\$4.99
Under Construction, Q4 2019		% Change 2015-2019	26.4%	42.6%
Buildings Under Construction	7			
Under Construction Inventory (sf)	2,977,728			
New Deliveries (sf), Q1 2015 - Q4 2019	1,611,768			

(a) Includes Class A office buildings larger than 50,000 square feet. Biotech business are also in Class B and C buildings and R&D/industrial space; thus other metrics of the overall size of the biotech sector are larger for South San Francisco.

(b) Rents are as reported by Colliers as the CoStar database did not include sufficient information.

Sources: CoStar, 2020; BAE, 2020.

Traditional Suburban Office Parks

At the regional level, tenant preferences for proximity to transit has resulted in many traditional suburban office parks built in the 1970s, 1980s, and 1990s (without amenities and a variety of mobility options) now experiencing weak leasing and rents. BAE identified three office parks in the Bay Area that were considered Class A development when constructed and initially leased but now face challenges as less favored business locations: Shadelands Office Park in Walnut Creek, Northgate District in San Rafael, and Marina Village Office Park in Alameda.

Shadelands Office Park, Walnut Creek. This 240-acre office park with approximately 1.3 million square feet is located off of Ygnacio Valley Road. It is approximately 2.4 miles from the Pleasant Hill/Contra Costa Center BART Station and 3.0 miles from the Walnut Creek BART station. Shadelands Office Park was one of the first Class A suburban office parks developed in the Bay Area with most of its construction occurring in the 1970s and 1980s. Originally, this office park attracted a wide range of businesses and nonprofits: from sole proprietors and small businesses in professional services to large anchor corporations, such as Del Monte Foods whose headquarters is still located in Shadelands.

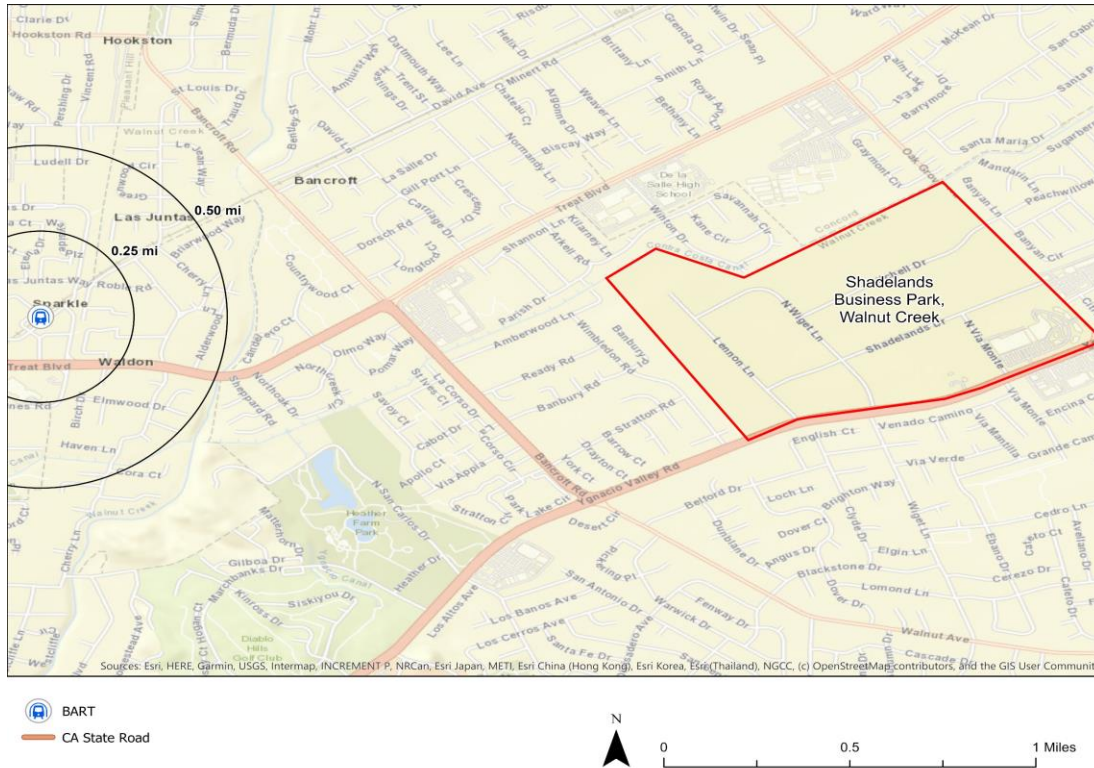
Over time, the office inventory in this park has become dated and is now largely considered Class B and Class C space. Only one building, 2700 Ygnacio Valley Boulevard, offering 107,146 square feet is identified as Class A and it reports a high vacancy at the end of the fourth quarter 2019 (63.4 percent). One major Shadeland's tenant, the University of California-managed U.S. Department of Energy's Joint Genome Institute, left its long-time Shadelands facility at the end of 2019 to move to the Berkeley campus to be near its faculty, scientists, and amenities. The district's tenant base is largely comprised of firms providing medical services. Overall, the district's vacancy rate is 12.1 percent which is somewhat higher than the seven to ten percent vacancy rate that typically indicates a balanced relationship of supply and demand. Tenants are attracted to the district for its low rents but rents are not high enough to justify new construction. No new office construction has occurred since 2001.

Over the past five years office rents across all three classes in Shadelands have risen by approximately 6.8 percent between the end of the fourth quarter 2015 and the end of the fourth quarter 2019, compared to an overall rise of 35.9 percent for office in the Downtown Walnut Creek generally⁵. The last reported rate for the Class A office property at 2700 Ygnacio Valley Boulevard is \$2.20 monthly per square foot on a full-service basis. This is in contrast to the reported Class A rental rate of \$4.27 monthly per square foot for office in downtown Walnut Creek that has a BART station and retail and service amenities.

⁵ Note that a meaningful change for Class A office cannot be estimated since there is only one building in the Shadelands inventory.

Figure 13: Shadelands Office Park, Walnut Creek

Shadelands Business Park, Walnut Creek



District Description

Shadelands Business Park is located in the northwestern part of Walnut Creek. It is approximately 2.4 miles from the Pleasant Hill/Contra Costa Center BART and approximately 3 miles from the Walnut Creek BART.

Key Trends

1.3 million sq. ft. office inventory
12.1% vacancy rate
\$2.03 monthly/ per sq. ft. asking rent - All classes
6.8% change in rents 2015-2019
No new construction since 2001

Shadelands Business Park, Walnut Creek

Summary, Q4 2019	Office Building Class	
	Class A	Classes A, B, C
Number of Buildings	1	45
Inventory (sf)	107,146	1,322,739
Vacant (sf)	67,940	159,797
Vacancy Rate	63.4%	12.1%
Avg Gross Asking Rent (psf) (a)	-	\$2.03

Note:

(a) Asking rents reflect direct gross leases.

Sources: CoStar, 2020; BAE, 2020.

Average Office Rents (PSF), 2015 - 2019

Year	Shadelands Business Park	
	Class A	Classes A, B, C
2015 (Q4)	\$1.85	\$1.90
2016 (Q4)	\$2.25	\$2.01
2017 (Q4)	\$2.25	\$2.10
2018 (Q4)	\$2.20	\$2.07
2019 (Q4)	-	\$2.03
% Change		
2015-19	NA	6.8%

Sources: CoStar, 2020; BAE, 2020.

Northgate/Civic Center District, San Rafael. This district is north of downtown San Rafael along Highway 101 in central Marin County between the Mall at Northgate/Manual T. Freitas Parkway to the south and Lucas Valley Road to the north. This district is comprised of approximately 731,600 square feet office space on over 80 acres (excluding the Mall at Northgate and other retail properties). Access to this district is primarily by automobile although it served by Marin Transit bus service. There is a newly opened SMART commuter train station 0.4 miles to the south of the Mall at Northgate, but to access that station is poor: one must walk along Merrydale Road around the Mt. Olivet Cemetery and a public storage facility to reach it. The district's retail is primarily located within the Mall at Northgate but this center is a traditional mall with surrounding parking fields hampering pedestrian access.

The district was built out primarily in the 1960s and 1970s with additional modest construction in the 1980s. Only one new office complex was built in the 1990s and the three-building Vineyard Business Center on Redwood Highway was developed in 2004. CoStar reports only one Class A office property, the 130,000 square foot Regency Center at 100 Smith Ranch Road. Overall the district's vacancy rate is 6.2 percent which is somewhat lower than the seven to ten percent vacancy rate that typically indicates a balanced relationship of supply and demand. In contrast, Class A buildings in Downtown San Rafael had less than a 3 percent vacancy rate at the end of the fourth quarter of 2019. Tenants are attracted to the Northgate district for its low rents but rents are not high enough to justify new construction. No new office has occurred since 2004.

Over the past five years office rents across all three classes in the Northgate District have risen by approximately 9.4 percent between the end of the fourth quarter 2015 and the end of the fourth quarter 2019, compared to an overall rise of 17.1 percent for Downtown San Rafael office generally⁶. The last reported rate for the Class A office property at 100 Smith Ranch Road is \$3.25 monthly per square foot on a full-service basis. This is in contrast to the reported Class A rental rate of \$4.00 monthly per square foot for offices at the Rafael Town Center in downtown San Rafael that has a highly accessible SMART station and downtown retail and service amenities. Bio-Marin, one of Marin County's largest private employers, has recently received entitlements to expand its office and labs in downtown with a new 207,000 square foot development. A knowledgeable office property owner contacted by BAE confirmed that tenant prospects prefer a downtown San Rafael location.

⁶ Again, similar to the Shadelands case study, a meaningful change for Class A office cannot be estimated since there is only one building in this district's Class A inventory.

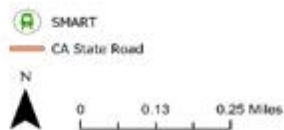
Figure 14: Northgate District, San Rafael

District Description

Northgate District is located 3 miles north of Downtown San Rafael along Highway 101. A small portion is approximately 0.4 miles away from the Marin Civic Center SMART station.

Key Trends

Approximately 732,000 sq. ft. office inventory
 6% vacancy rate
 \$2.45 monthly/ per sq. ft. asking rent - All classes
 \$3.25 monthly/ per sq. ft. asking rent - Class A
 6.8% change in rents 2015-2019 - All Classes
 14.0% change in rents 2015-2019 - Class A
 No new construction since 2004



Northgate District, San Rafael

Summary, Q4 2019	Office Building Class	
	Class A	Classes A, B, C
Number of Buildings	1	46
Inventory (sf)	130,000	731,579
Vacant (sf)	7,412	45,409
Vacancy Rate	5.7%	6.2%
Avg Gross Asking Rent (psf) (a)	\$3.25	\$2.45

Note:

(a) Asking rents reflect direct gross leases.

Sources: CoStar, 2020; BAE, 2020.

Average Office Rents (PSF), 2015 - 2019

Year	Northgate District	
	Class A	Classes A, B, C
2015 (Q4)	\$2.85	\$2.24
2016 (Q4)	\$2.85	\$2.35
2017 (Q4)	\$2.94	\$2.55
2018 (Q4)	\$3.00	\$2.51
2019 (Q4)	\$3.25	\$2.45
% Change 2015-19	14.0%	9.4%

Sources: CoStar, 2020; BAE, 2020.

Marina Village Office Park, Alameda. The Marina Village Office Park is located in the City of Alameda across the Oakland estuary from Jack London Square and downtown Oakland. It is situated off of Webster Street at the southern end of the Webster and Posey Tubes that connect Alameda to downtown Oakland. The office park is approximately 1.5 miles east of the Alameda Ferry Terminal that links Alameda and downtown Oakland to San Francisco. While this office park is within a half mile the Capitol Corridor Oakland Station and another ferry terminal at Jack London Square, there is no pedestrian or bike access; bus access takes approximately a half hour compared to eight minutes auto.

Marina Village consists of approximately 1.1 million square feet of office and research space that stands on over 200 acres and includes 32 buildings. This office park was developed starting in 1979 and continuing through the 1990s, with the bulk of space constructed during the 1980s. CoStar does not show any of the office properties as Class A office; all are either Class B or C properties. The overall vacancy rate for the district is 18.1 percent as of the end of the fourth quarter 2019, which is significantly higher than the seven to ten percent vacancy rate that typically indicates a balanced relationship of supply and demand. Tenants are attracted to the district for its low rents and the office park is home to many technology companies that have sought less expensive locations as office rents have risen sharply in San Francisco and Oakland. With an average reported rent at \$2.82 monthly per square foot at the end of the fourth quarter 2019, rents are not high enough to justify new construction. No new office has occurred since 2001.

Over the past five years office rents across all three classes in the Marina Village have risen by approximately 7.6 percent between the end of the fourth quarter 2015 and the end of the fourth quarter 2019, compared to an overall rise of 71 percent for all classes of office in downtown Oakland.

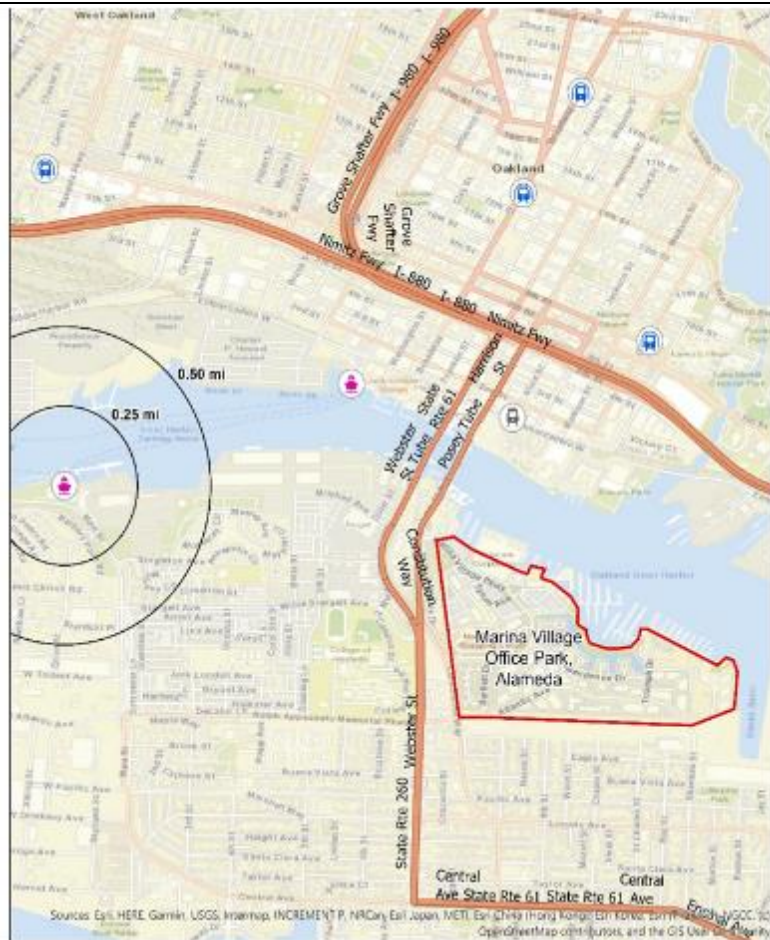
Figure 15: Marina Village Office Park, Alameda

District Description

Marina Village Office Park is located just east of the Posey and Webster Street underpass connecting Oakland to Alameda. This office park is approximately 1.5 miles south of the Lake Merritt BART station and 1.5 miles east of the Alameda ferry terminal.

District Highlights:

1.2 million sq. ft. office inventory
 18.1% vacancy rate
 \$2.82 monthly/ per sq. ft. asking rent - All classes
 7.6% change in rents 2015-2019
 No new construction since 2001



Marina Village Office Park, Alameda

Summary, Q4 2019	Office Building Class	
	Class A	Classes A, B, C
Number of Buildings	-	35
Inventory (sf)	-	1,179,616
Vacant (sf)	0	213,259
Vacancy Rate	NA	18.1%
Avg Gross Asking Rent (psf) (a)	-	\$2.82

Note:
 (a) Asking rents reflect direct gross leases.

Sources: CoStar, 2020; BAE, 2020.

Average Office Rents (PSF), 2015 - 2019

Year	Marina Village Business Park	
	Class A	Classes A, B, C
2015 (Q4)	-	\$2.62
2016 (Q4)	-	\$2.85
2017 (Q4)	-	\$2.30
2018 (Q4)	-	\$3.23
2019 (Q4)	-	\$2.82
% Change 2015-19	NA	7.6%

Sources: CoStar, 2020; BAE, 2020.



City Council Meeting Agenda Report

Item # _____

Meeting Date: January 10, 2022

Subject: Use Permit UPR-06-21-015101 — Tesla Supercharger at 1590 Bryant Street

Recommended Action

Approve the Use Permit, subject to the Findings and Conditions as outlined herein.

Planning Commission Discussion

On December 7, 2021, the Planning Commission voted 4-0-1 (Commissioner Crump absent) to recommend that the City Council approve Use Permit UPR-06-21-015101. Planning Commission discussion topics are identified in bold highlighting in this staff report. Since the Planning Commission reviewed the project, the applicant has requested, and staff has agreed, to amend the Condition of Approval to remove requirements related to pedestrian street lighting, tree grates, and painting transformers and other electrical equipment. Staff has agreed to the removal of these requirements to achieve consistency with the public improvements recently required of other developments in the area and because on-site parking lot luminaries should be sufficient to light the City sidewalk. The Public Works Department has is also recommending removal of Condition of Approval #20 because the traffic memo has been found acceptable.

Background

The applicant, Dan Tealdi, requests approval to construct a 32-post charging station for Tesla electric vehicles at the northwest corner of Bryant Street and Washington (see Attachment A –Site Location). In 2015, the applicant received approval to construct a 27-unit mixed-use apartment building on the 0.35-acre site, but the project was never built. At the time, the applicant amended the Sullivan Corridor Specific Plan designation for the parcel from Residential Retail Commercial (C-R/R) to Retail and Office Commercial (C-R/O), to permit the apartment project at the proposed density. The applicant has indicated that he now believes the approved project is not feasible to build. Staff has determined that the proposed charging facility requires a use permit.

- *Commission Villanueva asked if the property needs to be rezoned to allow the charging station. Staff responded that it does not.*

Project Overview

The proposed project is a 32-post electric vehicle “supercharger” facility intended for Tesla electric vehicles only. The facility would occupy the entire 0.35-acre property and vehicular access to the site would be provided at Bryant Street (no Washington Avenue access is provided). Vehicles would access the site via the more northerly Bryant Street curb-cut on the site and exit the curb cut closer to the Washington/Bryant intersection.

Physically, the facility would consist of a parking lot with 32 charging spaces (two spaces would meet accessibility requirements), a charging post for each space, electric cabinets, a transformer, parking lot lighting, and landscaping (see Attachment B – Project Plans). There are no structures proposed.

Tesla vehicles would access the site 24-hours per day, 365 days per year. To provide an understanding of the way the charging facility could impact adjacent streets, the City required a traffic analysis as part of the use permit submittal (see Attachment C – Traffic Study). According to the study, “Superchargers are designed for long distance travelers to charge their vehicles quickly. Depending on vehicle models, the next supercharger station on the travel route, and demand and utilization of the supercharger station, the Tesla user interface or app recommends which station to use and the charging time at the station. Typical charging time ranges from 15 to 25 minutes. Superchargers are designed for fast charging and, therefore, should only be used for as long as it takes to charge a vehicle. To increase supercharger availability, if a vehicle parks at a supercharger after a charging session is complete, idle fees are charged to the fully charged vehicle.”

Because the Tesla user interface inside the vehicle would tell the driver the number of open superchargers at a particular station and direct the driver to the next available station if the Bryant location was full, the traffic study has determined that the project would not cause an adverse effect on traffic operations at the adjacent intersections.

Sullivan Corridor Specific Plan

The proposed charging facility is in the Sullivan Corridor Specific Plan Area. The Specific Plan was adopted in October 1998 as a means to plan for the expansion of the Daly City Civic Center and to revitalize the commercial areas within the plan’s geographic area. As such, the plan articulates development parameters, including land uses and development intensities, for the plan area. As discussed previously, the City Council approved an amendment to the Specific Plan designation for the property in 2015 from Residential Retail Commercial (C-R/R) to the Retail and Office Commercial (C-R/O).

Although the Specific Plan does not identify the proposed use, staff has determined that because similar automotive uses are allowed, e.g., drive-through facilities and automotive dealerships, the proposed use is also permissible. Because these automotive uses require a use permit, a use permit is also required for the proposed charging facility.

Use Permit

The applicant is required to obtain a use permit under the Sullivan Corridor Specific Plan to operate the proposed charging facility. The use permit provides the City Council the ability to determine whether a particular land use proposal would be suitable to existing and planned adjacent land uses.

The proposed electric vehicle charging facility would likely draw vehicles from Interstate 280 and other parts of Daly City via Junipero Serra Boulevard and Washington Boulevard east of the project site. As the facility is situated on the corner of Bryant Street and Washington Avenue, vehicular travel through the adjacent neighborhood is not required. While adjacent residential uses exist across

Bryant Street and Washington Avenue, immediately adjacent parcels contain non-residential uses – a church to the west and pet hospital to the north.

Because the proposed parking lot involves zero-emission vehicles, the odor, exhaust, and noise normally associated with a parking lot for automobiles would not be present. It is anticipated that most of the drivers arriving at the site for vehicle charging would sit in their car while charging or visit nearby restaurants on Sullivan Avenue. Staff has identified light and glare as a potential impact and has required that the applicant provide shielded luminaires that prevents light from directly shining on adjacent property.

- *Commissioner Proaño asked if the proposed supercharger was like a gasoline station and would be the time a vehicle necessary for a vehicle to receive a full charge Tessa Sanchez, representing Tesla, applicant responded that the charger is similar to a gasoline station and that the time required to recharge depends on the type of vehicle, but generally between 15 to 45 minutes.*
- *Commissioner Proaño asked about the potential for lighting impacts on adjacent residents. Staff responded that a Condition of Approval had been added to address the potential for glare on adjacent residents.*
- *Commissioner Proaño asked if the supercharger provided bathroom facilities. Staff responded that it would not provide bathrooms and that none of the charging stations in Daly City, Tesla and non-Tesla, provided bathrooms.*
- *Commissioner Satorre asked about the potential for fire associated with the charging station and how safety would be monitored on the site. Jia Liu, representing Tesla, responded that Tesla provides 800 numbers for users of the facility and that the service functioned similar to a 911 service in terms of staffing reliability.*
- *An adjacent resident asked about the impact to her health of the electromagnetic field and home prices associated with the facility. Staff responded that there were no known impacts associated with the electromagnetic fields from charging stations and that there were no analyses that had been conducted with regard to the impact on adjacent home prices.*

Regional Housing Need Allocation

The City Council should note that the subject site is currently identified as a potential housing site in the City's Housing Element, providing 27 housing units meeting the City's current Regional Housing Need Allocation (RHNA) of 1,350 units for the 2014-2022 planning period. Although the subject site was (and still is) zoned for non-residential land uses, it was included in the RHNA because the property owner had expressed an interest in constructing housing on the site and received an entitlement to do so. After three time-extensions, the property owner has indicated the site is not market-suitable for housing construction. The City will therefore no longer consider the site toward meeting the upcoming RHNA and no further time extensions of the 2015 project will be recommended for approval. The City Council should also be aware that the City has approved at

least two other residential projects that ameliorate the loss of the subject site as a potential housing site – the JESD and JUHSD staff housing developments, providing 56 and 122 residential units, respectively.

Environmental Assessment

The Planning Commission has reviewed the proposal under the requirements of the California Environmental Quality Act (CEQA) and has determined that the project, as conditioned, will not result in significant adverse environmental impacts and is categorically exempt from environmental review pursuant to CEQA Guidelines Section 15332: In-Fill Development Projects.

Findings

The Planning Commission has found that, as conditioned, the proposed Use Permit UPR-06-21-015101 would comply with Title 17 (Zoning) of the Daly City Municipal Code. Approval of the proposed project would not be detrimental to the health, safety, morals, comfort and general welfare of persons residing in or working in the neighborhood, or be injurious or detrimental to the property and improvements in the neighborhood or the general welfare of the city. The Planning Commission recommends that the City Council adopt the following findings:

1. In accordance with Title 17 of the Daly City Municipal Code, as well as applicable State zoning enabling legislation, the City Council conducted a public hearing on January 10, 2022; notice of said hearing was by newspaper publication on December 16, 2022, posting and first class mailing to property owners within 300 feet;
2. The proposed vehicle charging facility is in the Sullivan Corridor Specific Plan Area and is designated Retail and Office Commercial (C-R/O) by the Specific Plan, a designation which requires a use permit for automotive related uses. For this reason, a use permit is required for the subject use;
3. The City Council has determined that the proposed use is appropriate at the subject location because it involves zero-emission vehicles and the odor, exhaust, and noise normally associated with a parking lot for automobiles would not be present;
4. The City Council furthermore anticipates that most of the drivers arriving at the site for vehicle charging would sit in their car while charging or visit nearby restaurants on Sullivan Avenue, and so those accessing the site to charge their vehicles do not pose a detrimental impact to neighboring properties;
5. The City Council has identified light and glare as a potential impact and has required that the applicant provide shielded luminaires that prevents light from directly shining on adjacent property;
6. Although the subject site is included in the City's Regional Housing Need Allocation, the property owner has indicated the site is not market suitable for housing construction. The City has furthermore approved at least two other residential projects that ameliorate the loss

of the subject site as a potential housing site – the JESD and JUHSD staff housing developments, providing 56 and 122 residential units, respectively;

7. The City Council has reviewed the proposal under the requirements of the California Environmental Quality Act (CEQA) and has determined that the project, as conditioned, will not result in significant adverse environmental impacts and is categorically exempt from environmental review pursuant to CEQA Guidelines Section 15332: In-Fill Development Projects; and
8. The project will minimize the risk to existing public improvements and adjacent private property by providing controlled stormwater runoff from the site to City facilities in full compliance with Order R-2 NPDES Permit No. CAS612008 and Order No. 2010-0014-DWQ, NPDES No. CAS000002, the statewide National Pollutant Discharge Elimination System (NPDES) General Construction Activity Storm Water Permit.

Conditions of Approval

The Planning Commission recommends approval of Use Permit UPR-06-21-015101 based on the following conditions as specified by each Department and Division. These conditions need to be complied with prior to, or as part of, any building permit for the proposed improvements.

A. DEPARTMENT OF ECONOMIC AND COMMUNITY DEVELOPMENT

General

1. The project shall be valid only in conjunction with detailed plans submitted with this project. Any modifications required, due to the Conditions of Approval, and minor changes to the plan, must be reviewed and approved by the Planning Division prior to the change. Major site or architectural modifications shall be treated as an amendment and shall be subject to review by the Planning Commission and City Council.
2. The approvals granted herein shall be valid for a period of one year. If building permits have not been issued within this timeframe, the applicant shall apply for a time extension.

Site Design

3. The applicants shall fully improve and landscape the public right-of-way. This shall include installing decorative landscaped planters behind the sidewalk, installing decorative pedestrian-oriented street-lights, and providing street trees along the entirety of the Bryant Street and Washington Avenue.
4. ~~Pedestrian-oriented street lights shall be the same design or closely similar to those installed in front of the apartment building at 165 Pierce Street.~~

5. Street trees shall be installed twenty feet on center, sized as 15-gallon minimum, receive triple staking at installation, and receive establishment irrigation. The tree staking and establishment irrigation shall be identified in building plans submitted for a building permit.
6. ~~All street trees shall receive decorative tree grates of the same design or closely similar to those installed in front of the apartment building at 165 Pierce Street, as approved by the Planning and Engineering Divisions.~~
7. Backflow preventers shall be concealed and/or screened from public view to the satisfaction of the Daly City Community and Economic Development Director prior to issuance of building permit.
8. All luminaires installed on the project site shall receive shielding prevents glare onto adjacent property. A manufacturer specification for these luminaires and proposed shielding shall be included in the building permit submittal.
9. The applicant shall provide a trash receptacle on the site that is emptied on a regular basis.
10. ~~All electrical cabinets and transformers shall be painted dark brown or other color approved by the Planning Division.~~

Stormwater Treatment

11. The applicant shall develop and submit a stormwater management plan that illustrates full compliance with Section C.3 of Order R-2-2009-0074 NPDES Permit No. CAS612008. The project must comply with Order No. 2010-0014-DWQ, NPDES No. CAS000002, the statewide National Pollutant Discharge Elimination System (NPDES) General Construction Activity Storm Water Permit.
12. The applicant shall receive approval of the stormwater management plan from a third-party reviewer appointed by the City prior to building permit submittal. The applicant shall pay the entire cost of the third-party reviewer, beginning with a \$10,000 deposit from which the Planning Division may draw to pay for the costs from the third-party review and associated inspections.
13. All stormwater treatment facilities shall be inspected during construction to ensure eventual compliance with the stormwater management plan. The applicant shall pay the entire cost of these inspections.
14. The applicant shall enter into a Maintenance Agreement with the City to ensure long-term maintenance and servicing by the Property Owner of stormwater site design and treatment control measures according the approved Maintenance Plan.
15. The applicant shall arrange and pay for final inspection of installed treatment measure by municipality's Special Inspector within 45 days of installation or project construction completion, whichever comes first.

Site Maintenance

16. The site shall be maintained in a safe, sanitary, and litter free condition at all times.
17. Doors to the trash enclosure area shall be kept closed except when necessary to dispose of trash or to store material to be recycled.
18. All sidewalks, walkways, driveways, parking lot facilities, and easements within and adjacent to the property, including weeds. The requirement shall not apply to adjacent State-owned highway.
19. Garbage storage areas are to be kept sanitary and free of litter and debris.

B. ENGINEERING DIVISION

20. ~~The number of proposed charging stations for the project is subject to change based on the finding of the approved traffic study; the project shall not result in any negative impacts to the City's street system.~~

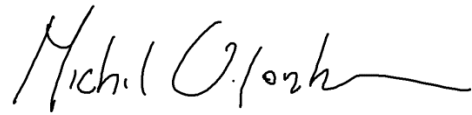
Recommendations

Based on the findings enumerated above, staff recommends that the Planning Commission recommend that the City Council:

1. Adopt the Findings as outlined herein;
2. Affirm the Environmental Assessment; and
3. Use Permit UPR-06-21-015101, subject to the Conditions of Approved outlined herein.

Staff is available to provide any additional information desired by the Planning Commissioners.

Respectfully submitted,



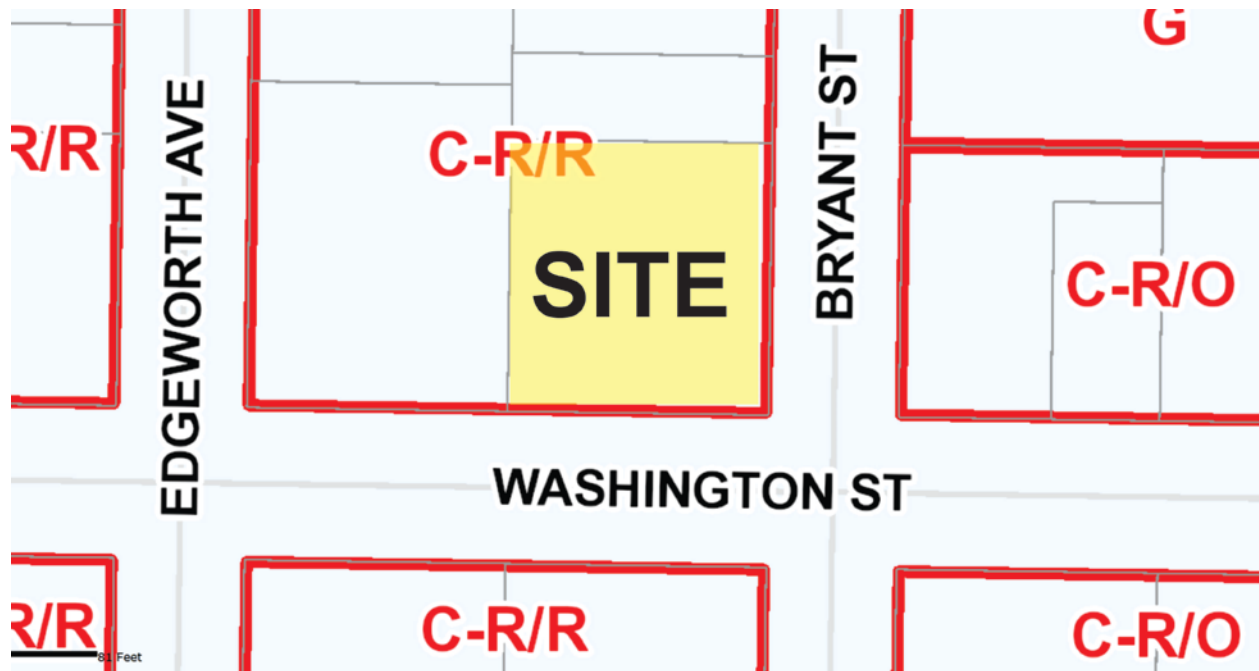
Michael Van Lonkhuysen
Planning Manager



Tatum Mothershead
Director of Economic and Community
Development

Attachments

Attachment A – Site Location
Attachment B – Project Plans
Attachment C – Traffic Study



ATTACHMENT A

TESLA SUPERCHARGER DALY CITY, CA

32 SUPERCHARGERS

APN: 006-345-070

TRT: 14228

TESLA

3500 DEER CREEK RD.
PALO ALTO, CA 94304
(650) 681-5000

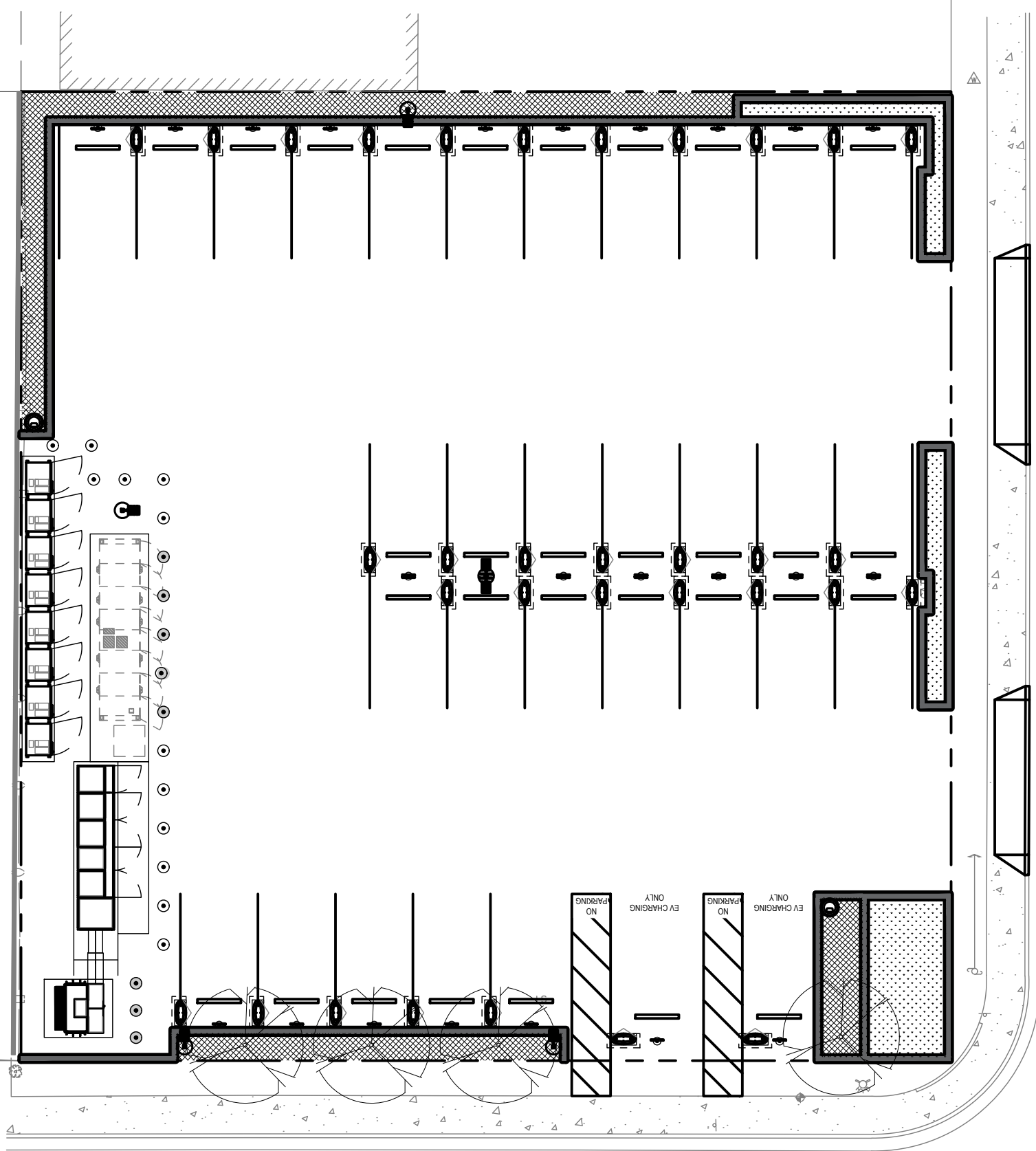
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SHEET SIZE ARCH "D"

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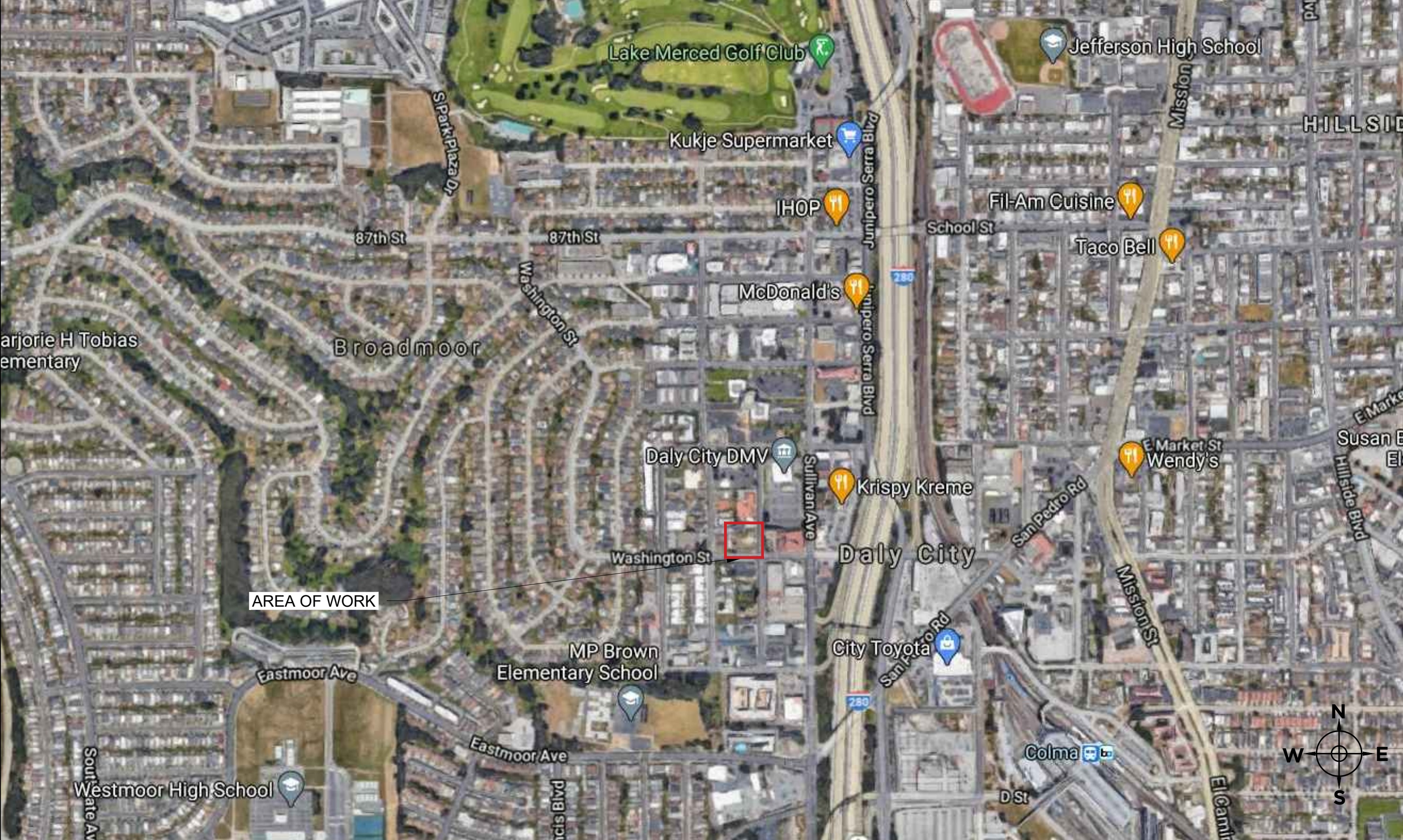
1/2"

1"

SITE LAYOUT



AERIAL MAP



TESLA SUPERCHARGER_DALY CITY, CA

32 SUPERCHARGERS

TESLA SUPERCHARGER_DALY CITY, CA

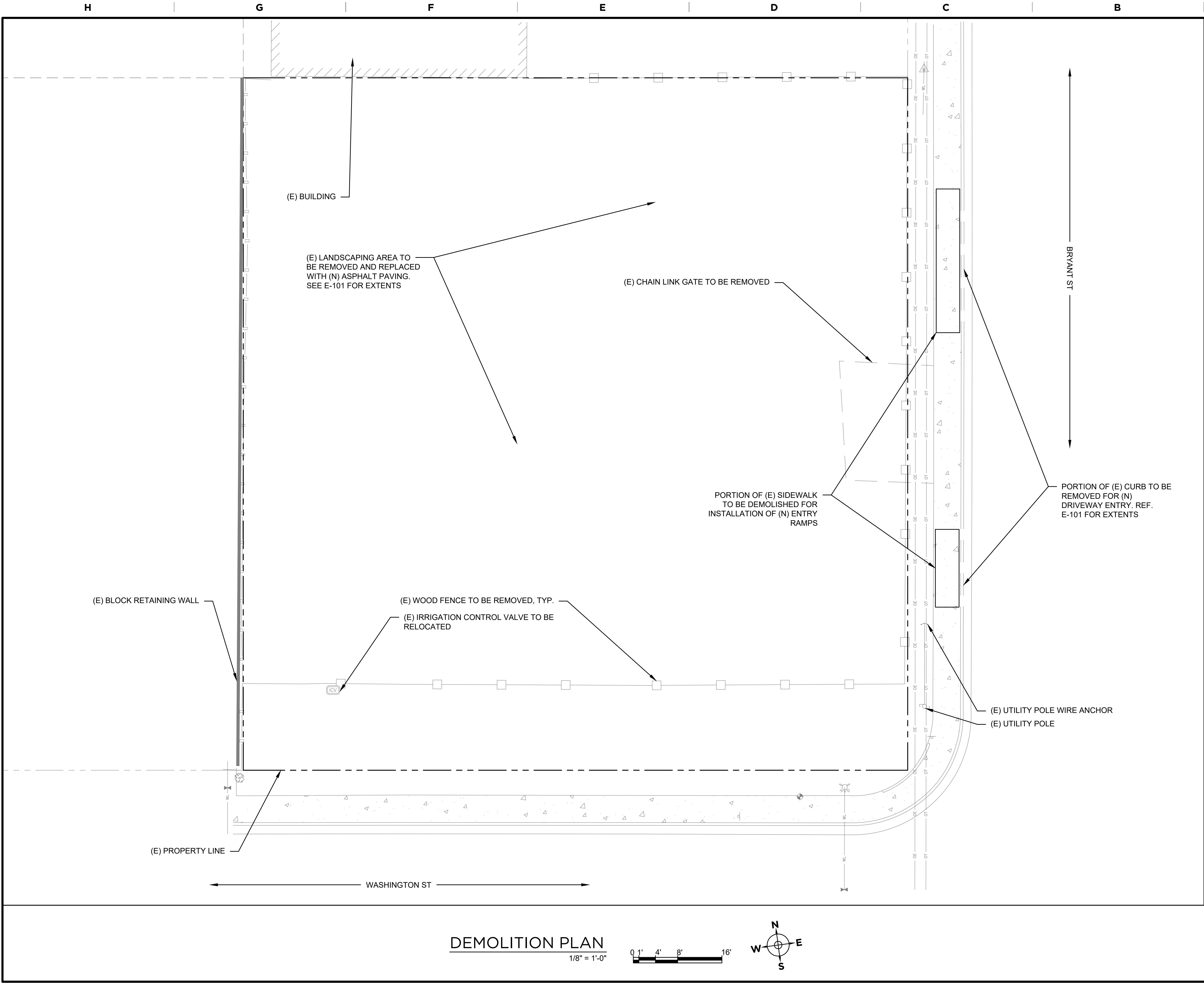
1590 BRYANT ST

DALY CITY, CA 94015

DATE									
NO.	REVISION								

COVER PAGE	
G-001	
JB-94015375-00	
REV: 0	CD50

ABBREVIATIONS				PROJECT TEAM		DESIGN CRITERIA	PROJECT SCOPE	SYSTEM SUMMARY		SHEET INDEX			
AC	ALTERNATING CURRENT	MV	MEDIUM-VOLTAGE	STRUCTURAL ENGINEER OF RECORD: YOO JIN KIM TESLA, INC. 1216 STEALTH STREET, LIVERMORE, CA 94551 P: (925) 292-2724, M: (949) 285-6177 YOKIM@TESLA.COM	ELECTRICAL ENGINEER OF RECORD: RYAN FLORES TESLA, INC. 47700 KATO RD, FREMONT, CA 94538 (650) 645-2845 RYFLORES@TESLA.COM	1. WIND DESIGN - DESIGN WIND SPEED = 91 MPH (ULTIMATE) - RISK CATEGORY = II - WIND EXPOSURE = C 2. SEISMIC DESIGN - RISK CATEGORY = II - SEISMIC IMPORTANCE FACTOR = 1.0 - SITE CLASS = D - S _s = 2.22 / S ₁ = 0.925 - S _{ds} = 1.776, S _{d1} = 1.048 - SEISMIC DESIGN CATEGORY = E - BASIC SEISMIC-FORCE-RESISTING SYSTEM = NON-STRUCTURAL COMPONENT - R = 2.5 / a _p = 1.0	INSTALLATION OF SUPERCHARGERS AND ASSOCIATED AC AND DC EQUIPMENT. INSTALLATION OF CONCRETE EQUIPMENT PADS. INSTALLATION OF NEW PARKING STRIPING, SIGNAGE AND ADA ACCESS FEATURES. ASPHALT OVERLAY FOR PROPOSED EV ADA STALLS. INSTALLATION OF NEW LED LIGHTING. INSTALLATION OF ENERGY STORAGE SYSTEM EQUIPMENT PAD & ASSOCIATED CONDUIT.	SUPERCHARGER SYSTEM SUMMARY		SHEET #	SHEET TITLE		
ADA	AMERICANS WITH DISABILITIES ACT	(N)	NEW					EQUIPMENT				QTY	G-001
ESS	ENERGY STORAGE SYSTEM	NEC	NATIONAL ELECTRIC CODE									G-002	NOTES
BLDG	BUILDING	NIC	NOT IN CONTRACT									G-101	DEMO PLAN
CLR	CLEAR	NRTL	NATIONALLY-RECOGNIZED TESTING LABORATORY									E-101	SITE PLAN
CONC	CONCRETE	NTS	NOT TO SCALE									E-201	SINGLE LINE DIAGRAM
COMM	COMMUNICATION	OC	ON CENTER									(UNDER SEPARATE PERMIT) BATTERY ENERGY STORAGE SYSTEM (BESS)	
DC	DIRECT CURRENT	PCC	POINT OF COMMON COUPLING										
DIA	DIAMETER	PL	PROPERTY LINES										
DIST	DISTANCE	PLC	POWER LINE COMMUNICATION										
EQ	EQUAL	PV	PHOTOVOLTAIC										
EGC	EQUIPMENT GROUNDING CONDUCTOR	PP	POWERPACK	PROJECT DESIGNER: JUAN CARLOS KARAM TESLA, INC. 3500 DEER CREEK RD. PALO ALTO, CA 94304 (650) 681-5000 JKARAM@TESLA.COM	ARCHITECT OF RECORD: CHRIS MARESCA TESLA, INC. 2204 ALBATROSS ST. SAN DIEGO, CA 92101 P: (619) 764-8142 CMARESCA@TESLA.COM			SYSTEM TOTALS					
(E)	EXISTING	RSD	RAPID SHUTDOWN					POWER RATING				1341 KW	
EA	EACH	SCH	SCHEDULE					ENERGY RATING				2682 KWH	
EMT	ELECTRICAL METALLIC TUBING	SQ. IN.	SQUARE INCHES					BATTERY (LITHIUM)					
EV	ELECTRIC VEHICLE	SS	STAINLESS STEEL					MEGAPACK TYPE				2 HR	
GAB	GRADED AGGREGATE BASE	SSD	SEE STRUCTURAL DRAWINGS					DAY 1 QTY				1	
GALV	GALVANIZED	STC	STANDARD TESTING CONDITIONS					OUTPUT RATING				1287 KVA	
GEC	GROUNDING ELECTRODE CONDUCTOR	TYP	TYPICAL										
GND	GROUND	UON	UNLESS OTHERWISE NOTED										
HVAC	HEATING, VENTILATION, & AIR CONDITIONING	VIF	VERIFY IN FIELD										
I	CURRENT	W	WATT										
IMP	CURRENT AT MAX POWER												
INV	INVERTER												
ISC	SHORT CIRCUIT CURRENT												
KVA	KILOVOLT AMPERE												
KW	KILOWATT												
KWH	KILOWATT-HOUR												
LV	LOW-VOLTAGE												
MAX	MAXIMUM												
MIN	MINIMUM												
</													



NOTES

THE CONTRACTOR SHALL REFER TO THE TRENCHING DETAILS ON THE ELECTRICAL DETAILS SHEET.

THE LIMITS OF ASPHALT REMOVAL ARE SHOWN AS FOR INFORMATION ONLY AND IT SHALL BE UP TO THE CONTRACTOR TO DETERMINE THE EXACT LIMITS.

SITE LEGEND

- ANY (E) OBJECT TO BE DEMOLISHED
- ANY (E) ELEMENT TO BE REMOVED
- HARDESCAPED AREA TO BE MODIFIED
- (E) PROPERTY LINE

3500 DEER CREEK RD.
PALO ALTO, CA 94304
(650) 681-5000

ORIGINAL SIZE 24"X36"
SHEET SIZE ARCH "D"

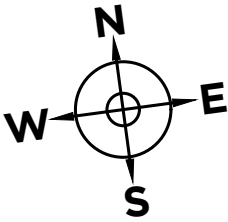
TESLA SUPERCHARGER_DALY CITY, CA
32 SUPERCHARGERS
TESLA SUPERCHARGER_DALY CITY, CA
1590 BRYANT ST
DALY CITY, CA 94015

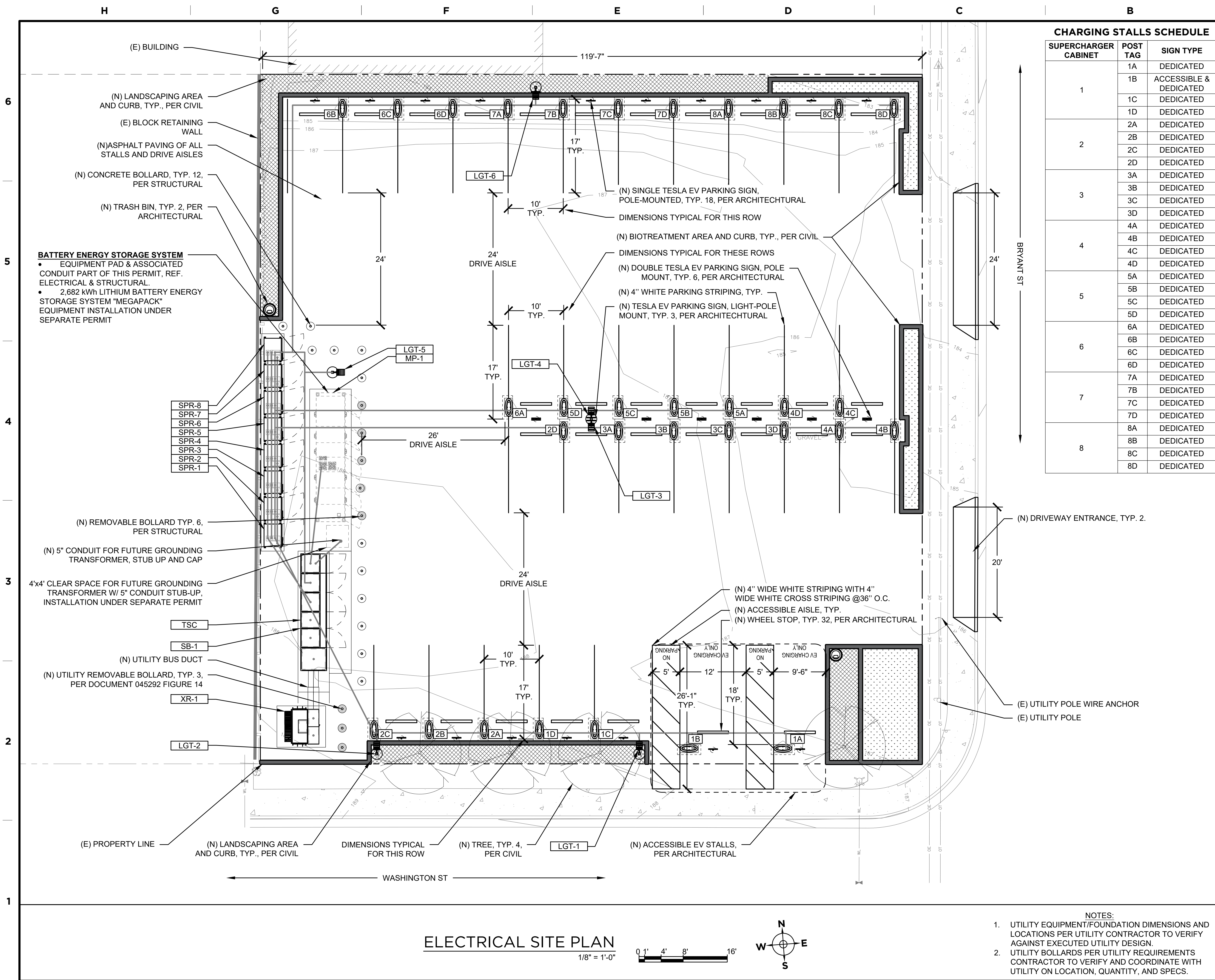
NO.	REVISION	DATE

DEMO PLAN

G-101
JB-94015375-00
REV: 0 CD50

DEMOLITION PLAN
1/8" = 1'-0"





CHARGING STALLS SCHEDULE

SUPERCHARGER CABINET	POST TAG	SIGN TYPE
1	1A	DEDICATED
	1B	ACCESSIBLE & DEDICATED
	1C	DEDICATED
	1D	DEDICATED
2	2A	DEDICATED
	2B	DEDICATED
	2C	DEDICATED
	2D	DEDICATED
3	3A	DEDICATED
	3B	DEDICATED
	3C	DEDICATED
	3D	DEDICATED
4	4A	DEDICATED
	4B	DEDICATED
	4C	DEDICATED
	4D	DEDICATED
5	5A	DEDICATED
	5B	DEDICATED
	5C	DEDICATED
	5D	DEDICATED
6	6A	DEDICATED
	6B	DEDICATED
	6C	DEDICATED
	6D	DEDICATED
7	7A	DEDICATED
	7B	DEDICATED
	7C	DEDICATED
	7D	DEDICATED
8	8A	DEDICATED
	8B	DEDICATED
	8C	DEDICATED
	8D	DEDICATED

SITE LEGEND

- (N) CONDUIT ROUTE, SHOWN FOR DIAGRAMMATIC PURPOSES ONLY.
- (N) REMOVABLE BOLLARD
- (N) CONCRETE BOLLARD
- (N) POLE-MOUNTED LIGHT FIXTURE
- (N) SIGN
- (E) SIGN
- (N) BIOTREATMENT AREA, PER CIVIL
- (N) SHRUBS, PER LANDSCAPING
- (N) CURB, PER CIVIL
- (N) TREE, PER LANDSCAPING

PARKING SIGNS



DEDICATED ACCESSIBLE

EQUIPMENT TAGS

XR-#

TRANSFORMER (PROVIDED BY UTILITY PER UTILITY DESIGN)

SB-#

SWITCHBOARD

SPR-#

SUPERCHARGER CABINET

MP-#

MEGAPACK

TSC

TESLA SITE CONTROLLER

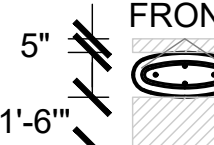
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SUPERCHARGER POST

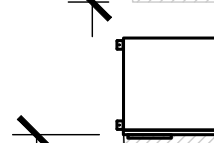
LGT-#

LIGHT

MINIMUM SERVICE CLEARANCES



CHARGE POST



SUPERCHARGER CABINET



TRANSFORMER

FROM PAD EDGE 3' ON ALL SIDES AND 8' FROM FRONT (VERIFY WITH UTILITY STANDARDS)

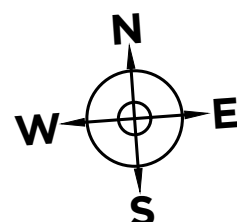
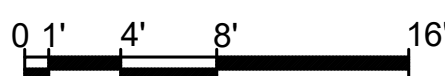
PARKING STALL SCHEDULE

EXISTING STANDARD STALLS UTILIZED AS A RESULT OF THIS PROJECT	0
PROPOSED TESLA STALLS	32
PROPOSED STANDARD STALLS	0
AB1100 EV VAN CREDIT	1
NET STALL COUNT	33

- NOTES:
- UTILITY EQUIPMENT/FOUNDATION DIMENSIONS AND LOCATIONS PER UTILITY CONTRACTOR TO VERIFY AGAINST EXECUTED UTILITY DESIGN.
 - UTILITY BOLLARDS PER UTILITY REQUIREMENTS CONTRACTOR TO VERIFY AND COORDINATE WITH UTILITY ON LOCATION, QUANTITY, AND SPECS.

ELECTRICAL SITE PLAN

1/8" = 1'-0"



3500 DEER CREEK RD.
PALO ALTO, CA 94304
(650) 681-5000

ORIGINAL SIZE 24"x36"
SHEET SIZE ARCH "D"

TESLA SUPERCHARGER_DALY CITY, CA
32 SUPERCHARGERS
TESLA SUPERCHARGER_DALY CITY, CA
1590 BRYANT ST
DALY CITY, CA 94015

DATE									
NO.	REVISION								

SITE PLAN

E-101

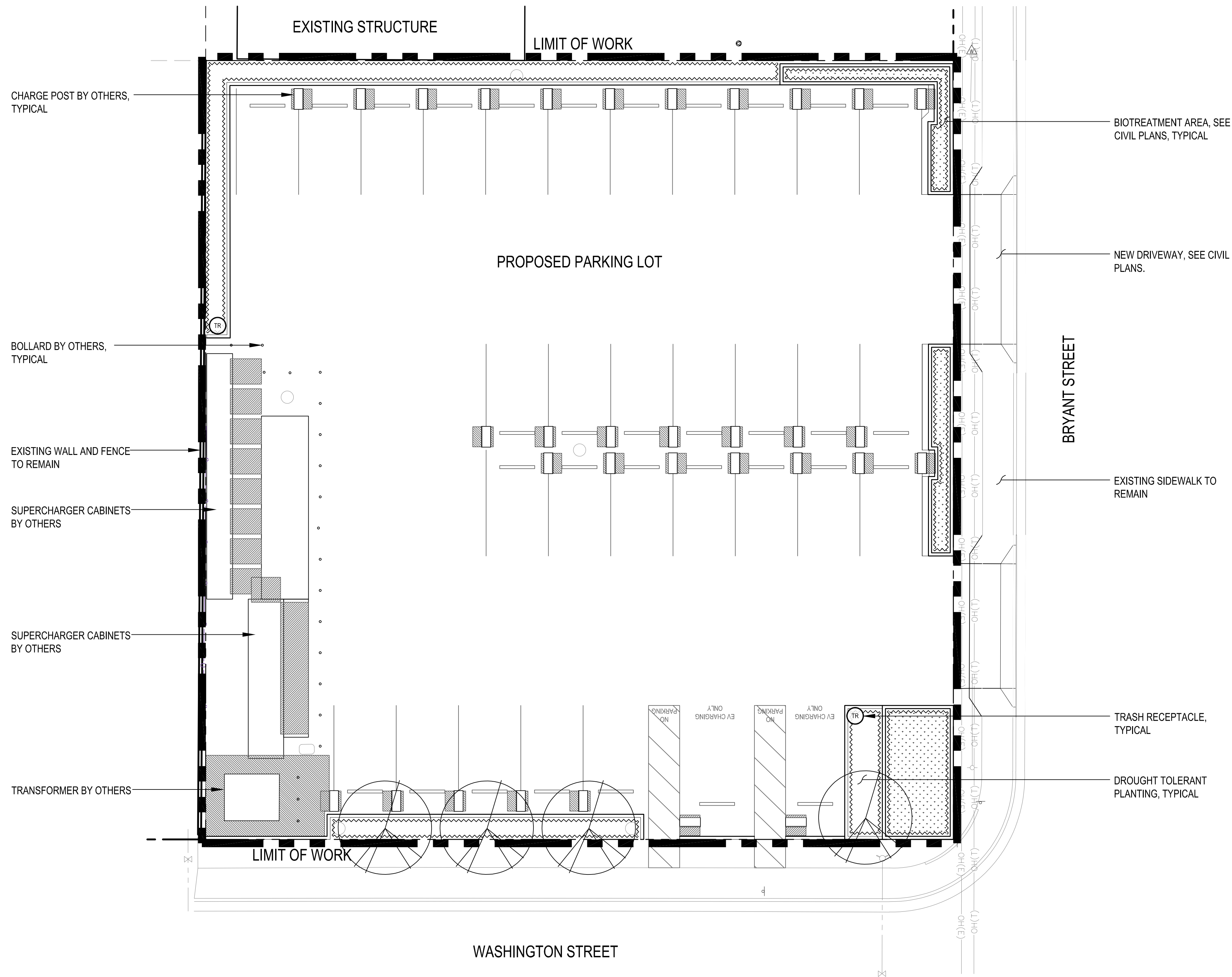
JB-94015375-00

REV: 0

CD50

PROPRIETARY AND CONFIDENTIAL

S:\PROJECTS\59940\LA\BRYANT STREET DAILY CITY PLANNING\59940CL.DWG



- NOTES:
1. SEE SHEET L2 FOR PLANTING LEGEND, NOTES, AND DETAILS.
2. SEE SHEET L4 FOR IRRIGATION DETAILS.

HMH
Land Use Entitlements
Land Planning
Landscape Architecture
Civil Engineering
Utility Design
Land Surveying
Stormwater Compliance
1570 Oakland Road (408) 487-2200
San Jose, CA 95131 HMHca.com

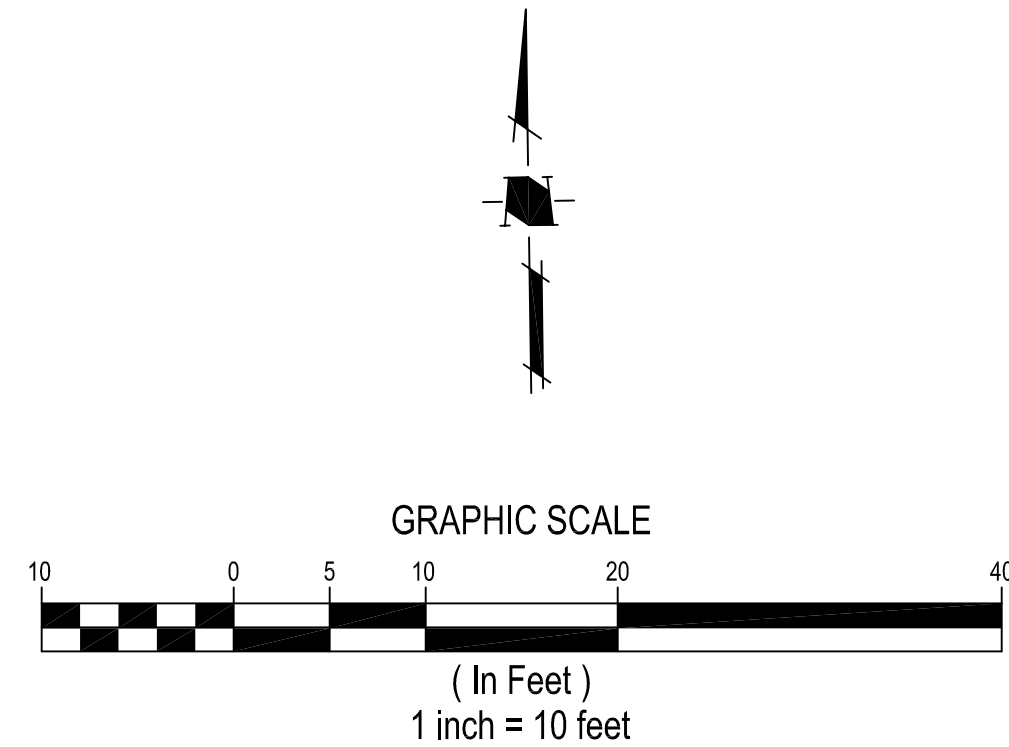


TESLA
SUPERCHARGERS
1590 BRYANT STREET
DALY CITY, CA 94015

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NO	DATE	DESCRIPTION
PROJECT NO:	5994.00	
CAD DWG FILE:	599400CL.DWG	
DESIGNED BY:	AMC	
DRAWN BY:	AMC	
CHECKED BY:	CM	
DATE:	XXX. XX. XXXX	
SCALE:	1" = 10'	
© HMH		

LANDSCAPE PLAN

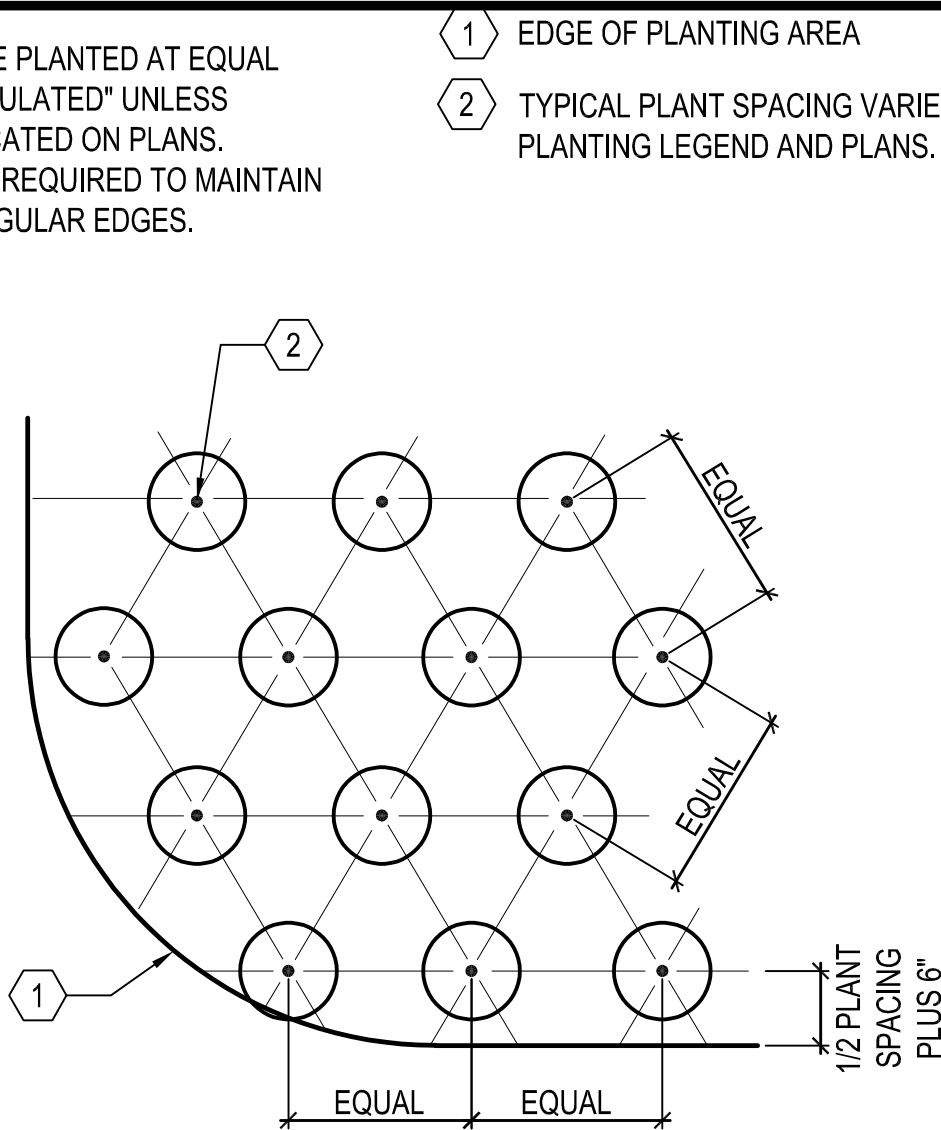
L1



S:\PROJECTS\6940\LAURRYANT STREET DALY CITY\PLANNING\6940CL.DWG

NOTES:

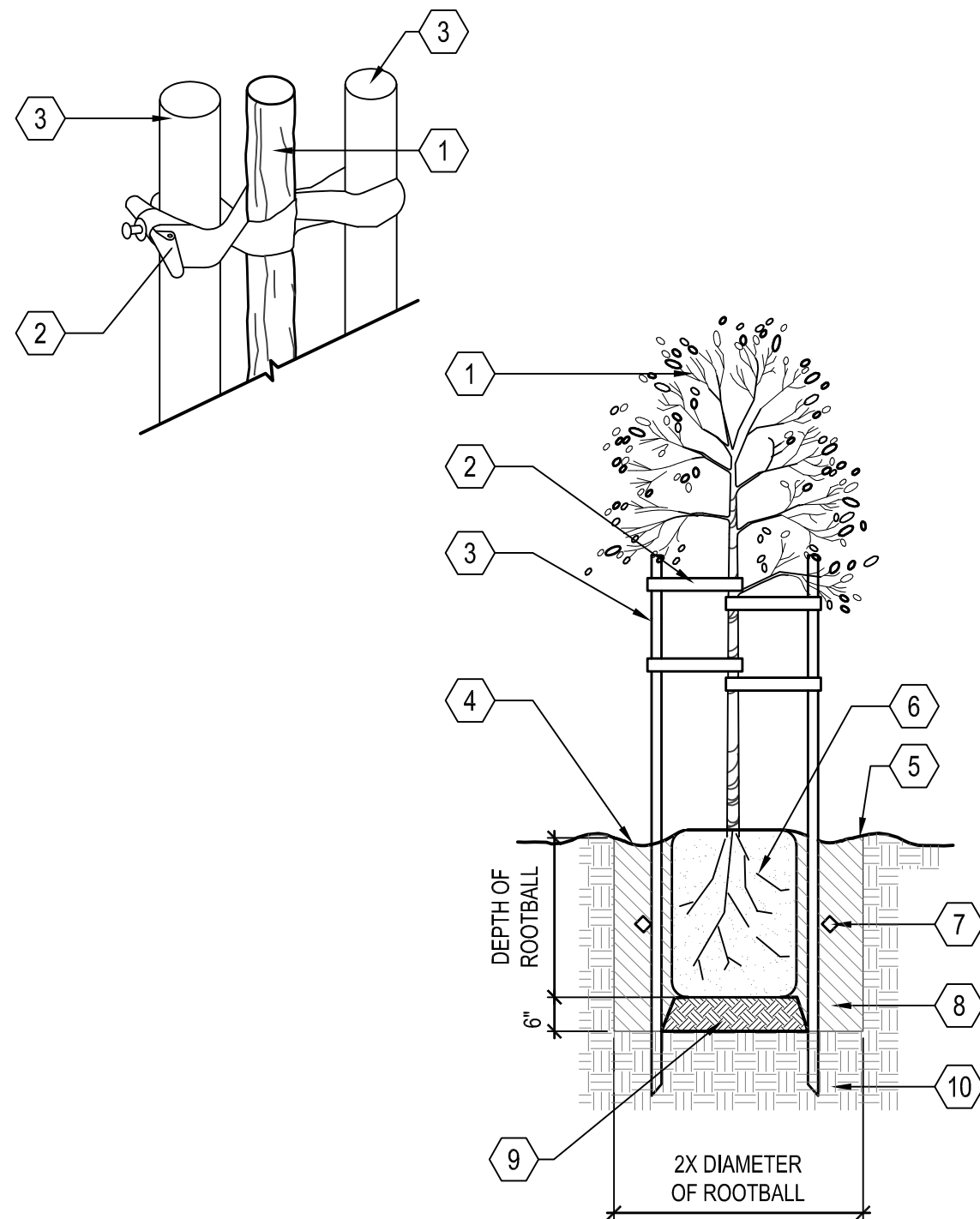
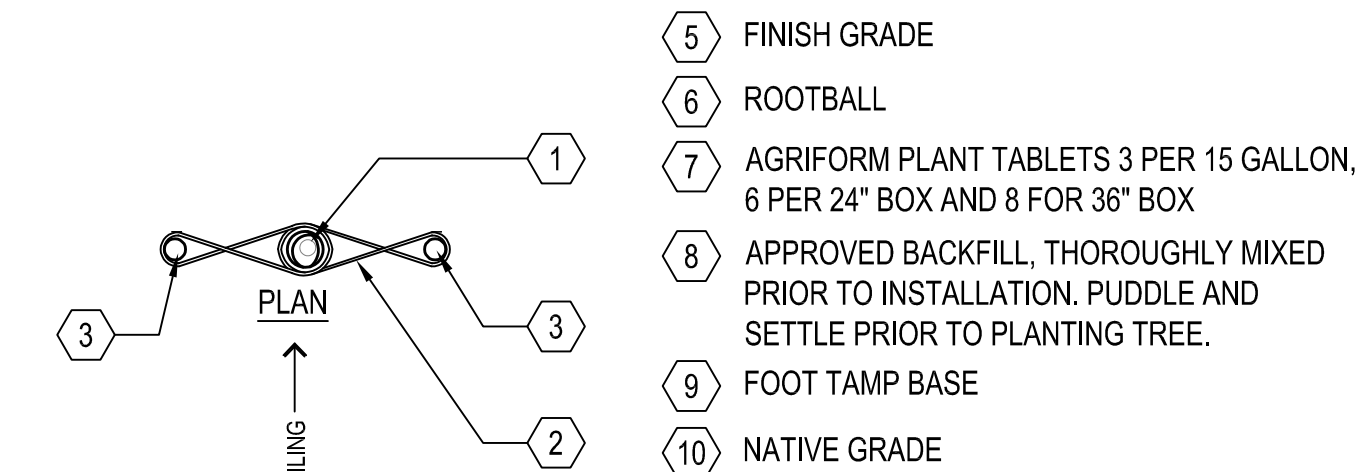
1. ALL PLANTS TO BE PLANTED AT EQUAL SPACING "TRIANGULATED" UNLESS OTHERWISE INDICATED ON PLANS.
2. INFILL PLANTS AS REQUIRED TO MAINTAIN SPACING AT IRREGULAR EDGES.



C GROUNDCOVER PLANTING
SCALE: NOT TO SCALE

NOTES:

1. SEE PLANTING SPECIFICATIONS PRIOR TO INSTALLATION OF PLANT MATERIALS.
2. THIS DETAIL APPLIES TO 15 GALLON AND 24" BOX TREES.
3. ROOTBALL CROWN TO EXTEND 1" ABOVE FINISH GRADE.
4. TREES INSTALLED WITHIN TURF AREAS SHALL BE INSTALLED WITH 'ARBOR-GARD' AT BASE OF TRUNK.



B TREE STAKING (DOUBLE)
SCALE: N.T.S.

PROPOSED PLANT LEGEND

	BOTANICAL NAME	COMMON NAME	MINIMUM CONTAINER SIZE	HxW	WUCOLS	DESCRIPTION
TREE						
	CERCIS OCCIDENTALIS	WESTERN REDBUD	15 GALLON	20' X 15'	VL	PINK FLOWERS
SHRUBS						
	FRANGULA CALIFORNICA	COFFEEBERRY	1 GALLON	8' X 8'	L	RED/PURPLE/BLACK BERRY
	MYRICA CALIFORNICA	PACIFIC CRAPE MYRTLE	1 GALLON	10'X10'	L	EVERGREEN
	SALVIA CLEVELANDII	CLEVELAND SAGE	1 GALLON	4' X 8'	L	BLUE FLOWERS
BIOTREATMENT PLANTING						
	BACCHARIS PILULARIS 'TWIN PEAKS'	TWIN PEAKS COYOTE BRUSH	1 GALLON	3' X 8'	L	LIGHT GREEN FOLIAGE
	JUNCUS PATENS	COMMON RUSH	1 GALLON	3' X 3'	L	GRAY-GREEN FOLIAGE

NOTES:

1. 3" THICK LAYER OF BARK MULCH IN ALL PLANTER AREAS.
2. NON-FLOATABLE COMPOSTED BARK MULCH THAT IS CONSISTENT WITH THE STORM WATER CONTROL PLAN SHALL BE SPECIFIED FOR BIOTREATMENT CELLS.

PLANTING PLAN NOTES

CONTRACTOR SHALL PROVIDE ALL LABOR, MATERIALS, AND EQUIPMENT NECESSARY TO FURNISH AND INSTALL PLANT MATERIAL AS SHOWN ON THE DRAWINGS AND AS DESCRIBED IN THE SPECIFICATIONS.

UNLESS DESIGNATED ON THE DRAWINGS OTHERWISE, STRUCTURAL IMPROVEMENTS AND HARDSCAPE SHALL BE INSTALLED PRIOR TO PLANTING OPERATIONS.

PLANT LIST ON THE DRAWINGS SHALL BE USED AS A GUIDE ONLY. CONTRACTOR SHALL TAKEOFF AND VERIFY SIZES AND QUANTITIES BY PLAN CHECK.

A SOIL MANAGEMENT REPORT SHALL BE PROVIDED BY LANDSCAPE CONTRACTOR AND SOIL AMENDMENTS SHALL BE FOLLOWED PER THE REPORT. PHYSICAL COPIES OF THE SOIL MANAGEMENT REPORT SHALL BE PROVIDED TO THE CLIENT, PROJECT LANDSCAPE ARCHITECT AND LOCAL AGENCY AS REQUIRED. THE SOIL MANAGEMENT REPORT SHALL CONFORM TO STATE AB1881 WATER EFFICIENT LANDSCAPE ORDINANCE (WELO) OR LOCAL AGENCY ADOPTED WELO. CONTRACTOR SHALL OBTAIN A SOILS MANAGEMENT REPORT AFTER GRADING OPERATIONS AND PRIOR TO PLANT INSTALLATION.

SAMPLES OF FERTILIZERS, ORGANIC AMENDMENT, SOIL CONDITIONERS, AND SEED SHALL BE SUBMITTED PRIOR TO INCORPORATION. CONTRACTOR SHALL FURNISH TO THE OWNER'S AUTHORIZED REPRESENTATIVE A CERTIFICATE OF COMPLIANCE FOR SUCH FURNISHED MATERIALS.

ALL WORK ON THE IRRIGATION SYSTEM, INCLUDING HYDROSTATIC, COVERAGE, AND OPERATIONAL TESTS AND THE BACKFILLING AND COMPACTION OF TRENCHES SHALL BE PERFORMED PRIOR TO PLANTING OPERATIONS.

LOCATIONS OF PLANT MATERIAL SHALL BE REVIEWED ON SITE BY THE OWNER'S AUTHORIZED REPRESENTATIVE PRIOR TO INSTALLATION.

TREES SHALL BE PLANTED NO CLOSER THAN TEN FEET (10') FROM UTILITIES.

TREES PLANTED WITHIN FIVE FEET (5') OF HARDSCAPE OR STRUCTURES SHALL BE INSTALLED WITH A ROOT BARRIER AS APPROVED BY THE OWNER'S AUTHORIZED REPRESENTATIVE.

CONTRACTOR MUST CONTACT THE CITY OF DALY CITY ARBORIST AT 650-746-8375 TO VERIFY SPECIES (EVEN IF SHOWN ON THE PLANS), LOCATIONS, AND QUANTITIES OF ALL STREET TREES PRIOR TO ORDERING MATERIAL. IF STREET TREES ARE TO BE PLANTED IN TREE WELLS, FINAL LOCATION OF TREE WELLS SHALL BE DETERMINED BY THE ARBORIST PRIOR TO INSTALLATION OF SIDEWALK.

ALL PLANTING AREAS TO RECEIVE 3" THICK BARK MULCH LAYER. CONTRACTOR SHALL PROVIDE SAMPLE OF PROPOSED BARK MULCH FOR APPROVAL. BARK MULCH SHALL BE LYGSO SMALL FIR BARK (3/4" TO 1-1/2") OR APPROVED EQUAL.

ALL PLANT MATERIAL SHALL BE SELECTED IN ACCORDANCE WITH THE AMERICAN STANDARD FOR NURSERY STOCK (ANSI Z60.1) FOR STANDARD FORM TREES, CALIPER SIZE SHALL BE MEASURED 6" ABOVE THE SOIL LINE FOR CALIPERS EQUAL TO OR LESS THAN 4" FOR CALIPERS GREATER THAN 4", CALIPER SHALL BE MEASURES 12" ABOVE THE SOIL LINE. FOR MULTI-TRUNK TREES THE CALIPER SHALL BE ESTABLISHED BY TAKING THE AVERAGE OF THE CALIPER OF THE TWO LARGEST TRUNKS. CALIPER IS MEASURED 6" ABOVE ORIGINATION POINT OF THE SECOND LARGEST TRUNK OR 6" ABOVE GROUND IF ALL TRUNKS ORIGINATE FROM THE SOIL.

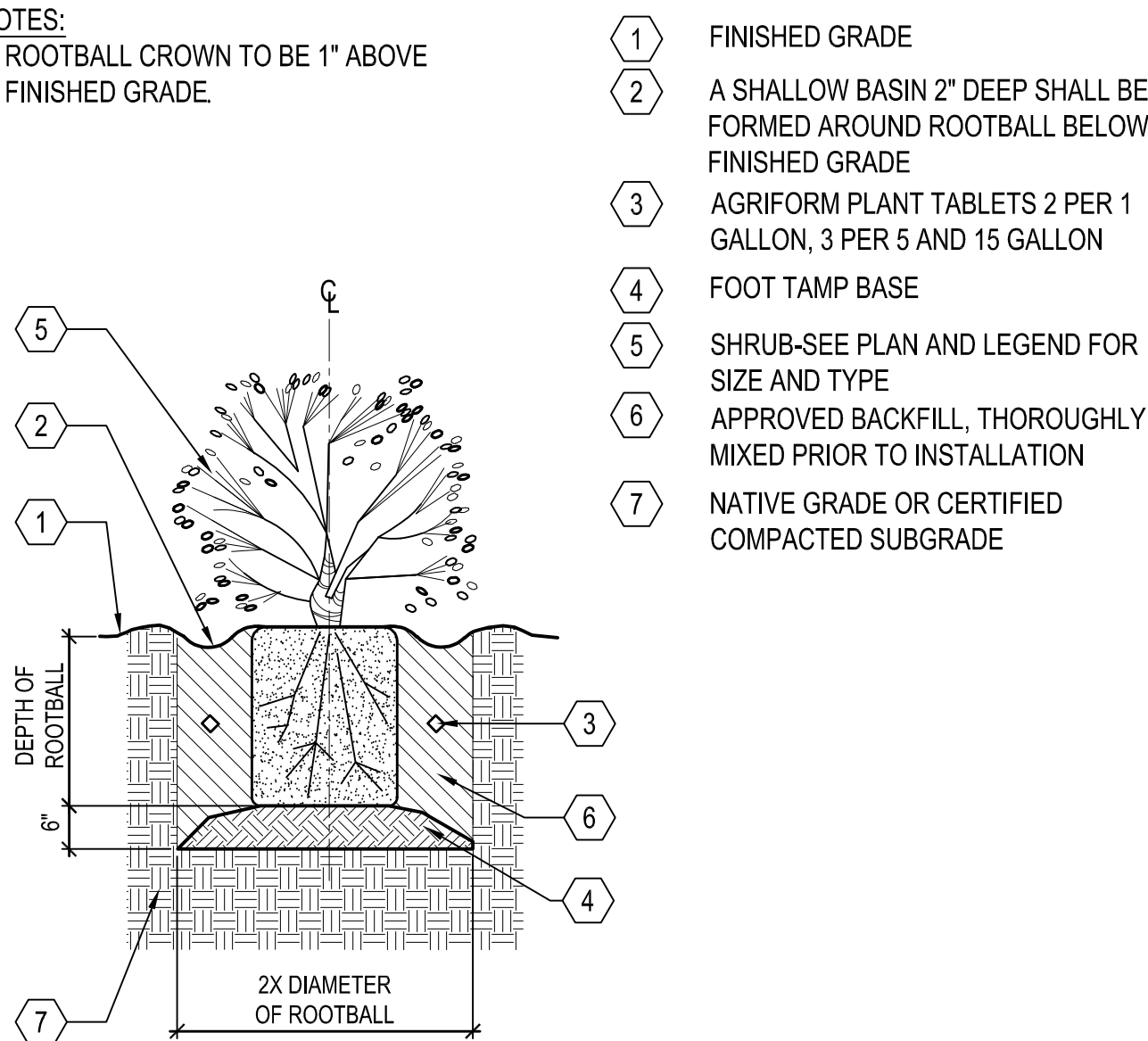
CALIPER SIZES STANDARDS:
15 GALLON: 0.75-1.25"
24" BOX: 1.25-2"
36" BOX: 2-3.5"
48" BOX: 3.5-5"
60" BOX: 4-6"

WATER NEEDS CATEGORY BASED ON WUCOLS IV (JANUARY 2014) LANDSCAPE COEFFICIENT METHOD:

CATEGORY	PERCENTAGE OF ET ₀
(H) HIGH:	0.7-0.9
(M) MEDIUM:	0.4-0.6
(L) LOW:	0.1-0.3
(VL) VERY LOW:	<0.1

NOTES:

1. ROOTBALL CROWN TO BE 1" ABOVE FINISHED GRADE.

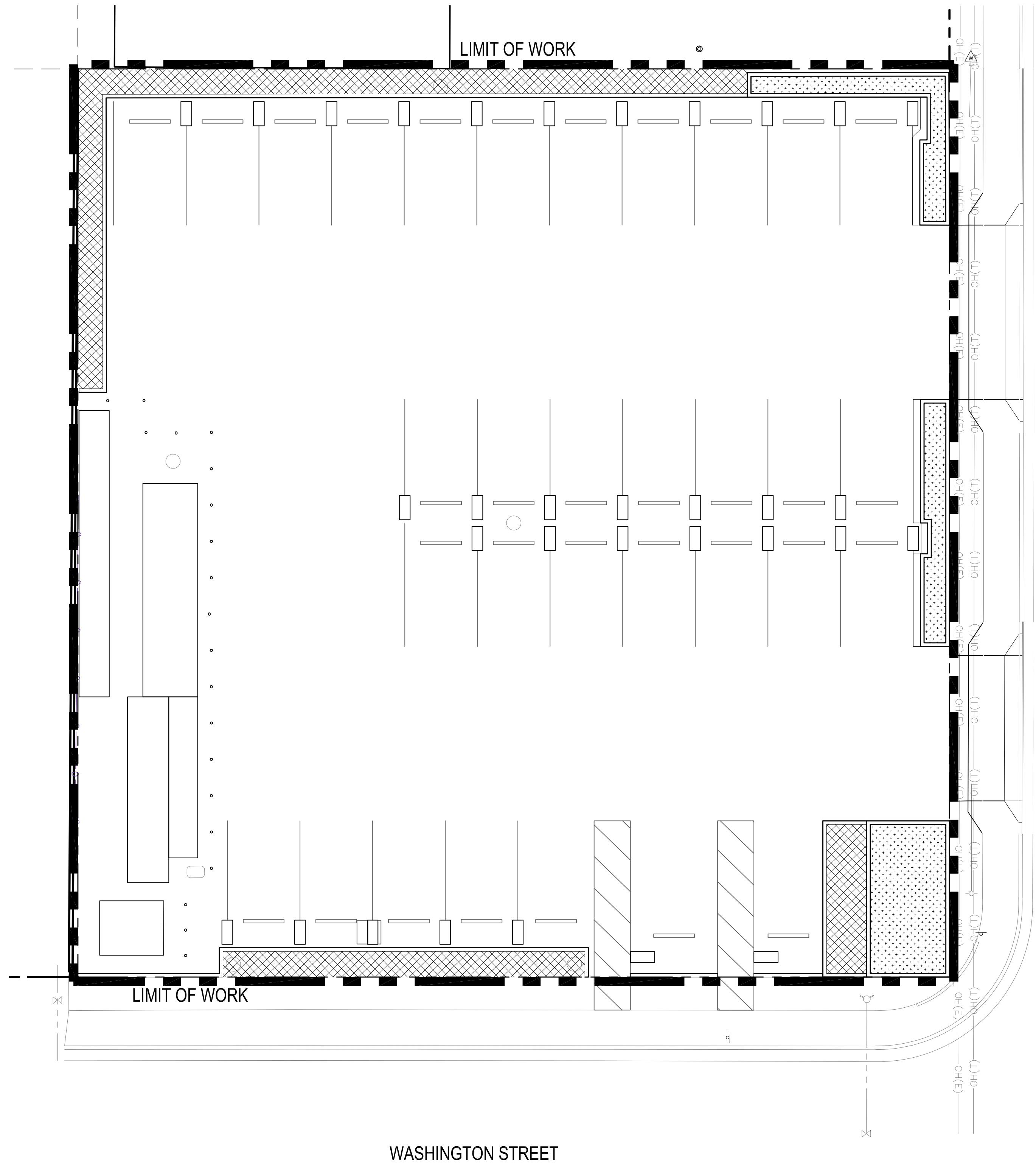


A SHRUB PLANTING
SCALE: NOT TO SCALE

NO	DATE	DESCRIPTION
PROJECT NO:	5994.00	
CAD DWG FILE:	599400CL.DWG	
DESIGNED BY:	AMC	
DRAWN BY:	AMC	
CHECKED BY:	CM	
DATE:	XXXX.XX.XXXX	
SCALE:	AS SHOWN	
© HMH		

PLANTING LEGEND
NOTES, AND
DETAILS

S:\PROJECTS\6940\LAUBRYANT STREET DAILY CITY PLANNING\6940CL.DWG

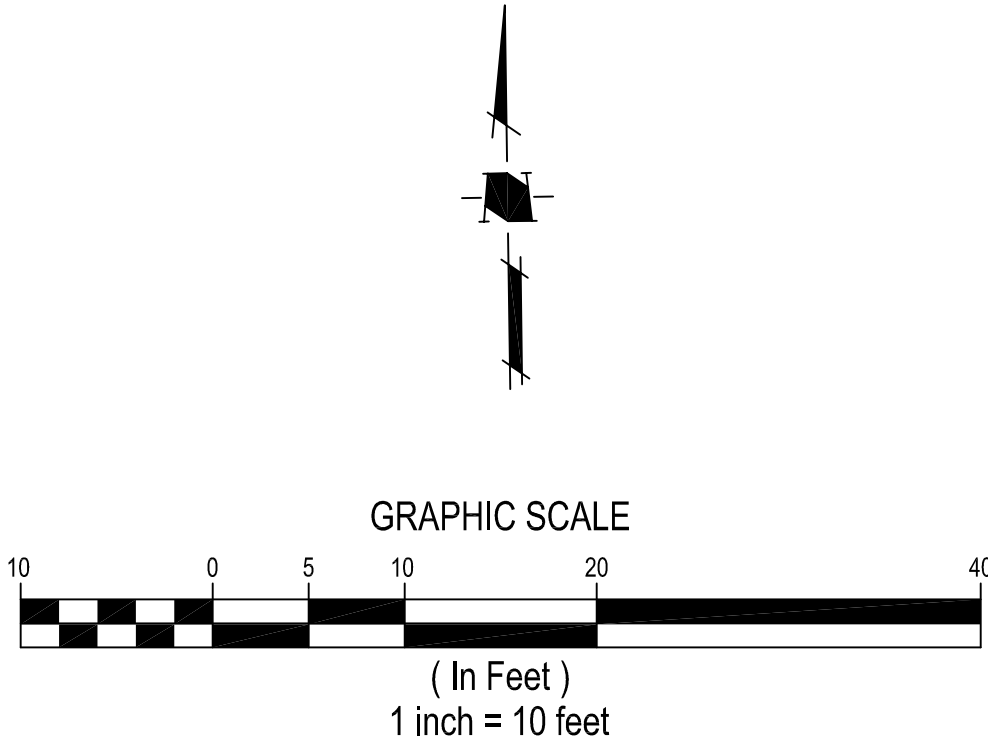


IRRIGATION ZONE LEGEND:

- INLINE DRIP FOR SHRUBS AND GROUND COVER AREAS.
LOW VOLUME BUBBLERS FOR TREES
- DRIP IRRIGATION FOR BIOTREATMENT AREAS

IRRIGATION DESIGN CRITERIA:

- FINAL DESIGN SHALL CONFORM TO AB1881 OR CITY ADOPTED WATER EFFICIENT LANDSCAPE ORDINANCE.
- ALL PLANTING AREAS SHOWN WILL BE COMMONLY MAINTAINED BY THE OWNER AND IRRIGATED BY AN AUTOMATIC IRRIGATION SYSTEM.
- IRRIGATION SYSTEMS WILL BE PERMANENT BELOW GROUND AUTOMATED SYSTEMS ADEQUATE FOR THE ESTABLISHMENT AND MAINTENANCE OF ALL PLANT MATERIAL. THESE SYSTEMS WILL BE INSTALLED AS SOON AS PRACTICAL AFTER GRADING AND PRIOR TO PLANT MATERIAL INSTALLATION AND HYDROSEEDING.
- ALL TURF, TREE, SHRUB AND GROUND COVER AREAS WILL BE IRRIGATED BY A PERMANENT, AUTOMATIC, UNDERGROUND IRRIGATION SYSTEM. ALL SPRAY AREAS WILL BE IRRIGATED BY HIGH EFFICIENCY MATCHED PRECIPITATION RATE POP-UP SPRAY HEADS. TURF, TREE, SHRUB, AND GROUND COVER AREAS SHALL BE ON SEPARATE VALVES ACCORDING TO PLANT WATER REQUIREMENTS AND EXPOSURE.
- ALL IRRIGATION SYSTEMS SHALL BE DESIGNED, MAINTAINED AND MANAGED TO MEET OR EXCEED MINIMUM EFFICIENCY.
- ALL IRRIGATION EQUIPMENT SHALL BE SCREENED APPROPRIATELY FROM VIEW IN PUBLIC AREAS TO THE MAXIMUM EXTENT POSSIBLE.
- THE FINAL IRRIGATION PLAN SHALL ACCURATELY AND CLEARLY IDENTIFY:
 - LOCATIONS AND SIZES OF WATER POINTS OF CONNECTION.
 - LOCATION, TYPE AND SIZE OF ALL COMPONENTS OF THE IRRIGATION SYSTEM, INCLUDING AUTOMATIC CONTROLLERS, MAIN AND LATERAL LINES, VALVES, SPRINKLER HEADS, RAIN SWITCHES, AND QUICK COUPLERS.
 - STATIC WATER PRESSURE AT THE POINTS OF CONNECTION.
 - FLOW RATE (GALLONS PER MINUTE), REMOTE CONTROL VALVE SIZE, AND DESIGN OPERATING PRESSURE (PSI) FOR EACH STATION.
 - HYDROZONE INFORMATION TABLE.
 - WATER USE CALCULATIONS.
- A NEW IRRIGATION WATER METER SHALL BE INSTALLED AS PART OF LANDSCAPE IMPROVEMENTS, LOCATION TO BE DETERMINED.



HMH
Land Use Entitlements
Land Planning
Landscape Architecture
Civil Engineering
Utility Design
Land Surveying
Stormwater Compliance
1570 Oakland Road (408) 487-2200
San Jose, CA 95131 HMHca.com



TESLA
SUPERCHARGERS
1590 BRYANT STREET
DALY CITY, CA 94015

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△		
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△		
△		
NO	DATE	DESCRIPTION
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CAD DWG FILE:	599400CL.DWG	
DESIGNED BY:	AMC	
DRAWN BY:	AMC	
CHECKED BY:	CM	
DATE:	XXX. XX. XXXX	
SCALE:	1" = 10'	
©	HMH	

HYDROZONE PLAN

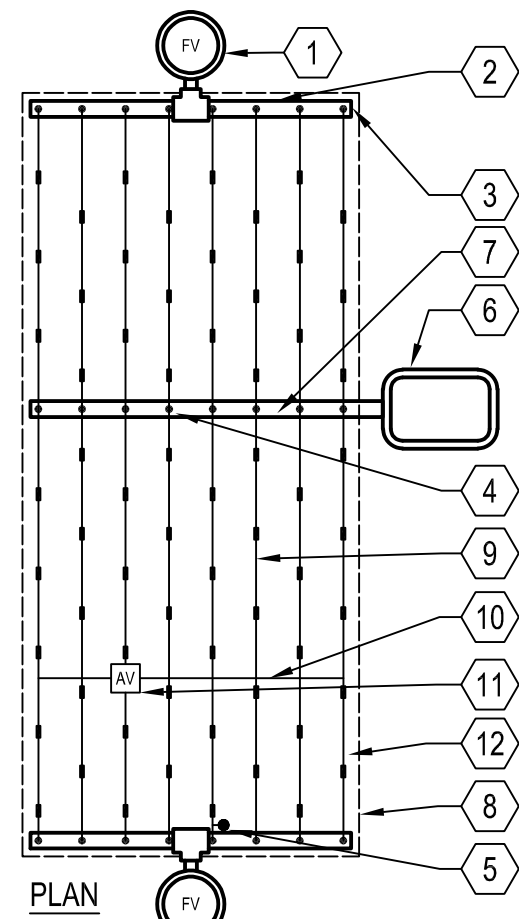
L3

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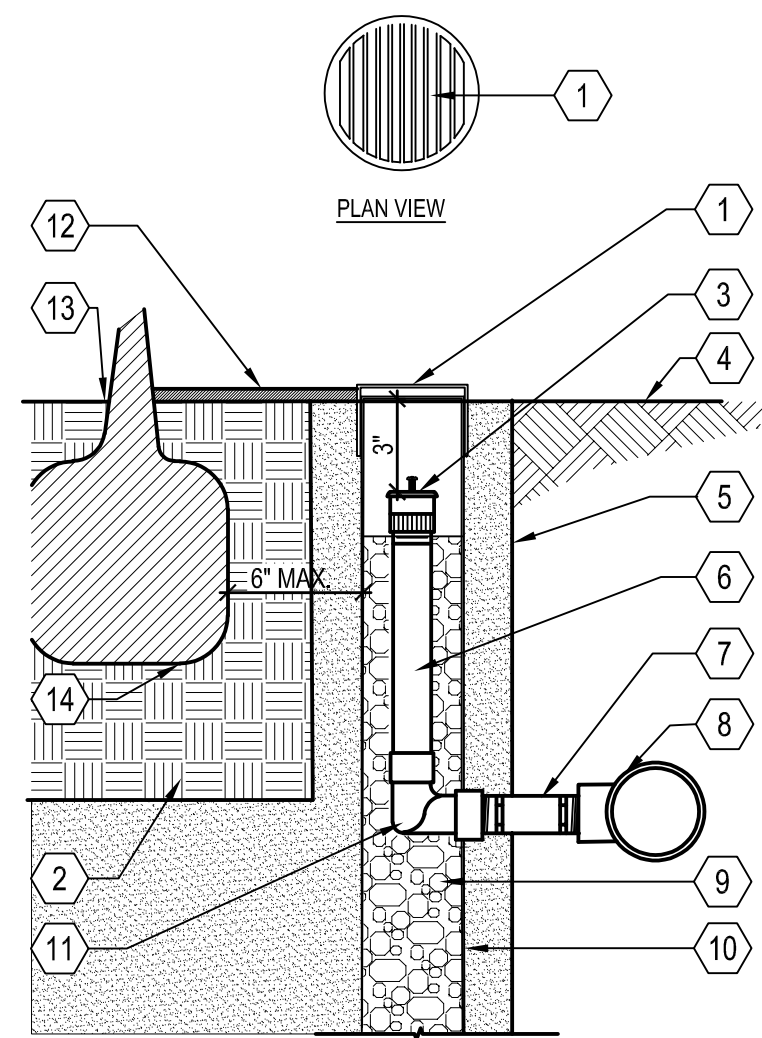
S:\PROJECTS\6940\LAURBRYANT STREET DAILY\PLANNING\6940A.DWG

NOTE:

1. THE TOTAL LENGTH OF ALL INTERCONNECTED DRIP LINE SHALL NOT EXCEED THE MAXIMUM RUN LENGTH



G DRIPLINE CENTER-FEED LAYOUT
N.T.S.

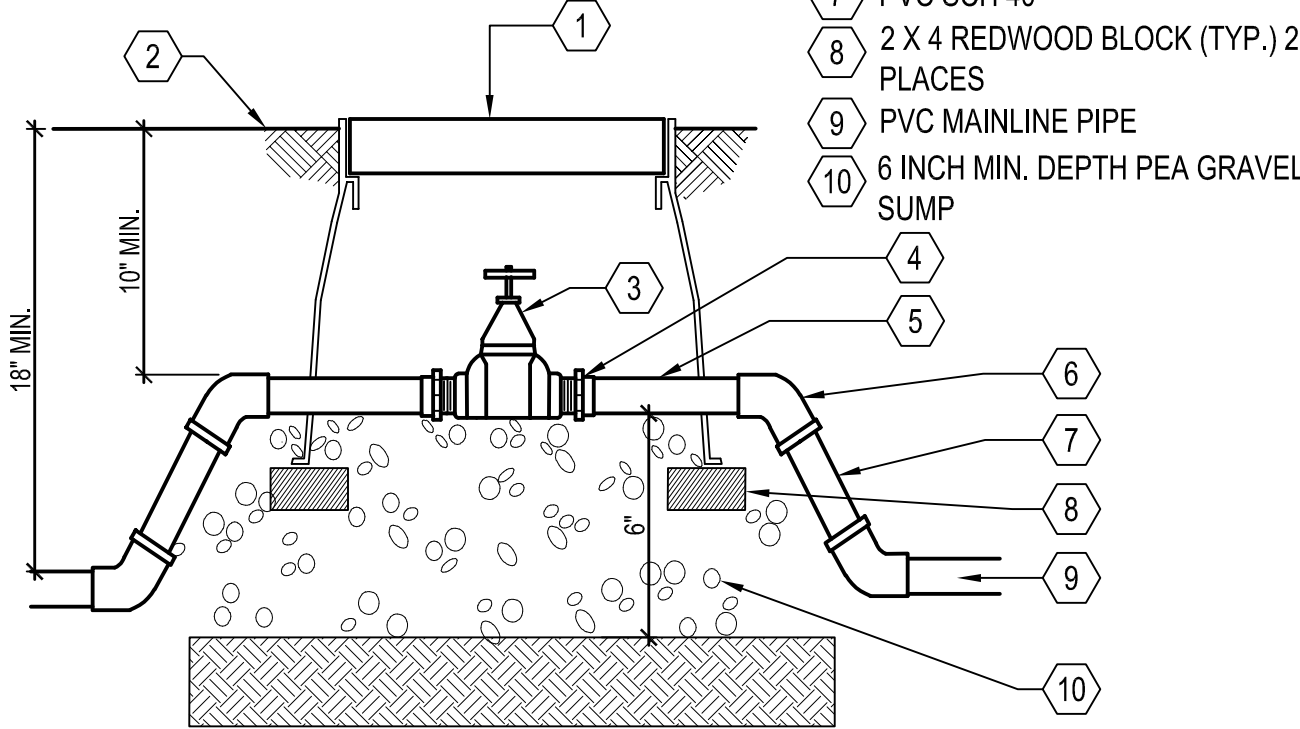


F BELOW GRADE TREE BUBBLER
N.T.S.

- 1 DRIPLINE AUTOMATIC FLUSH VALVE PLUMBED TO FLUSH MANIFOLD AT LOW POINT
2 PVC FLUSH MANIFOLD
3 DRIPLINE MANIFOLD-TO-ELBOW CONNECTION
4 DRIPLINE MANIFOLD-TO-TEE CONNECTION
5 DRIPLINE OPERATION INDICATOR
6 REMOTE CONTROL VALVE WITH FILTER AND PRESSURE REGULATOR
7 PVC SUPPLY MANIFOLD
8 ZONE PERIMETER
9 DRIPLINE LATERAL
10 AIR/VACUUM RELIEF LATERAL DRIPLINE BLANK TUBING CENTERED ON MOUND OR BERM
11 DRIPLINE AIR/VACUUM RELIEF VALVE PLUMBED TO DRIPLINE BLANK TUBING AT EACH HIGH POINT
12 PERIMETER LATERALS 2" TO 4" FROM EDGE

NOTES:

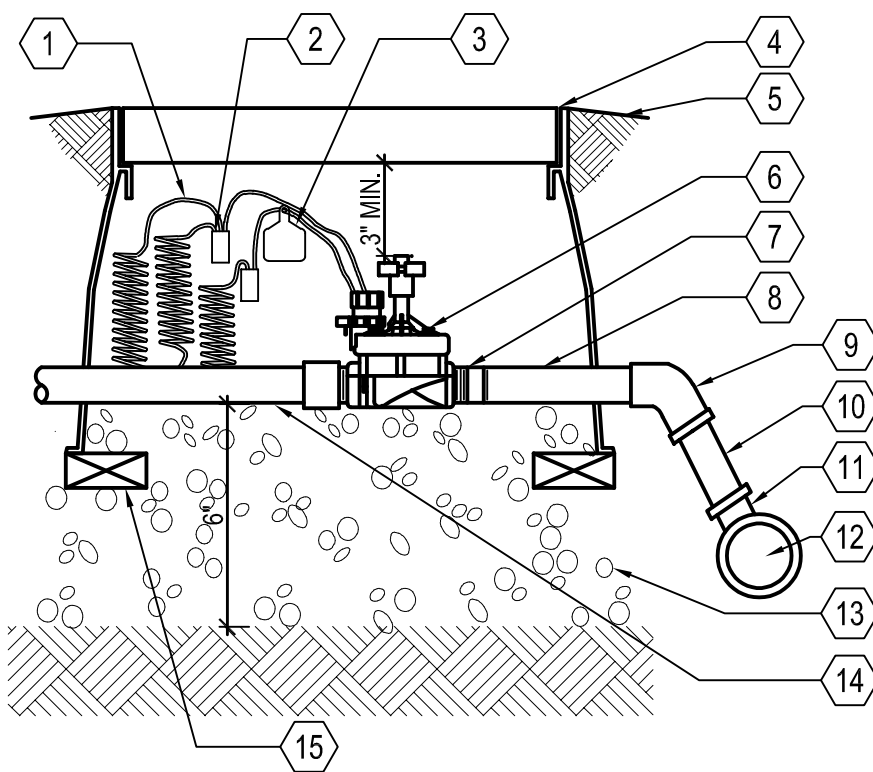
1. PLACE AGGREGATE PRIOR TO INSTALLATION OF VALVE BOX
2. INSTALL VALVE BOX SO TOP OF BOX IS FLUSH WITH ADJACENT HARDSCAPE



E GATE VALVE
N.T.S.

NOTES:

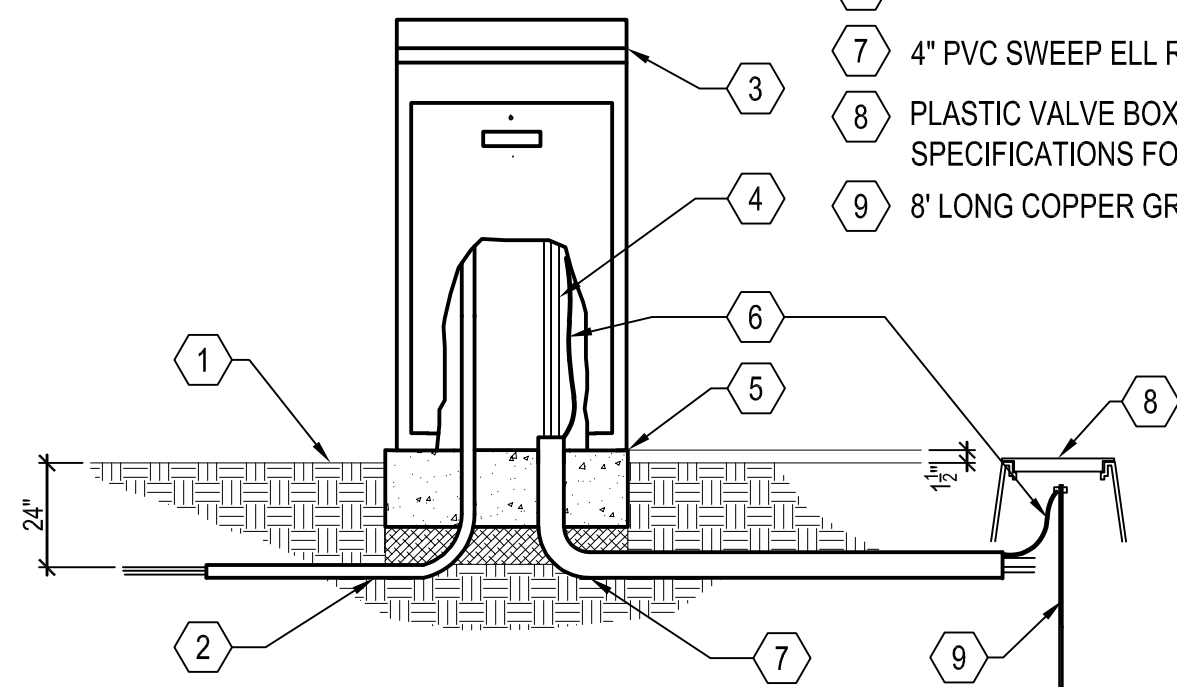
1. DO NOT LOCATE REMOTE CONTROL VALVE IN LAWN



D REMOTE CONTROL VALVE
N.T.S.

NOTE:

1. VERIFY POWER SOURCE WITH PROJECT ELECTRICIAN.
2. ALL ELECTRICAL WORK MUST CONFORM TO LOCAL CODES.

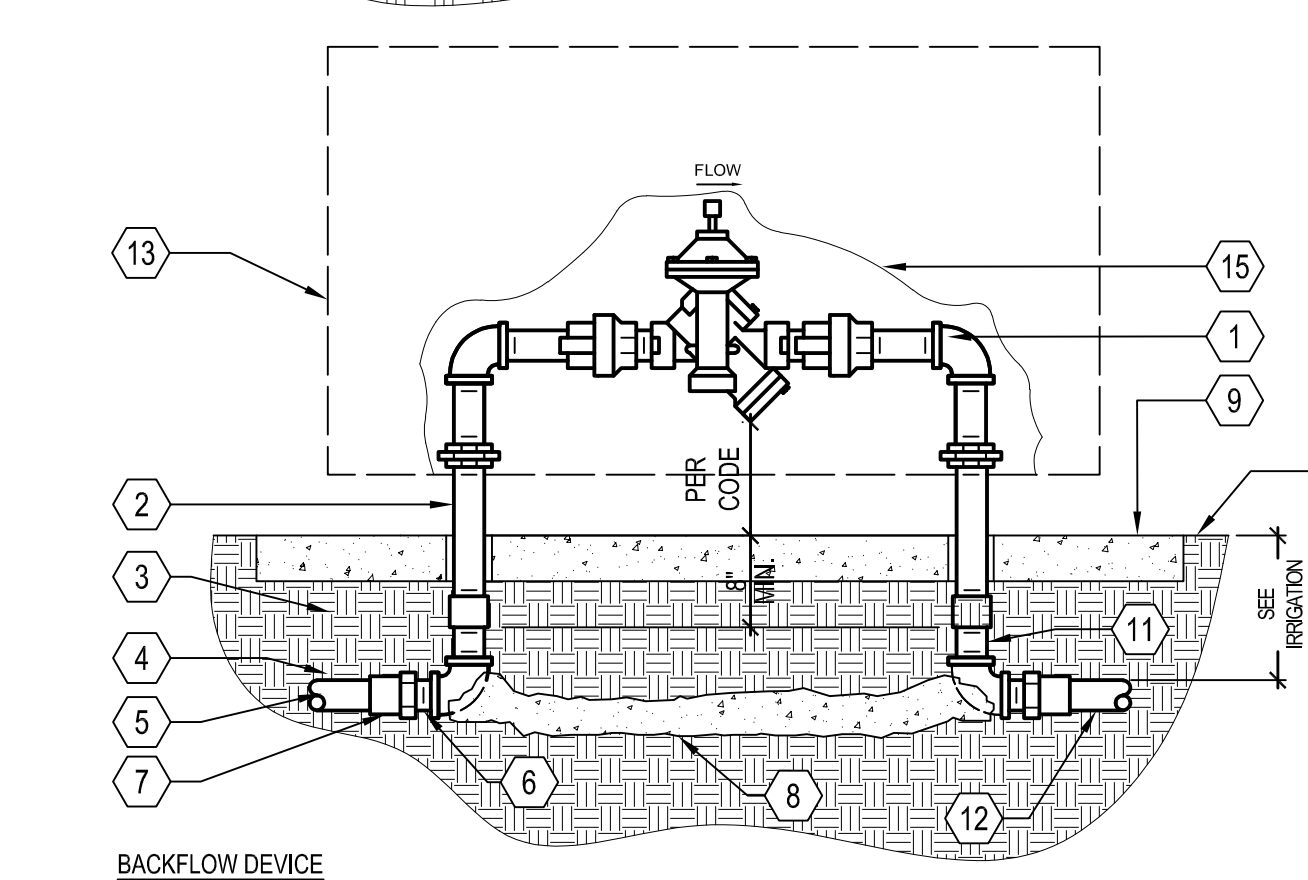
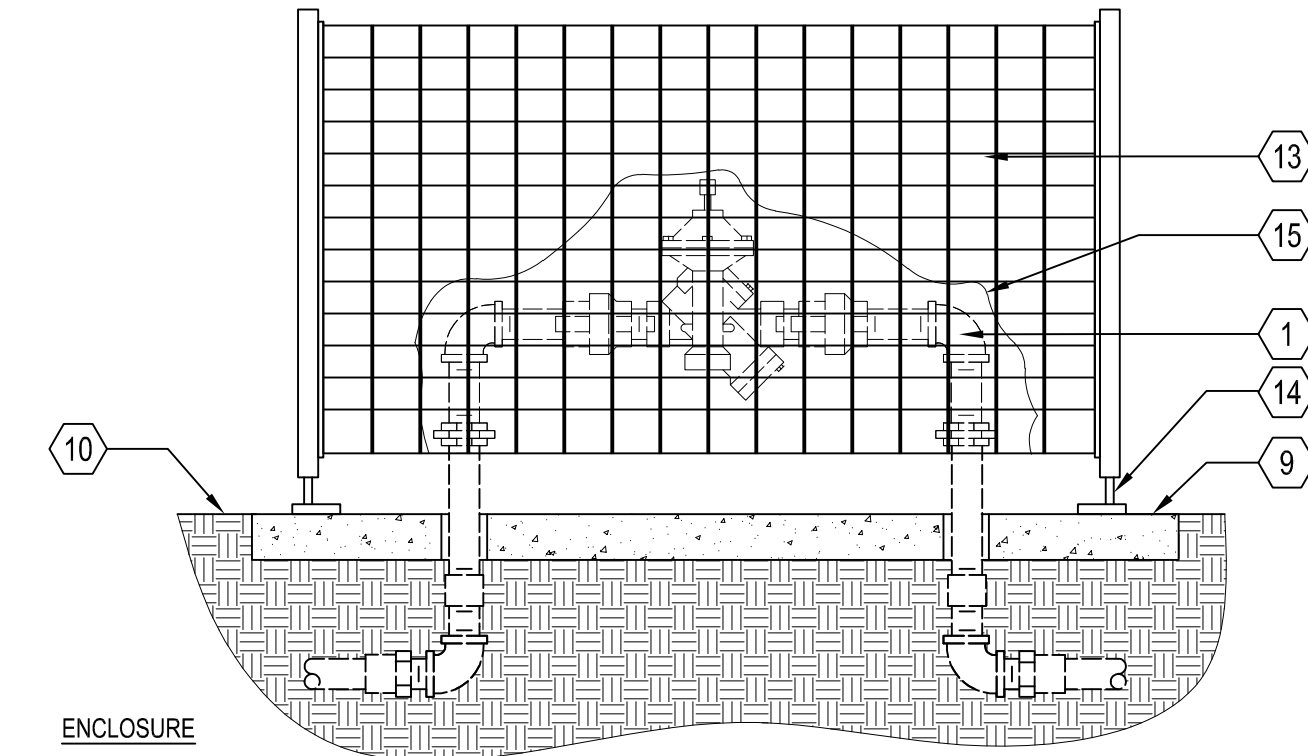


C PEDESTAL MOUNT CONTROLLER
N.T.S.

NOTES:

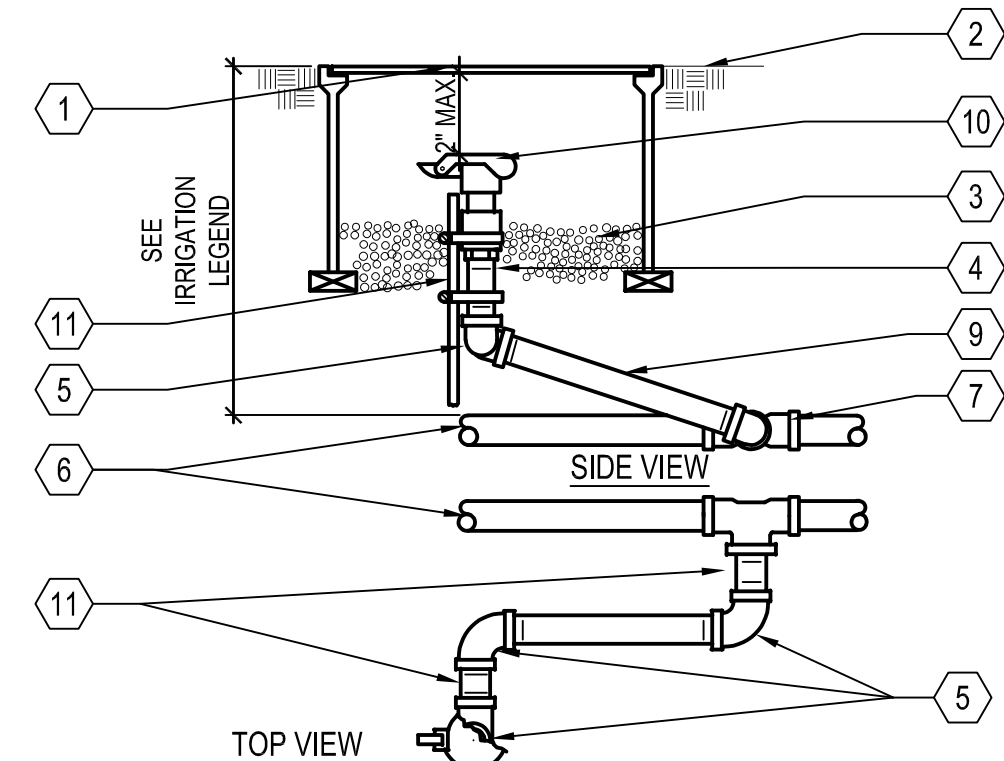
1. NIPPLES AND FITTINGS TO BE SAME IPT SIZE AS BACKFLOW ASSEMBLY.
2. DISSIMILAR METALS SHALL BE SEPARATED BY AN APPROVED DIELECTRIC FITTING.

1 REDUCED PRESSURE BACKFLOW ASSEMBLY PER IRRIGATION LEGEND



B REDUCED PRESSURE BACKFLOW DEVICE ENCLOSURE AND BLANKET
N.T.S.

- 1 10" ROUND PLASTIC VALVE BOX WITH BOLT DOWN LID
2 FINISHED GRADE
3 3/4" CRUSHED ROCK, 6" MIN. DEPTH
4 3" LONG SCHEDULE 80 PVC THREADED NIPPLE
5 SCH 80 PVC THREADED 90 DEGREE ELL
6 PVC MAINLINE
7 MAINLINE FITTING
8 10" LONG SCH 80 PVC THREADED NIPPLE
9 QUICK COUPLING VALVE
10 1 1/4" x 1 1/4" x 3/16" ANGLE IRON 30" LONG, 2 STAINLESS STEEL STRAPS



A QUICK COUPLING VALVE
N.T.S.

NO	DATE	DESCRIPTION
PROJECT NO:	5994.00	
CAD DWG FILE:	599400CL.DWG	
DESIGNED BY:	AMC	
DRAWN BY:	AMC	
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DATE:	XXX. XX. XXXX	
SCALE:	AS SHOWN	
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IRRIGATION DETAILS

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A BRYANT STREET AND WASHINGTON STREET INTERSECTION



B WASHINGTON STREET ELEVATION



C BRYANT STREET ELEVATION



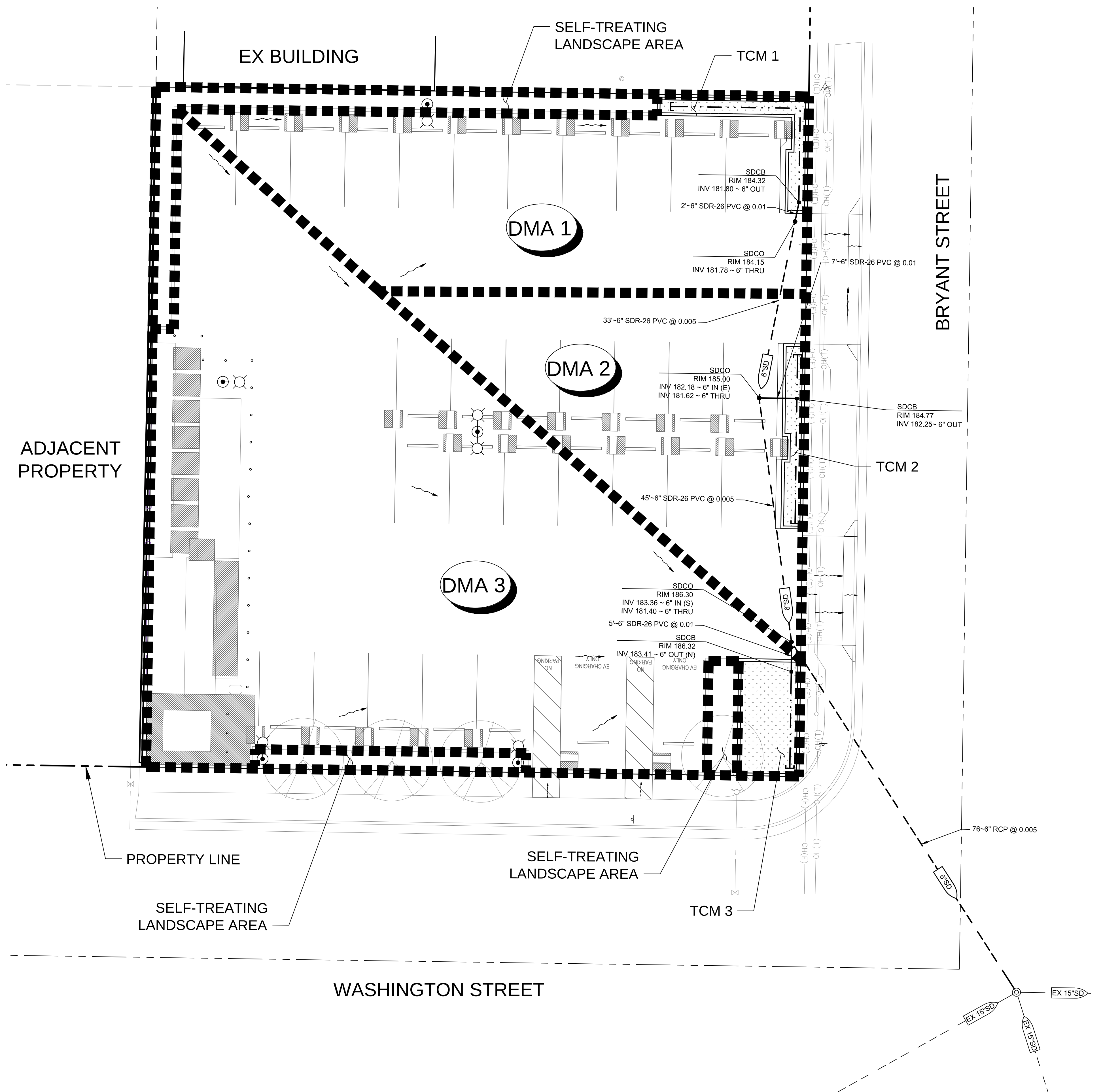
TESLA
SUPERCHARGERS
1590 BRYANT STREET
DALY CITY, CA 94015

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NO	DATE	DESCRIPTION
PROJECT NO:		5994.00
CAD DWG FILE:		599400CL.DWG
DESIGNED BY:		AMC
DRAWN BY:		AMC
CHECKED BY:		CM
DATE:		XXX. XX. XXXX
SCALE:		AS SHOWN
© HMH		

SITE ELEVATIONS

L5

S:\PROJECTS\599400\LD\GRADING AND DRAINAGE PLAN\LOT DRAWINGS\599400GR03 SW.DWG

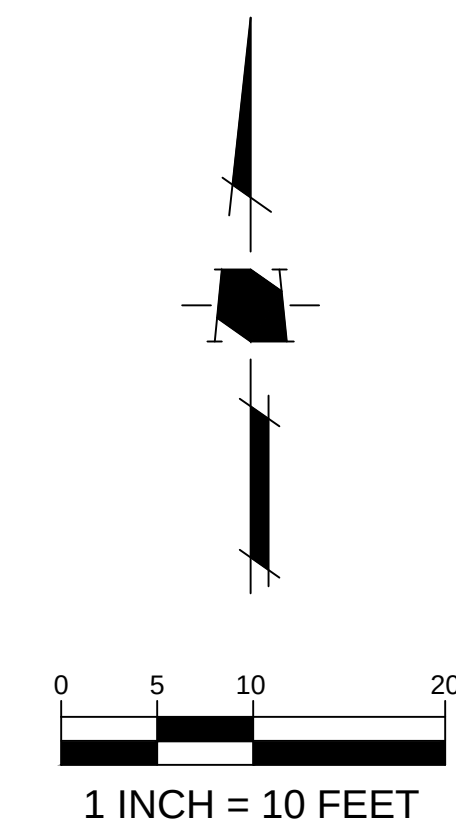


LEGEND:

- BIOTREATMENT AREA
- DMA # DRAINAGE MANAGEMENT AREA
- EX WATER LINE
- OH(T) EX OVERHEAD TELEPHONE LINE
- OH(E) EX OVERHEAD ELECTRICAL LINE
- STORM DRAIN LINE
- SAW CUT LINE
- GRADE BREAK LINE
- DIRECTION OF SURFACE DRAINAGE
- AC ASPHALT CONCRETE
- ES EXISTING SURFACE
- EX EXISTING
- FG FINISHED GROUND
- FH FIRE HYDRANT
- FL FLOW LINE
- FS FINISHED SURFACE
- HP HIGH POINT
- INV INVERT
- PVC POLYVINYL CHLORIDE PIPE
- RCP REINFORCED CONCRETE PIPE
- SDCB STORM DRAIN CATCH BASIN
- SDCO STORM DRAIN CLEANOUT
- SDMH STORM DRAIN MANHOLE
- TC TOP OF CURB
- TCM TREATMENT CONTROL MEASURE
- TVC TOP OF VERTICAL CURB
- PROPOSED TREE (SEE LANDSCAPE PLANS)

ALL CURBS TO BE 6" UNLESS OTHERWISE NOTED

REFER TO LANDSCAPE PLANS FOR TREE REMOVAL AND MITIGATION MEASURES



HMM

Land Use Entitlements
Land Planning
Landscape Architecture
Civil Engineering
Utility Design
Land Surveying
Stormwater Compliance

1570 Oakland Road (408) 487-2200
San Jose, CA 95131 HMMca.com



TESLA

3500 DEER CREEK RD.
PALO ALTO, CA 94304
(650) 681-5000

1590 BRYANT STREET GRADING PLAN DALY CITY, CALIFORNIA

NO	DATE	DESCRIPTION
PROJECT NO:	5994.00	
CAD DWG FILE:	599400GR03 SW.DWG	
DESIGNED BY:	RCH	
DRAWN BY:		
CHECKED BY:	BC	
DATE:	MAY 27, 2021	
SCALE:		
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STORMWATER
CONTROL PLAN

C-102

PLOTTED: 5/28/2021 12:29 PM



3500 DEER CREEK RD.
PALO ALTO, CA 94304
(650) 681-5000

1590 BRYANT STREET

GRADING PLAN

DALY CITY, CALIFORNIA

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NO	DATE	DESCRIPTION
PROJECT NO:		5994.0
CAD DWG FILE:		599400GP03 SW.DWG
DESIGNED BY:		RC
DRAWN BY:		
CHECKED BY:		B
DATE:		MAY 27, 2021
SCALE:		
© HMM		

C-103

Page 744 of 783

BM-0001

PLAN VIEW
SCALE: 1"X

6.00" TYPICAL WALL THICKNESS
LENGTH ID (AS REQUIRED)
CLEAN OUT ACCESS, LOCATED AT END OF UNDERDRAN PIPE.
PERFORATED UNDERDRAN PIPE.
4X #2.00" IRRIGATION PIPES (MINIMUM)
2X 12.00"
OPTIONAL OVERFLOW DEVICE, WITH ADJUSTABLE ELEVATION. SIZE & QUANTITY AS REQUIRED.
WIDTH ID AS REQUIRED
TOP OF WALL SUPPLIED WITH DOWELING INSERTS/HOLES FOR #4 REBAR, EXPOSED REBAR SUPPLIED BY OTHERS.
TOP OF CURB, CURB CUT INLETS, POURED IN FIELD AS REQUIRED, BY OTHERS.
OUTLET, SEE NOTE 2, LOCATION AS REQUIRED.

ELEVATION VIEW
SCALE: 1"X

TOP OF WALL SUPPLIED WITH DOWELING INSERTS/HOLES FOR #4 REBAR, EXPOSED REBAR SUPPLIED BY OTHERS.
CLEAN OUT ACCESS, LOCATED AT END OF UNDERDRAN PIPE.
4X #2.00" IRRIGATION PIPES (MINIMUM).
18.00" MINIMUM
6.00" MINIMUM 1/2" 6.00" SLAB
6.00" MINIMUM DRAIN ROOF.
3.00" MAINT.
18.00" MINIMUM 5.00"/HR ENGINEERED BIORETENTION SOIL BLIND.
PERFORATED UNDERDRAN PIPE.
TOP OF CURB, CURB CUT INLETS, POURED IN FIELD AS REQUIRED, BY OTHERS. (SHOWN IN PHANTOM).
OUTLET, SEE NOTE 2, LOCATION AS REQUIRED.

ISOMETRIC VIEW
TYPICAL INSTALLATION
SCALE: 1"X

TOP OF CURB, CURB CUT INLETS, POURED IN FIELD AS REQUIRED, BY OTHERS. (SHOWN IN PHANTOM).
OUTLET, SEE NOTE 2.
PERFORATED UNDERDRAN PIPE.

NOTES:

1. Provided storage volume & maximum pick weights vary with size.
2. PVC outlet cast monolithic adaptors/angles & external piping by others.
3. BioMod® bioretention systems are designed & manufactured in accordance with ASTM C857 & C858.
4. All exterior surfaces supplied with "Form Finish", decorative & alternate surfaces by others.
5. Engineered bioretention soil blend may be substituted to meet local regulatory requirements.

U.S. PATENTS PENDING.

Media
Filtration

BioMod®
Modular Bioretention System
for Detention Applications

Oldcastle®
Stormwater Solutions

7001 Southpark Plaza, Suite 200 | Littleton, CO 80120 | PH: 800.678.8818 | oldcastlestormwater.com
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DRAWING NO. BM-0001 NR NEW 1/17/15 ECO-0094 DATE JPR 1/17/15 SHEET 1 OF 1

*OR APPROVED EQUAL

SAN WATER POLUTION PREVENTION
Clean Water: Healthy Community

Worksheet for Calculating the Combination Flow and Volume Method

Instructions: After completing Section 1, make a copy of this Excel file for each Drainage Management Area within the project. Enter information specific to the project and DMA in the cells shaded in yellow. Cells shaded in light blue contain formulas and values that will be automatically calculated.

1.0 Project Information

- 1-1 Project Name:
- 2 City/Location ID:
- 3 Site Address or APN:
- 4 Tax or Parcel Map No:
- 5 Rainfall Region:
- 6 Region Mean Annual Precipitation (MAP)
- 7 State Mean Annual Precipitation (MAP)

1590 Bryant Street
006-349-070
7
19.30
25

The calculations presented here are based on the **combination flow and volume** using method provided in the Countywide Program, C.3 Technical Guidance, (version 10/2018). The input presentation format are explained in Section 5.1 of the Guidance, applicable portions of which are included in this file, in the sheet entitled "Worksheet from Chapter 5".

Click here for map

1-8

MAP adjustment factor is automatically calculated as: **1.27**

(The "Site Mean Annual Precipitation (MAP)" is divided by the MAP for the applicable rain group, shown in Table 5.3, below.)
Refer to the map in Appendix C of the C.3 Technical Guidance to identify the Rainfall Region for the site.

2.0 Calculate Percentage of Impervious Surface for Drainage Management Area (DMA)

2-1 Name of DMA:

3

For Items 2-2 and 2-3, enter the areas in square feet for each type of surface within the DMA.

Type of Surface	Area of surface type within DMA (Sq. ft.)	Adjust Percent Effective Impervious Surface
2-2 Impervious surface	8,081	1.0 8,081
2-3 Pervious surface	213	0.1 21
Total DMA Area (square feet)	8,294	

2-4 Total Effective Impervious Area (EIA)

8,102 Square feet

3.0 Calculate Unit Basin Storage Volume in Inches

Table 5-3. Unit Basin Storage Volumes in Inches for 80 Percent Capture Using 48-Hour Drawdowns, based on runoff coefficient

Region	Station, and Mean Annual Precipitation (Inches)	Runoff Coefficient of 1.0
1	Boulder Creek, 55.9"	2.04"
2	La Honda, 24.0"	0.86"
3	Hill Moon Bay, 29.92"	0.82"
4	Palo Alto, 18.6"	0.64"
5	San Francisco, 20.9"	0.75"
6	San Francisco Airport, 20.7"	0.84"
7	San Francisco Oceanview, 19.3"	0.72"

3-1

Unit basin storage volume from Table 5-3:

0.72

(The coefficient for this method is always 1.0, due to the conversion of any landscaping to effective impervious area.)

3-2

Adjusted unit basin storage volume:

0.91 Inches

(The unit basin storage volume [Item 3-1] is adjusted by applying the MAP adjustment factor [Item 1-8].)

3-3

Required Capture Volume (in cubic feet)

617 Cubic feet

(The adjusted unit basin storage volume [Item 3-2] is multiplied by the DMA EIA [Item 2-4] and converted to cubic feet)

4.0 Calculate the Duration of the Rain Event

4-1 Rainfall intensity:

0.2 Inches per hour

4-2 Divide Item 3 by Item 4-1

4.57 Hours of Rain Event Duration

5.0 Preliminary Estimate of Surface Area of Treatment Measure

5-1 4% of DMA EIA (Item 2-4)

324,092

Square feet

5-2 Area 25% smaller than item 5-1 (i.e., 3% of DMA EIA)

243,689

Square feet

5-3 Volume of treated runoff for area in Item 5-2

462,064

Cubic feet (Item 5-2 * 5 inches per hour * 1/12 * Item 4-2)

6.0 Initial Adjustment of Depth of Surface Ponding Area

6-1 Subtract Item 5-3 from Item 3-3

154.28

Cubic feet (Amount of runoff to be stored in ponding area)

6-2 Divide Item 6-1 by Item 5-2

0.63

Feet (Depth of stored runoff to be stored in ponding area)

6-3 Convert Item 6-2 from feet to inches

7.62

Inches (Depth of stored runoff in surface ponding area)

6-4 If ponding depth in Item 6-3 meets your target depth (recommended 6"), skip to Item 8-1. If not, continue to Step 7-1.

(Note: Overflow outlet elevation should be set based on the calculated ponding depth.)

7.0 Optimize Size of Treatment Measure

7-1 Enter an area larger than item 5-2

213

Sq. Ft. (Enter larger area if you need less ponding depth.)

7-2 Volume of treated runoff for area in Item 7-1

405.58

Cubic feet (Amount of runoff to be stored in ponding area)

7-3 Subtract Item 7-2 from Item 3-3

211.54

Cubic feet (Amount of runoff to be stored in ponding area)

7-4 Divide Item 7-3 by Item 7-1

0.99

Feet (Depth of stored runoff in surface ponding area)

7-5 Convert Item 7-4 from feet to inches

<

SAN MATED COUNTY
Water Pollution Prevention Program

San Mateo County, California

Worksheet for Calculating the Combination Flow and Volume Method

Instructions: After completing Section 1, make a copy of this Excel file for each Drainage Management Area within the project. Enter information specific to the project and DMA in the cells shaded in light blue. Then select the input forms and values that will be automatically calculated.

1.0 Project Information

- 1.1 Project Name:
- 1.2 City or Agency:
- 1.3 Site Address or APN:
- 1.4 Tract or Parcel Map No:
- 1.5 Rainfall Region
- 1.6 Region Mean Annual Precipitation (MAP)
- 1.7 Site Mean Annual Precipitation (MAP)

1590 Bryant Street
006-349-070
4
19.30
25

The calculations presented here are based on the **combination flow and volume** being method provided in the Countywide Program's C-3 Technical Guidance, Version 5.0(2020). The chapters below are explained in Section 3.1 of the Guidance, applicable portions of which are indicated in the table, in the sheet named "Guidance from Chapter 1".

Click here for map

1.8

MAP adjustment factor is automatically calculated as:

1.27

(The "Site Mean Annual Precipitation (MAP)" is divided by the MAP for the applicable rain gauge, shown in Table 3.1, below.)
Refer to the map in Appendix C of the C-3 Technical Guidance to identify the Rainfall Region for the site.

2.0 Calculate Percentage of Impervious Surface for Drainage Management Area (DMA)

2.1 Name of DMA:

2

For items 2.2 and 2.3, enter the areas in square feet for each type of surface within the DMA.

Type of Surface	Area of surface type within DMA (Sq. Ft.)	Adjust Previous Area	Effective Impervious Area
2.2 Impervious surface	2,541	1.0	2,541
2.3 Porous surface	94	0.1	9
Total DMA Area (square feet) =	2,635		

2.4

Total (Effective Impervious Area (EIA))

2,550

Square feet

3.0 Calculate Unit Basin Storage Volumes in Inches

Table 3-3 Unit Basin Storage Volumes in Inches for 80 Percent Capture Using 48-Hour Drawdowns, based on runoff coefficient

Region	Station, and Mean Annual Precipitation (Inches)	Runoff Coefficient of 1.0
1	Headwaters, 10.6"	2.66
2	La Honda, 28.4"	0.86
3	Half Moon Bay, 25.9"	0.87
4	Palo Alto, 18.5"	0.84
5	San Francisco, 24.0"	0.73
6	San Francisco Airport, 20.1"	0.87
7	San Francisco Oceanview, 19.1"	0.77

3.1

Unit basin storage volume from Table 3-3:

0.72

(The coefficient for this method is always 1.0, due to the conversion of any indicating to effective impervious area.)

3.2

Adjusted unit basin storage volume:

0.91

Inches

(The unit basin storage volume [Item 3.1] is adjusted by applying the MAP adjustment factor [Item 1.8].)

3.3

Required capture (in cubic feet):

194

Cubic feet

(The adjusted unit basin storage volume [Item 3.2] is multiplied by the DMA EIA [Item 2.4] and converted to cubic feet)

4.0 Calculate the Duration of the Rain Event

4.1 Rainfall intensity:

0.2 Inches per hour

4.2 Rainfall Intensity (Item 4.1):

4.57 Hours of Rain Event Duration

5.0 Preliminary Estimate of Surface Area of Treatment Measure

5.1 4% of DMA EIA (Item 2.4) =

102.016

Square feet

5.2 Area 25% smaller than Item 5.1 (i.e.,

76.512

Square feet

5.3 Volume of treated runoff for area in Item

145.69

Cubic feet (Item 5.2 * 5 inches per hour * 1/12 (Item 4.2))

6.0 Initial Adjustment of Depth of Surface Ponding Area

6.1 Subtract Item 5.3 from Item 5.1 =

48.56

Cubic feet (Amount of runoff to be stored in ponding area)

6.2 Divide Item 6.1 by Item 5.2 =

0.63

Feet (Depth of stored runoff in surface ponding area)

6.3 Convert Item 6.2 from feet to inches:

7.62

Feet (Depth of stored runoff in surface ponding area)

6.4 If ponding depth in Item 6.3 meets your target depth (recommended 6" if not, continue to Step 7.1.

(Note: Overflow outlet elevation should be set based on the calculated ponding depth.)

7.0 Optimize Size of Treatment Measure

7.1 Enter an area larger than Item 5.2

81

Sq. ft. (enter larger area if you need less ponding depth.)

7.2 Volume of treated runoff for area in Item

154.24

Cubic feet (Item 7.1 * 5 inches per hour * 1/12 (Item 4.2))

7.3 Divide Item 7.2 by Item 7.1 =

40.02

Cubic feet (Amount of runoff to be stored in ponding area)



HEXAGON TRANSPORTATION CONSULTANTS, INC.

Memorandum

Date: November 22, 2021
To: Mr. Brendin Christolear, HMM Engineers
From: Kai-ling Kuo
Subject: Traffic Study for the Proposed Tesla Supercharger Station at 1590 Bryant Street in Daly City, California

This memorandum presents the results of the traffic operations analysis for the proposed Tesla supercharger station located at 1590 Bryant Street in Daly City, California (see Figure 1). The project proposes to develop the site located at the northwest corner of the Bryant Street/Washington Street intersection with 32 superchargers (see Figure 2). The station would operate 24 hours/7 days per week. Access to the site would be provided via two driveways on Bryant Street with the southern driveway limited to right-out only.

This traffic study estimates the vehicle trips that would be generated by the site throughout the day, expected utilization of the supercharger station, and peak hours of use of the site based on counts collected at the existing supercharger station located at the Serramonte Shopping Center in Daly City, approximately 1.2 miles south of the project site (see Figure 1).

Based on the trip generation estimates, an intersection level of service analysis was conducted at two study intersections (Sullivan Avenue/Washington Street and Bryant Street/Washington Street) adjacent to the site for the PM peak hour to identify potential adverse traffic operational effects resulting from the trips generated by the project.

Operation of Tesla Superchargers

Tesla superchargers are designed for long distance travelers to charge their vehicles quickly. Depending on vehicle models, the next supercharger station on the travel route, and demand and utilization of the supercharger station, the Tesla user interface or app recommends which station to use and the charging time at station. Typical charging time ranges from 15 to 25 minutes.

Superchargers are designed for fast charging and, therefore, should only be used for as long as it takes to charge a vehicle. To increase supercharger availability, if a vehicle parks at a supercharger after a charging session is complete, idle fees are charged to the fully charged vehicle. Idle fees only apply when a supercharger station is at 50% capacity or more. Idle fees double when the station is at 100% capacity.

In order to balance the load, time of use (ToU) charge is typical at Tesla supercharger station in the San Francisco Bay Area, which applies on-peak and off-peak rates to charging vehicles. ToU would be applied at the proposed station.

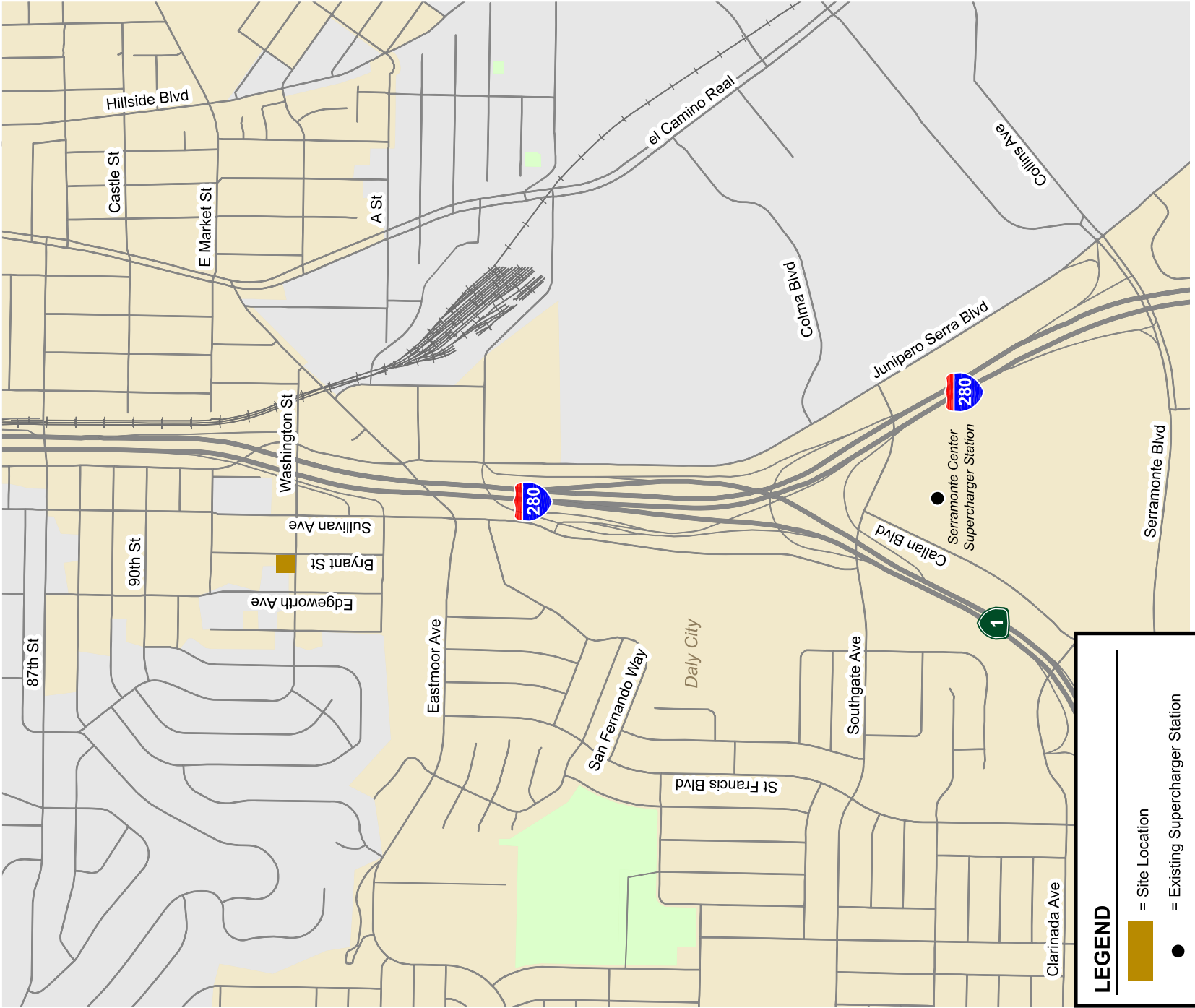


Figure 1
Site Location

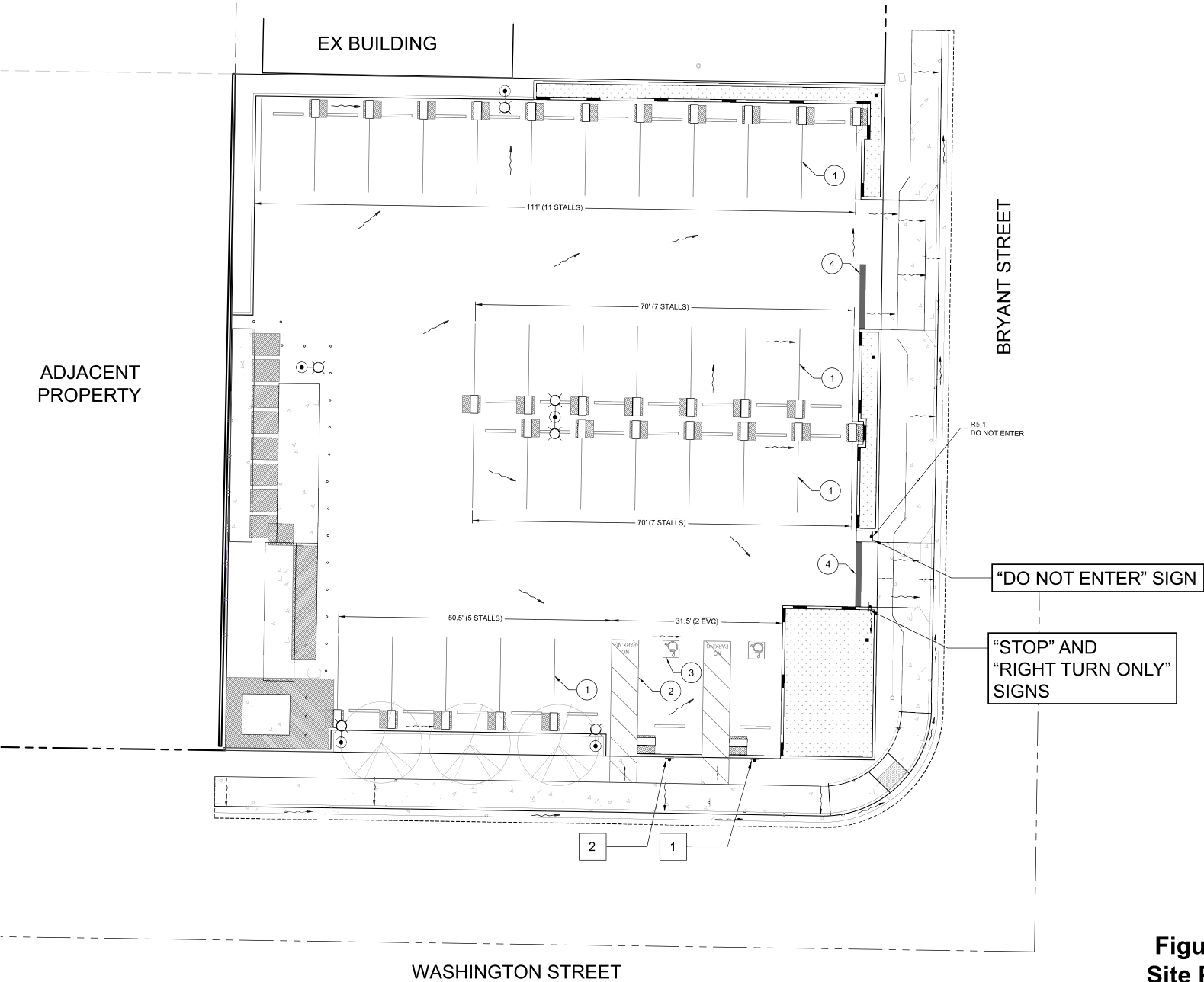


Figure 2
Site Plan

Trip Generation and Supercharger Utilization Counts

Vehicle trip generation and supercharger utilization counts were conducted at the existing Tesla supercharger station for a 24-hour period on a typical weekday on September 14, 2021 at the Serramonte Shopping Center (see Table 1). The supercharger station is on the top floor of a parking garage at the shopping center and has 40 superchargers. Because the station is near the project site, has similar land uses in the area, is located near I-280 ramps, is in a parking lot with many charging spaces, and operates 24 hours/7 days per week, the usage of the station is expected to be similar to the project site.

Table 1

Trip Generation and Supercharger Utilization Counts at Existing Supercharger Station

Start Time	Vehicle Trips		No. of Charging Vehicles		% of Total Superchargers
	Inbound	Outbound	Total		
12:00 AM	2	1	3	at start time 2	5%
1:00 AM	0	2	2	3	8%
2:00 AM	0	1	1	1	3%
3:00 AM	0	0	0	0	0%
4:00 AM	0	0	0	0	0%
5:00 AM	3	0	3	3	8%
6:00 AM	2	2	4	3	8%
7:00 AM	3	3	6	3	8%
8:00 AM	18	9	27	12	30%
9:00 AM	11	11	22	12	30%
10:00 AM	15	17	32	10	25%
11:00 AM	11	16	27	5	13%
12:00 PM	13	12	25	6	15%
1:00 PM	14	10	24	10	25%
2:00 PM	8	12	20	6	15%
3:00 PM	16	9	25	13	33%
4:00 PM	17	19	36	11	28%
5:00 PM	19	22	41	8	20%
6:00 PM	6	4	10	10	25%
7:00 PM	19	13	32	16	40%
8:00 PM	10	23	33	3	8%
9:00 PM	9	6	15	6	15%
10:00 PM	5	6	11	5	13%
11:00 PM	0	5	5	0	0%
Daily Vehicle Trips	201	203	404		
Max. number of vehicles charging at the same time				16	40%

The number of vehicles charging simultaneously at the station were counted along with the number of vehicles entering and exiting the station every hour for a 24-hour period (see Table 1). Table 1 shows that there were approximately 202 vehicles charging at the station on the count day. Thus,

the supercharger station generated 404 daily trips with 41 peak-hour trips during the 5:00 – 6:00 pm time period. The peak demand of the superchargers occurred during 7:00 – 8:00 pm when 16 of the 40 superchargers (40%) were being used. It should be noted that the peak demand occurred in the late evening could be a result of the station being in a shopping mall and vehicle owners charging vehicles while shopping/dining in the mall.

Based on the site usage information provided by Tesla, there have been an average of 150 vehicles charging at the station each day since the site was opened to the public in 2019. Because the trip generation count showed a higher number of vehicles charging at the station than the average usage, it is presumed that the count reflected a normal usage of the site and was not affected by Covid-19.

Project Trip Estimates

Trip Generation

The 5:00-6:00 pm hour generated the highest number of trips during the day, with eight vehicles charging at 5:00 pm. The counts collected at the Serramonte Shopping Center were escalated by a factor of 4 to represent the condition that the 32 proposed superchargers are fully occupied during the 5:00-6:00 PM peak-hour. With full occupancy assumed to occur during the PM peak hour, the project site would generate 164 trips during the PM peak hour of commute traffic.

Trip Distribution and Assignment

Because Tesla superchargers are designed for long distance travelers to charge their vehicles, it is expected that most vehicles would travel on I-280 and access the site via Washington Street and Sullivan Avenue. Figure 3 shows the trip distribution pattern for the project trips. The peak-hour vehicle trips generated by the project were assigned to the roadway network in accordance with the trip distribution pattern and the locations of project driveways (see Figure 3).

Intersection Traffic Operations

Intersection level of service analysis was conducted at the Sullivan Avenue/Washington Street and Bryant Street/Washington Street intersections for the PM peak hour to identify potential adverse traffic operational effects resulting from the trips generated by the project.

Existing Lane Configurations and Traffic Volumes

The existing lane configurations at the study intersections were obtained from Google Earth (see Figure 4).

Existing peak-hour traffic volumes at the study intersections are based on 2017 traffic counts conducted for the Sullivan Avenue/Washington Street intersection and new traffic counts for the Bryant Street/Washington Street intersection because no traffic counts were available. Comparison of the turning movement counts conducted in 2017 and 2020 prior to Covid-19 at a nearby intersection (Sullivan Avenue/Eastmoor Avenue) shows that there was no noticeable increase in traffic volumes from 2017 to 2020. Therefore, the 2017 volume at the Sullivan Avenue/Washington Street was analyzed directly without further adjustment.

1	2
Washington St 44 → 38 44 → 38 Sullivan Ave	Washington St 88 → 76 Bryant St

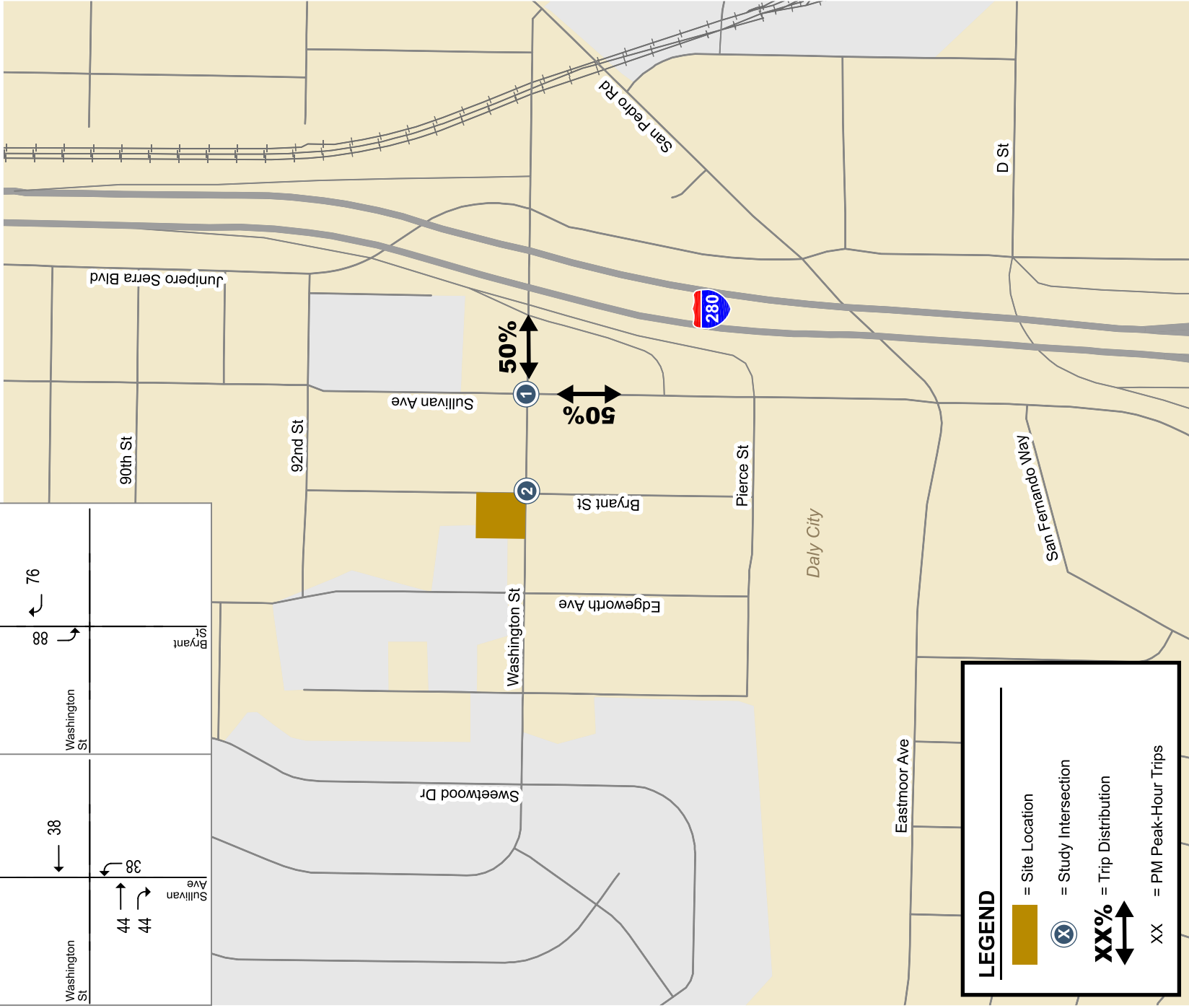


Figure 3
Trip Distribution and Assignment

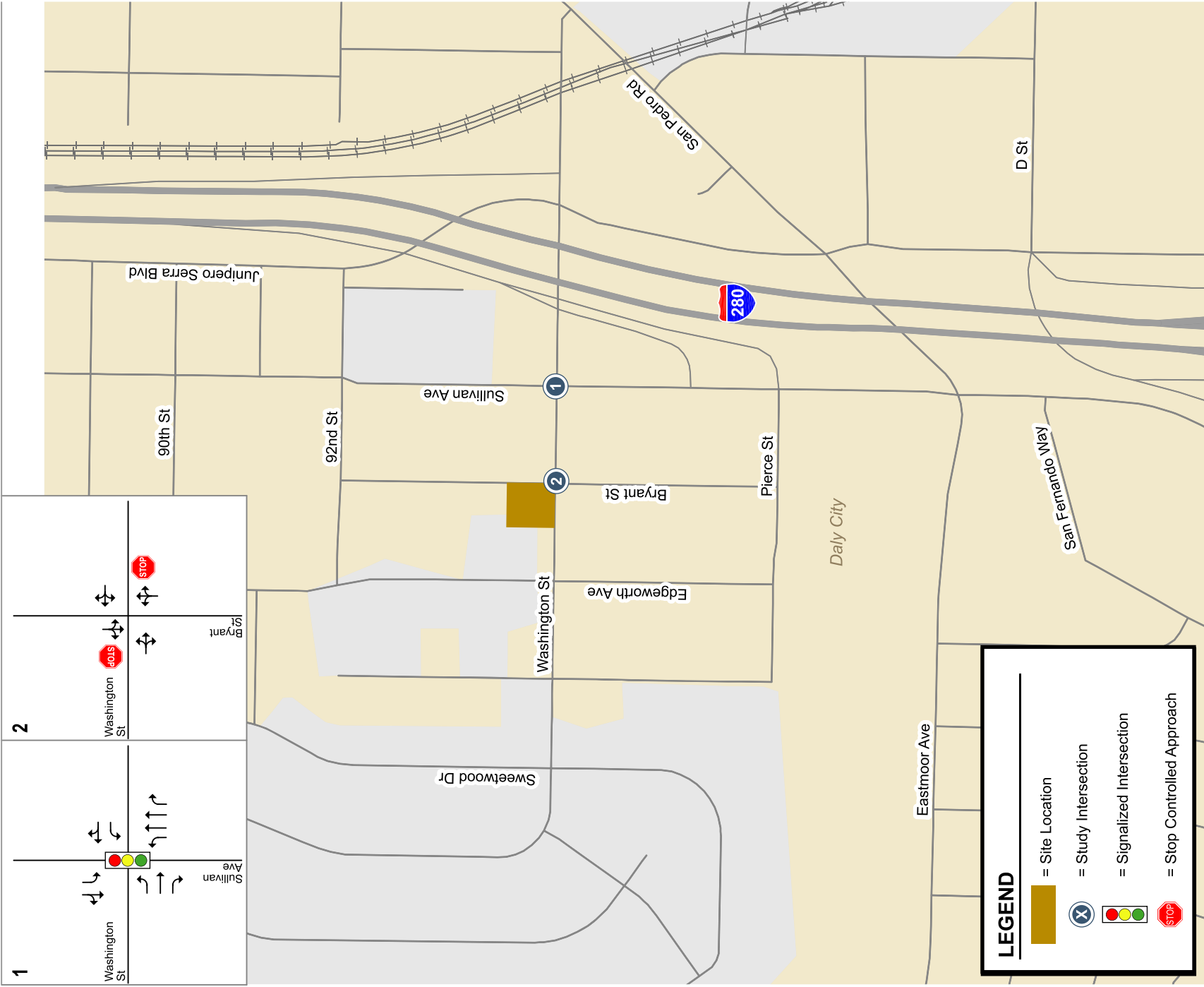


Figure 4
Intersection Lane Configurations

For the Bryant Street/Washington Street intersection where no traffic count was available, new traffic counts were conducted on November 16, 2021 when traffic volumes were lower than typical conditions due to Covid-19. The new traffic count was adjusted by counting the Sullivan Avenue/Washington Street intersection, which had available recent counts, and comparing the new counts to the available 2017 counts to estimate the existing volumes at the study intersections that would occur under typical conditions (pre-Covid-19). The PM peak hour traffic count at the Bryant Street/Washington Street intersection was increased by a factor of 1.13. The estimated existing volumes are shown in Figure 5. The intersection turning-movement counts conducted for this analysis are presented in Appendix A.

Existing Plus Project Traffic Volumes

Project trips were added to existing traffic volumes to obtain existing plus project traffic volumes (see Figure 6).

Intersection Level of Service Analysis Methodologies and Standards

Traffic conditions at the study locations were evaluated using level of service (LOS). *Level of Service* is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or congested conditions with excessive delays. The analysis methods are described in detail below.

Signalized Intersections Level of Service

Daly City evaluates level of service at signalized intersections based on the *Highway Capacity Manual (HCM)* level of service methodology using Synchro software. The HCM method evaluates signalized intersection operations based on average control delay time for all vehicles at the intersection. *Control delay* is the amount of delay that is attributed to the type of traffic control device at the intersection, and includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The correlation between average delay and level of service is shown in Table 2. Daly City has a level of service standard for signalized intersections of LOS D or better.

Unsignalized Intersections Level of Service

Level of service analysis at unsignalized intersections is generally used to determine the need for modification in the type of intersection control (i.e., all-way stop or signalization). As part of the evaluation, traffic volumes, delays, and traffic signal warrants are evaluated to determine if the existing intersection control is appropriate.

The Bryant Street/Washington Street intersection is two-way stop controlled. For side street stop-controlled intersections (two-way or T-intersections), operations are defined by the average control delay experienced by vehicles entering the intersection from the stop-controlled approaches on minor streets or from left-turn approaches on major streets. The level of service is reported based on the average delay for the worst approach. The level of service definitions for unsignalized intersections is shown in Table 3. Daly City does not have a level of service standard for unsignalized intersections.

Intersection Levels of Service

The results of the intersection level of service analysis (see Table 4) show that both study intersections would operate at acceptable levels during the PM peak hours of traffic under existing plus project conditions. Therefore, the project traffic would not cause an adverse effect on traffic operations. The intersection levels of service calculation sheets are included in Appendix B.

1	2
Washington St Sullivan Ave 17 157 139 23 53 65 167 100 89 346 554	Washington St Bryant St 77 11 6 227 3 17 180 15 36 7 7

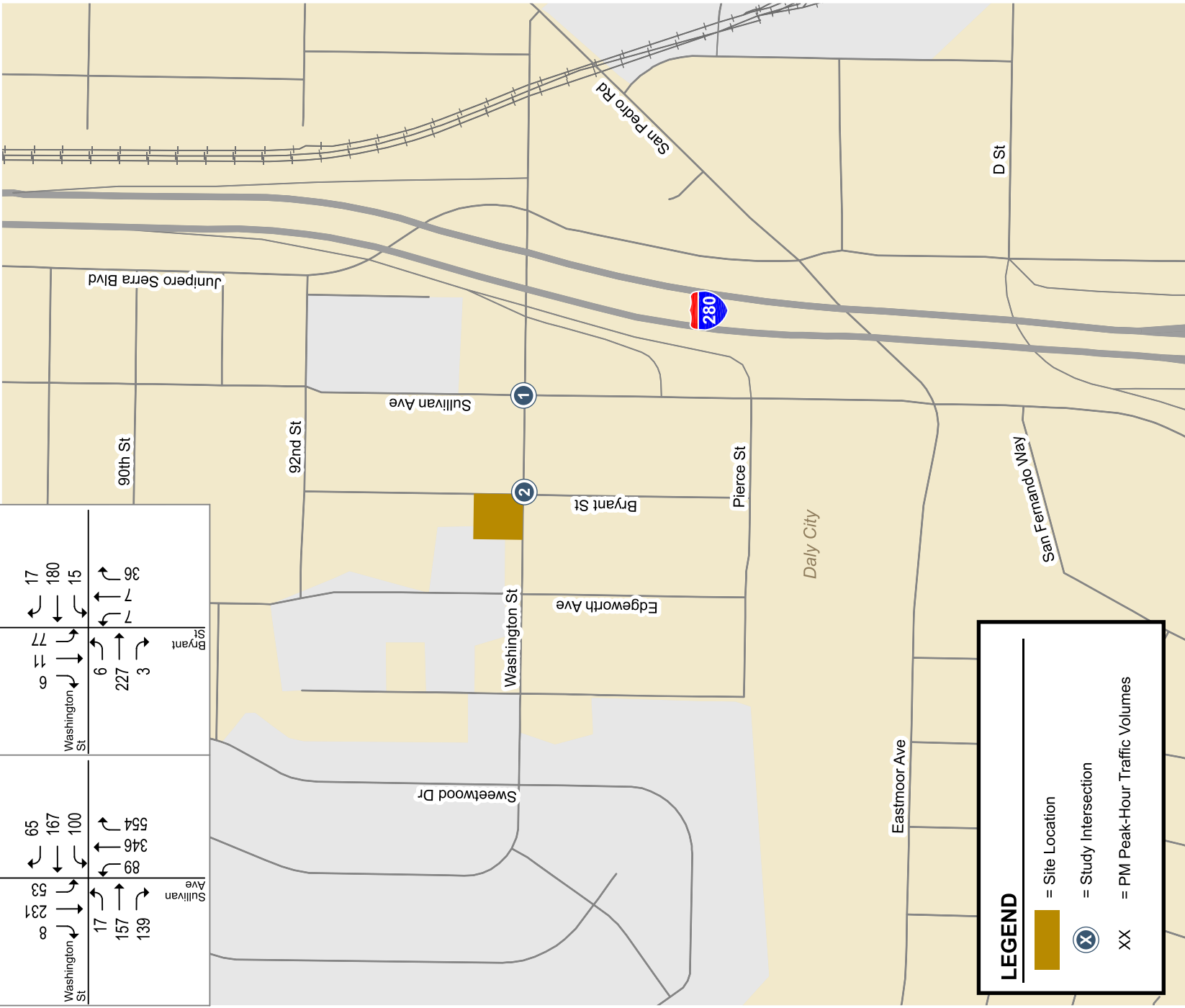
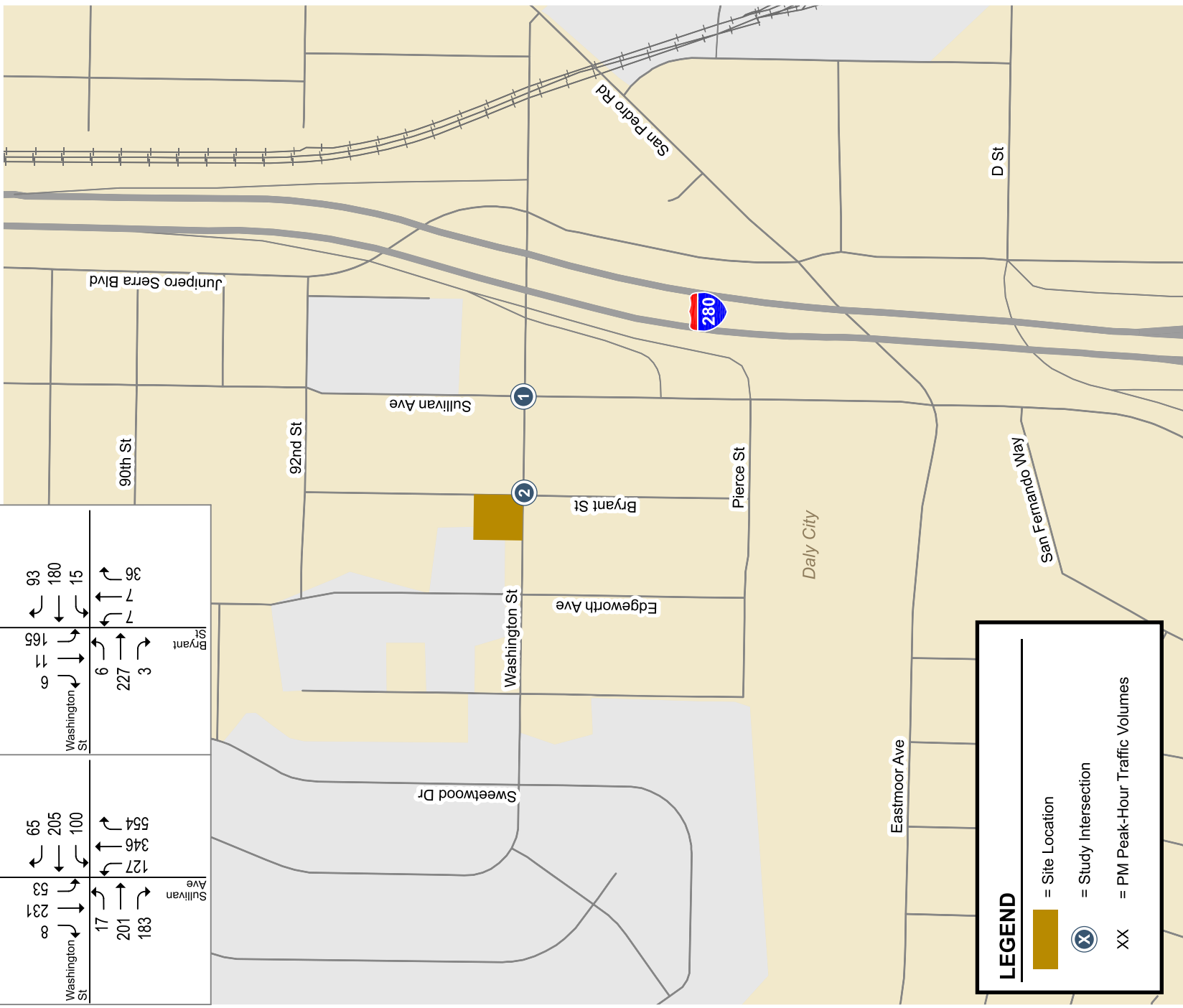


Figure 5
Existing Traffic Volumes

1	2
Washington St ∞ 23 1 17 201 183 Sullivan Ave 127 346 554 65 205 100	Washington St ∞ 1 165 6 227 3 Bryant St 7 7 36 93 180 15



LEGEND

= Site Location

= Study Intersection

XX = PM Peak-Hour Traffic Volumes

Figure 6
Existing Plus Project Traffic Volumes

Table 2
Signalized Intersection Level of Service Definitions Based on Control Delay

Level of Service	Description	Average Control Delay Per Vehicle (sec.)
A	Signal progression is extremely favorable. Most vehicles arrive during the green phase and do not stop at all. Short cycle lengths may also contribute to the very low vehicle delay.	10.0 or less
B	Operations characterized by good signal progression and/or short cycle lengths. More vehicles stop than with LOS A, causing higher levels of average vehicle delay.	10.1 to 20.0
C	Higher delays may result from fair signal progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, though some vehicles may still pass through the intersection without stopping.	20.1 to 35.0
D	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable signal progression, long cycle lengths, or high volume-to-capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	This is considered to be the limit of acceptable delay. These high delay values generally indicate poor signal progression, long cycle lengths, and high volume-to-capacity (V/C) ratios. Individual cycle failures occur frequently.	55.1 to 80.0
F	This level of delay is considered unacceptable by most drivers. This condition often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection. Poor progression and long cycle lengths may also be major contributing causes of such delay levels.	greater than 80.0
Source: Transportation Research Board, <i>2000 Highway Capacity Manual</i> (Washington, D.C., 2000), p.10-16.		

Table 3
Unsignalized Intersection Level of Service Definitions Based on Control Delay

Level of Service	Description	Average Delay Per Vehicle (Sec.)
A	Little or no traffic delay	10.0 or less
B	Short traffic delays	10.1 to 15.0
C	Average traffic delays	15.1 to 25.0
D	Long traffic delays	25.1 to 35.0
E	Very long traffic delays	35.1 to 50.0
F	Extreme traffic delays	greater than 50.0

Source: Transportation Research Board, *2000 Highway Capacity Manual* (Washington, D.C., 2000) p17-2.

Table 4
Existing Plus Project Intersection Levels of Service

#	Intersection	Control	Standard	LOS	Peak Hour	Count Date	Existing			
							No Project		Plus Project	
							Avg. Delay (sec)	LOS	Avg. Delay (sec)	Incr. in Delay (sec)
1	Sullivan Ave & Washington St	Signal	D		PM	05/03/17	22.4	C	24.2	C
2	Bryant St & Washington St ^a	TWSC	None		PM	11/16/21	14.4	B	18.7	C

Notes:
TWSC = two-way stop control
^a Counts from 2021 were factored by counting the nearby intersections with available counts.

Northbound Left-Turn Queue at Sullivan Avenue and Washington Street

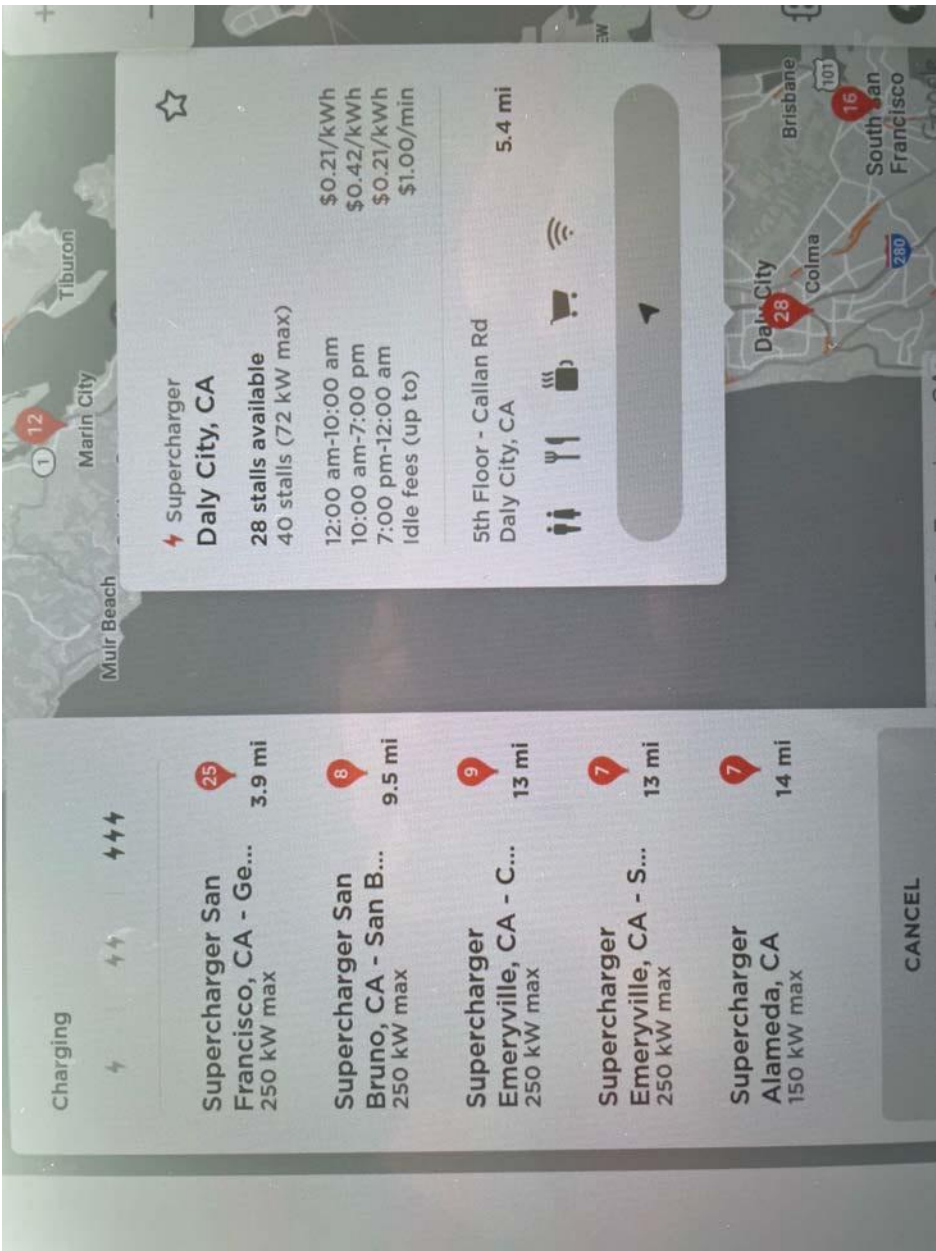
As show in Figure 3, the project would add 38 trips to the northbound left-turn pocket at the Sullivan Avenue/Washington Street intersection in the PM peak hour. The left-turn pocket is approximately 175 feet. The level of service analysis shows that with the project traffic, the 95th percentile left-turn vehicle queue was estimated to be 127 feet. Therefore, the existing left-turn pocket would have sufficient capacity to accommodate the project traffic.

Conclusions

The traffic operations analysis for the proposed Tesla supercharger station shows that vehicle trips generated by the project would not cause an adverse effect on traffic operations at the adjacent intersections. Inbound vehicle queuing on Bryant Street due to unavailable superchargers would not occur because the Tesla user interface (see Figure 7 below) or app would tell the driver the number of open superchargers at a particular station. Therefore, if a location was full or close to full, the driver would be directed to another location rather than wait in a cue for a spot to open up.

Although the drive has an option to wait at the station, the scenario is unlikely to happen because the Serramonte station is only 5 minutes from the project site and usually have available spots.

Figure 7
Demonstration of Tela User Interface for Available Superchargers



Appendix A

Traffic Counts



ALL TRAFFIC DATA SERVICES

(303) 216-2439

www.alltrafficdata.net

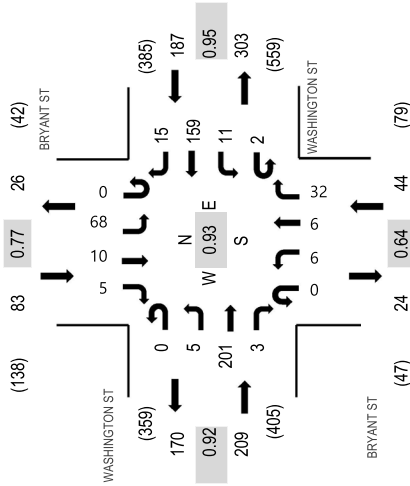
Location: 1 BRYANT ST & WASHINGTON ST PM

Date: Tuesday, November 16, 2021

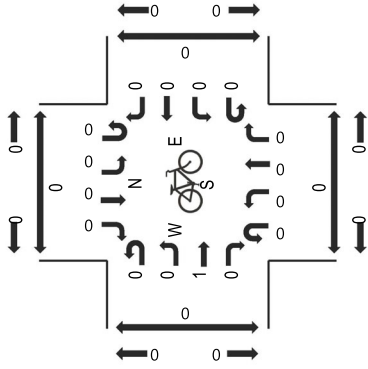
Peak Hour: 04:00 PM - 05:00 PM

Peak 15-Minutes: 04:30 PM - 04:45 PM

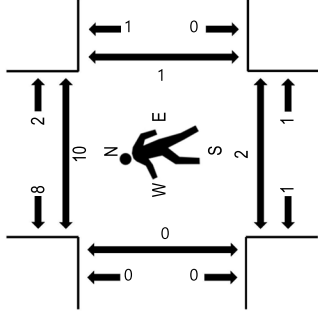
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	WASHINGTON ST				WASHINGTON ST				BRYANT ST				BRYANT ST				Rolling		Pedestrian Crossings			
	Eastbound		Westbound		Eastbound		Westbound		Northbound		Southbound		Eastbound		Westbound		Hour	Total	West	East	South	North
	U-Turn	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn						
4:00 PM	0	0	18	0	0	0	15	2	0	0	1	5	0	12	1	0	54	523	0	0	0	1
4:05 PM	0	1	15	0	0	0	12	0	0	1	0	0	0	4	0	0	33	512	0	0	0	0
4:10 PM	0	1	20	0	0	5	14	0	0	0	0	2	0	4	0	0	46	517	0	0	0	2
4:15 PM	0	0	18	0	0	2	13	1	0	0	0	3	0	5	1	0	43	520	0	0	0	1
4:20 PM	0	0	15	0	0	1	13	3	0	2	1	1	0	6	1	0	43	518	0	0	0	1
4:25 PM	0	0	17	0	0	0	13	0	0	1	2	2	0	6	0	0	41	514	0	0	0	2
4:30 PM	0	0	18	1	0	1	12	3	0	0	1	9	0	8	2	0	55	507	0	1	1	1
4:35 PM	0	0	15	1	0	0	9	1	0	0	0	2	0	9	1	2	40	489	0	0	0	1
4:40 PM	0	1	19	1	1	2	11	2	0	1	1	0	0	5	1	1	46	486	0	0	0	0
4:45 PM	0	0	20	0	0	0	10	1	0	0	0	5	0	4	1	0	41	475	0	0	0	0
4:50 PM	0	1	13	0	0	0	13	2	0	0	0	0	0	1	1	2	33	479	0	0	1	1
4:55 PM	0	1	13	0	1	0	24	0	0	1	0	3	0	4	1	0	48	494	0	0	0	0
5:00 PM	0	1	10	0	0	0	11	1	0	0	1	7	0	8	3	1	43	484	0	1	1	0
5:05 PM	0	0	14	0	0	1	15	0	0	0	0	3	0	4	1	0	38		0	1	0	0
5:10 PM	0	0	16	1	1	1	14	0	0	0	1	2	0	9	3	1	49		0	0	1	0
5:15 PM	0	0	14	1	1	0	19	1	0	1	0	0	0	3	0	1	41		0	0	0	0
5:20 PM	0	0	14	0	0	0	15	1	0	0	0	4	0	4	0	1	39		0	0	0	0
5:25 PM	0	0	14	0	0	0	14	1	0	1	0	2	0	1	1	0	34		0	0	0	0
5:30 PM	0	1	17	0	0	0	15	0	0	0	0	0	0	2	1	1	37		0	1	0	0
5:35 PM	0	0	13	0	1	0	16	1	0	0	0	4	0	1	1	0	37		0	2	0	3
5:40 PM	0	1	13	0	0	0	14	1	0	1	0	1	0	3	1	0	35		0	0	1	0
5:45 PM	0	0	22	0	0	3	18	1	0	0	0	1	0	0	0	0	45		0	0	1	1
5:50 PM	0	0	26	0	0	1	15	1	0	0	2	2	0	0	1	0	48		0	0	0	3
5:55 PM	0	0	17	1	0	0	15	0	0	0	1	1	0	1	2	0	38		0	2	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound			Westbound			Northbound			Southbound			Total		
	U-Turn	Left	Thru	U-Turn	Left	Thru	U-Turn	Left	Thru	U-Turn	Left	Thru	Right	Thru	Total
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	5	196	3	2	11	155	14	0	6	32	0	67	10	512
Mediums	0	0	5	0	0	4	1	0	0	0	1	0	0	0	11
Total	0	5	201	3	2	11	159	15	0	6	32	0	68	10	523

(303) 216-2439

Peak 15-Minutes: 04:10 PM - 04:25 PM

Peak Hour - Bicycles

Traffic Counts - Motorized Vehicles

Interval Start Time	WASHINGTON ST						SULLIVAN AVE						SULLIVAN AVE									
	Eastbound			Westbound			Northbound			Southbound			Rolling Hour	Pedestrian Crossings								
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		Total	West	East	South	North				
4:00 PM	0	1	19	21	0	4	9	6	0	6	21	36	0	2	23	0	148	1,706	0	1	0	0
4:05 PM	0	1	8	8	0	7	4	6	0	9	21	43	0	4	20	1	132	1,696	1	0	0	0
4:10 PM	0	0	23	9	0	8	13	8	0	7	23	46	0	2	20	0	159	1,711	1	1	2	1
4:15 PM	0	2	13	10	0	4	7	4	1	8	31	41	0	1	16	0	138	1,708	0	1	0	0
4:20 PM	0	1	11	13	0	11	9	7	0	6	24	45	0	1	18	1	147	1,699	1	1	0	2
4:25 PM	0	1	11	15	0	4	6	5	0	7	25	28	0	1	10	0	113	1,687	1	2	2	0
4:30 PM	0	0	22	14	0	8	10	2	0	8	20	25	0	4	13	0	126	1,701	4	1	0	4
4:35 PM	0	0	19	7	0	5	3	8	1	9	18	53	0	4	25	0	152	1,700	3	0	1	1
4:40 PM	0	1	16	11	0	4	6	2	0	6	30	46	0	8	19	1	150	1,681	5	1	1	0
4:45 PM	0	0	16	11	0	6	5	4	0	3	29	46	0	4	15	3	142	1,647	0	0	0	0
4:50 PM	0	1	14	1	0	7	11	6	0	6	31	56	0	1	16	1	151	1,642	2	2	1	3
4:55 PM	0	0	14	12	0	2	9	3	0	13	20	37	0	3	35	0	148	1,619	1	0	1	1
5:00 PM	0	1	17	9	0	6	2	5	0	7	17	45	0	4	24	1	138	1,607	1	0	1	0
5:05 PM	0	1	11	10	0	5	9	2	0	8	31	36	0	9	25	0	147		2	1	1	1

Vehicle Type	Eastbound			Westbound			Northbound			Southbound							
	U-Turn	Left	Thru	U-Turn	Left	Thru	U-Turn	Left	Thru	U-Turn	Left	Thru	Right	Total			
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	3	0	3			
Lights	0	8	183	122	0	70	86	56	2	88	299	504	0	42	232	7	1,699
Mediums	0	0	4	0	0	0	4	0	0	0	0	0	0	0	1	0	9
Total	0	8	187	122	0	70	90	56	2	88	299	504	0	42	236	7	1,711

Appendix B

Level of Service Calculations

HCM 2010 Signalized Intersection Summary 1: Sullivan Avenue & Washington Street

11/19/2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	157	139	100	167	65	89	346	554	53	231	8
Future Volume (veh/h)	17	157	139	100	167	65	89	346	554	53	231	8
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	17	157	139	100	167	65	89	346	554	53	231	8
Adj No. of Lanes	1	1	1	1	1	0	1	2	1	1	1	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	36	245	209	130	236	92	116	1642	734	85	799	28
Arrive On Green	0.02	0.13	0.13	0.07	0.18	0.18	0.07	0.46	0.46	0.05	0.45	0.45
Sat Flow, veh/h	1774	1863	1583	1774	1278	497	1774	3539	1583	1774	1790	62
Grp Volume(v), veh/h	17	157	139	100	0	232	89	346	554	53	0	239
Grp Sat Flow(s), veh/h/ln	1774	1863	1583	1774	0	1775	1774	1770	1583	1774	0	1852
Q Serve(g_s), s	0.6	5.1	5.3	3.5	0.0	7.8	3.1	3.7	18.4	1.9	0.0	5.2
Cycle Q Clear(g_c), s	0.6	5.1	5.3	3.5	0.0	7.8	3.1	3.7	18.4	1.9	0.0	5.2
Prop In Lane	1.00	1.00	1.00	1.00	0.28	1.00	1.00	1.00	1.00	1.00	0.03	0.03
Lane Grp Cap(c), veh/h	36	245	209	130	0	328	116	1642	734	85	0	827
V/C Ratio(X)	0.47	0.64	0.67	0.77	0.00	0.71	0.77	0.21	0.75	0.63	0.00	0.29
Avail Cap(c_a), veh/h	153	600	510	377	0	795	321	1642	734	237	0	827
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.8	26.2	26.3	28.9	0.0	24.3	29.3	10.1	14.1	29.7	0.0	11.2
Incr Delay (d2), s/veh	9.2	2.8	3.6	9.0	0.0	2.8	10.3	0.3	7.1	7.3	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	2.8	2.5	2.0	0.0	4.1	1.9	1.8	9.3	1.1	0.0	2.9
LnGrp Delay(d),s/veh	40.0	28.9	29.9	37.9	0.0	27.1	39.5	10.4	21.1	37.0	0.0	12.1
LnGrp LOS	D	C	C	D	C	C	D	B	C	D	B	B
Approach Vol, veh/h	313			332			989			292		
Approach Delay, s/veh	30.0			30.4			19.0			16.6		
Approach LOS	C			C			B			B		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.5	34.0	9.2	12.9	8.6	32.9	5.8	16.3				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	8.5	29.5	13.5	20.5	11.5	26.5	5.5	28.5				
Max Q Clear Time (g_c+1), s	3.9	20.4	5.5	7.3	5.1	7.2	2.6	9.8				
Green Ext Time (p_c), s	0.0	3.1	0.1	1.1	0.1	1.3	0.0	1.2				
Intersection Summary												
HCM 2010 Ctrl Delay	22.4											
HCM 2010 LOS	C											

HCM 2010 TWSC

2: Bryant Street & Washington Street

11/19/2021

Intersection																
Int Delay, s/veh 3.4																
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR				
Lane Configurations																
Traffic Vol, veh/h	6	227	3	15	180	17	7	7	36	77	11	6				
Future Vol, veh/h	6	227	3	15	180	17	7	7	36	77	11	6				
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0				
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop				
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None				
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-				
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-				
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-				
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100				
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2				
Mvmt Flow	6	227	3	15	180	17	7	7	36	77	11	6				

Major/Minor	Major1			Major2			Minor1			Minor2						
Conflicting Flow All	197	0	0	230	0	0	468	468	229	481	461	189				
Stage 1	-	-	-	-	-	-	-	241	241	-	219	219				
Stage 2	-	-	-	-	-	-	-	227	227	-	262	242				
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22				
Critical Hdwy Stg 1	-	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52				
Critical Hdwy Stg 2	-	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52				
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318				
Pot Cap-1 Maneuver	1376	-	-	1338	-	-	505	493	810	495	497	853				
Stage 1	-	-	-	-	-	-	-	762	706	-	783	722				
Stage 2	-	-	-	-	-	-	-	776	716	-	743	705				
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-				
Mov Cap-1 Maneuver	1376	-	-	1338	-	-	486	484	810	461	488	853				
Mov Cap-2 Maneuver	-	-	-	-	-	-	486	484	-	461	488	-				
Stage 1	-	-	-	-	-	-	758	702	-	779	713	-				
Stage 2	-	-	-	-	-	-	749	707	-	699	701	-				

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.5	10.7	14.4
HCM LOS		B	B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	682	1376	-	-	1338	-	-	478
HCM Lane V/C Ratio	0.073	0.004	-	-	0.011	-	-	0.197
HCM Control Delay (s)	10.7	7.6	0	-	7.7	0	-	14.4
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.7

Queues

1: Sullivan Avenue & Washington Street

11/19/2021

										
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	17	157	139	100	232	89	346	554	53	239
v/c Ratio	0.12	0.51	0.33	0.43	0.43	0.41	0.21	0.54	0.29	0.32
Control Delay	39.0	36.2	4.5	38.2	21.6	38.8	16.4	4.3	38.8	21.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.0	36.2	4.5	38.2	21.6	38.8	16.4	4.3	38.8	21.1
Queue Length 50th (ft)	8	70	0	45	74	40	57	0	24	80
Queue Length 95th (ft)	29	133	25	98	158	91	107	70	64	171
Internal Link Dist (ft)	231				488		273			239
Turn Bay Length (ft)	100					200			150	
Base Capacity (vph)	141	556	600	348	759	296	1613	1023	219	750
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.28	0.23	0.29	0.31	0.30	0.21	0.54	0.24	0.32
Intersection Summary										

HCM 2010 Signalized Intersection Summary 1: Sullivan Avenue & Washington Street

11/19/2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	201	183	100	205	65	127	346	554	53	231	8
Future Volume (veh/h)	17	201	183	100	205	65	127	346	554	53	231	8
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	17	201	183	100	205	65	127	346	554	53	231	8
Adj No. of Lanes	1	1	1	1	1	0	1	2	1	1	1	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	36	299	254	130	290	92	163	1581	707	84	719	25
Arrive On Green	0.02	0.16	0.16	0.07	0.21	0.21	0.09	0.45	0.45	0.05	0.40	0.40
Sat Flow, veh/h	1774	1863	1583	1774	1357	430	1774	3539	1583	1774	1790	62
Grp Volume(v), veh/h	17	201	183	100	0	270	127	346	554	53	0	239
Grp Sat Flow(s), veh/h/ln	1774	1863	1583	1774	0	1787	1774	1770	1583	1774	0	1852
Q Serve(g_s), s	0.6	6.7	7.2	3.7	0.0	9.2	4.6	4.0	19.7	1.9	0.0	5.9
Cycle Q Clear(g_c), s	0.6	6.7	7.2	3.7	0.0	9.2	4.6	4.0	19.7	1.9	0.0	5.9
Prop In Lane	1.00	1.00	1.00	1.00	0.24	1.00	1.00	1.00	1.00	1.00	0.03	0.03
Lane Grp Cap(c), veh/h	36	299	254	130	0	382	163	1581	707	84	0	744
V/C Ratio(X)	0.47	0.67	0.72	0.77	0.00	0.71	0.78	0.22	0.78	0.63	0.00	0.32
Avail Cap(c_a), veh/h	148	578	491	363	0	771	309	1581	707	228	0	744
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.0	26.1	26.3	30.0	0.0	24.1	29.3	11.2	15.6	30.9	0.0	13.6
Incr Delay (d2), s/veh	9.3	2.6	3.8	9.0	0.0	2.4	7.7	0.3	8.5	7.7	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	3.7	3.4	2.1	0.0	4.8	2.6	2.0	10.2	1.1	0.0	3.2
LnGrp Delay(d),s/veh	41.3	28.7	30.2	39.1	0.0	26.5	37.0	11.5	24.0	38.6	0.0	14.7
LnGrp LOS	D	C	C	D	C	C	D	B	C	D	B	B
Approach Vol, veh/h	401			370			1027			292		
Approach Delay, s/veh	29.9			29.9			21.4			19.1		
Approach LOS	C			C			C			B		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.6	34.0	9.4	15.1	10.6	31.0	5.8	18.6				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	8.5	29.5	13.5	20.5	11.5	26.5	5.5	28.5				
Max Q Clear Time (g_c+1), s	3.9	21.7	5.7	9.2	6.6	7.9	2.6	11.2				
Green Ext Time (p_c), s	0.0	2.8	0.1	1.3	0.1	1.2	0.0	1.4				
Intersection Summary												
HCM 2010 Ctrl Delay	24.2											
HCM 2010 LOS	C											

Intersection																
Int Delay, s/veh 5.4																
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR				
Lane Configurations																
Traffic Vol, veh/h	6	227	3	15	180	93	7	7	36	165	11	6				
Future Vol, veh/h	6	227	3	15	180	93	7	7	36	165	11	6				
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0				
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop				
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None				
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-				
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-				
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-				
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100				
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2				
Mvmt Flow	6	227	3	15	180	93	7	7	36	165	11	6				

Major/Minor	Major1			Major2			Minor1			Minor2						
Conflicting Flow All	273	0	0	230	0	0	506	544	229	519	499	227				
Stage 1	-	-	-	-	-	-	-	241	241	-	257	257				
Stage 2	-	-	-	-	-	-	-	265	303	-	262	242				
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22				
Critical Hdwy Stg 1	-	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52				
Critical Hdwy Stg 2	-	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52				
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318				
Pot Cap-1 Maneuver	1290	-	-	1338	-	-	477	446	810	467	473	812				
Stage 1	-	-	-	-	-	-	-	762	706	-	748	695				
Stage 2	-	-	-	-	-	-	-	740	664	-	743	705				
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-				
Mov Cap-1 Maneuver	1290	-	-	1338	-	-	458	438	810	435	464	812				
Mov Cap-2 Maneuver	-	-	-	-	-	-	458	438	-	435	464	-				
Stage 1	-	-	-	-	-	-	758	702	-	744	686	-				
Stage 2	-	-	-	-	-	-	713	655	-	699	701	-				

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.4	10.9	18.7
HCM LOS		B	C	

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	660	1290	-	-	1338	-	-	443
HCM Lane V/C Ratio	0.076	0.005	-	-	0.011	-	-	0.411
HCM Control Delay (s)	10.9	7.8	0	-	7.7	0	-	18.7
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	2

Queues

1: Sullivan Avenue & Washington Street

11/19/2021

										
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	17	201	183	100	270	127	346	554	53	239
v/c Ratio	0.12	0.57	0.41	0.44	0.50	0.54	0.22	0.55	0.30	0.33
Control Delay	40.5	36.7	7.9	39.9	24.9	43.6	17.6	4.5	40.7	23.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.5	36.7	7.9	39.9	24.9	43.6	17.6	4.5	40.7	23.1
Queue Length 50th (ft)	8	93	0	47	91	59	61	0	25	88
Queue Length 95th (ft)	30	167	52	101	186	127	112	73	65	178
Internal Link Dist (ft)	231				488		273			239
Turn Bay Length (ft)	100					200			150	
Base Capacity (vph)	136	536	586	335	730	286	1571	1011	211	714
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.38	0.31	0.30	0.37	0.44	0.22	0.55	0.25	0.33
Intersection Summary										



City Council Meeting Agenda Report

Item # _____

Meeting Date: January 10, 2022

To: Honorable City Council

From: Angie Padilla, City Manager's Office

Date: January 10, 2022

Subject: Council Committee Meetings December 13, 2021 – January 10, 2022

Date of Meeting:

Meeting:

In Attendance:

December 15, 2021

**Affordable Housing/Development
Discuss Aspects of JUHSD Project at
Serramonte del Rey**

Manalo
Sylvester
Maltbie
Zimmerman
Stolte
Ramos
Mothershead
Van Lonkhuysen
Zobell
Suliguin
Morales



CITY OF DALY CITY INTER-OFFICE MEMORANDUM

DATE: November 24, 2021

TO: See Below

FROM: Angie Padilla, City Manager's Office

REVISED

SUBJECT: MEETING NOTICE

RE: Affordable Housing/Development Council Subcommittees Meeting—
Discuss Aspects of JUHSD Project at Serramonte del Rey

DATE: Wednesday, December 15, 2021

TIME: 4:00 p.m. – 5:30 p.m. **HARD STOP PLEASE**

PLACE: ZOOM MEETING (Meeting Invite via Outlook has been sent out)

ATTENDING:

City Participants:

Juslyn Manalo, Mayor

Glenn Sylvester, Councilmember

Shawwna Maltbie, City Manager

Rose Zimmerman, City Attorney

Stephen Stolte, Assist. City Mgr.

Leilani Ramos, Assist. to the City Mgr.

Tatum Mothershead, Dir. of ECD

Michael Van Lonkhuysen, Planning Mgr.

Betsy Zobell, HCD Supervisor

Lenelle Suliguin, Housing Coordinator

Carmelisa Morales, Associate Planner

(invited) Other Participants:

JUHSD-Andrew Lie, Trustee

JUHSD-Kalimah Salahuddin, Trustee

JUHSD-Toni Presta, Superintendent

JUHSD-Tina VanRaaphorst, Assoc. Sup. of Bus.

Brookwood Advisors-Chris White, Vice Pres.

Brookwood Advisors-Bruce Fukuji, Planng. Lead

HEART – Armando Sanchez, Exec. Director

Applicant's Team-Kyan Hakimi

Applicant's Team- Rory Campbell

CONFIRMED MEETING: Tues. November 23, 2021

DALY CITY INTER-OFFICE MEMORANDUM

JUHSD COUNCIL COMMITTEE

DATE: December 15, 2021

TO: JUHSD Council Committee
Juslyn Manalo, Mayor
Glenn Sylvester, Councilmember

FROM: Carmelisa Morales Lopez, Associate Planner

SUBJECT: General Plan Amendment GPA-04-21-014998
Planned Development PD-04-21-014997
Design Review DR-04-21-015000
Major Subdivision SUB-04-21-014999
699 Serramonte Boulevard – Serramonte Del Rey Campus Redevelopment

UPDATES

A joint Affordable Housing Committee and Jefferson Union High School District (JUHSD) Council Committee meeting was held on October 18, 2021. The JUHSD Council Committee discussed the project with staff and the applicant and provided feedback. The Committee requested additional information related to various topics such as affordable housing, building height, finances and fiscal benefits for the City, open space, the garden on-site, traffic, and tribal consultation. The Committee also requested a zoning comparison of the 1985 Serramonte Del Rey Precise Plan to the proposed Precise Plan. JUHSD provided their responses (see Attachment A – JUHSD Comments and Responses) to the City Council prior to the October 25, 2021 City Council meeting. Staff also prepared the requested zoning comparison which is included as Attachment B – Serramonte Del Rey Campus Zoning Comparison. There was not enough time to discuss the affordable housing component of the project. The Affordable Housing Committee meeting was rescheduled to November 15, 2021.

At the October 25, 2021 City Council meeting, JUHSD presented their project and provided updates and responses to the City Council and public's feedback from the September 27, 2021 City Council meeting. After receiving public comment, the City Council continued review of the Preliminary Plan to the January 10, 2022 City Council meeting to allow for additional time for the City Council to review the project and public comments and the Affordable Housing Committee to meet with the applicant to discuss the Affordable Housing Plan.

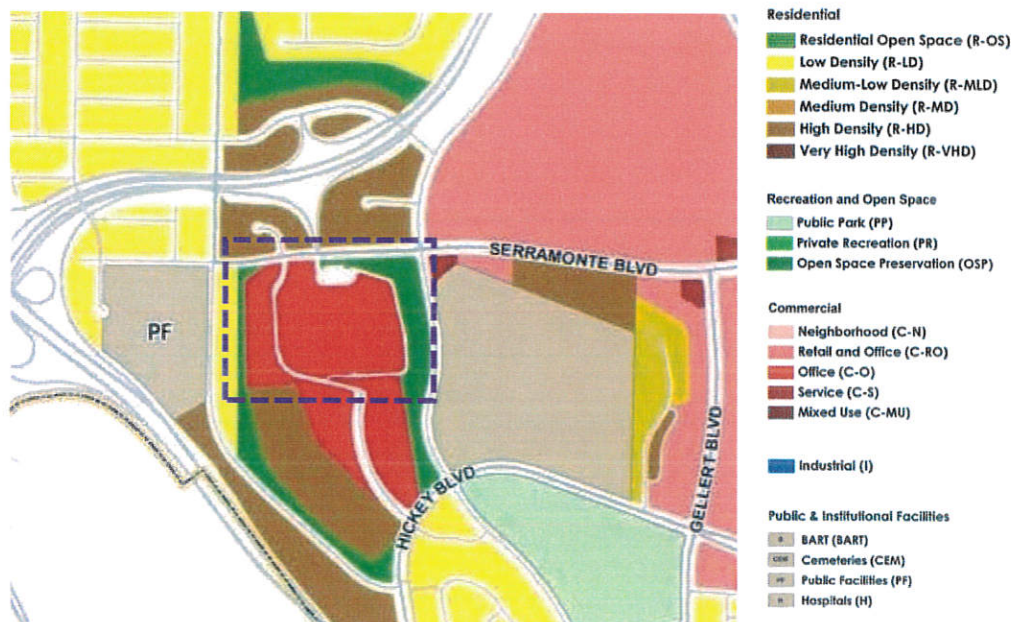
At the November 15, 2021 Affordable Housing Committee meeting, the Committee discussed the project's Affordable Housing Plan with the applicant and staff. The Committee requested additional information from the applicant and another meeting to continue discussions.

Today's meeting is a joint meeting between the JUHSD City Council Committee and Affordable Housing Committee.

BACKGROUND

The Serramonte Del Rey Precise Plan (Planned Development 31 (PD-31)), the zoning for the Serramonte Del Rey campus, was approved in 1985 and allowed up to 175 residential units and

approximately 700,000 square feet (sq. ft.) of office space within the campus area. The General Plan land use designation for the campus is Commercial – Office (C-O) which is compatible with the uses permitted in the 1985 Precise Plan. The hillside areas surrounding the campus are designated for Open Space Preservation (OSP) as shown below. The project area is located within the purple dashed box.



In January 2020, the City Council approved an amendment to the Precise Plan (PD-31A) for the northwest section of the Serramonte Del Rey campus to allow for the construction of a 122-unit (110 market rate and 12 affordable apartment units) housing project for JUHSD faculty, staff, and their families (Parcel A). The approval also included an amendment to the General Plan to change the land use designation of the site to Residential – High Density (R-HD). This project is currently under construction and is expected to be completed in early 2022.

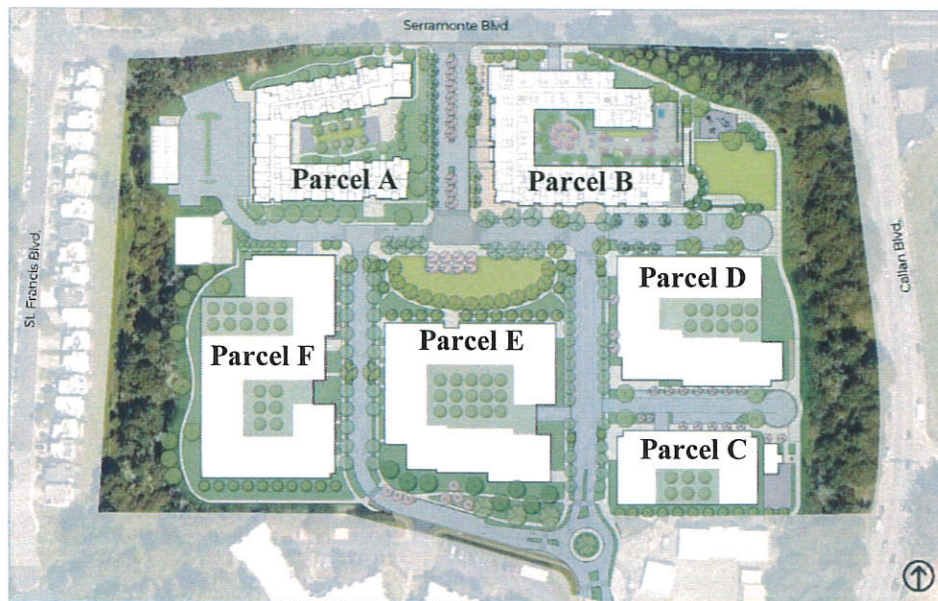
PROJECT DESCRIPTION

In April 2021, staff received an application from JUHSD that proposes a new Precise Plan for the 22-acre campus (see Attachment C – Draft Precise Plan).

Precise Plan

Figure 2.1 below from the Precise Plan shows the campus at full build-out as proposed. JUHSD anticipates build out to take 10-15 years.

Figure 2.1 Illustrative Plan



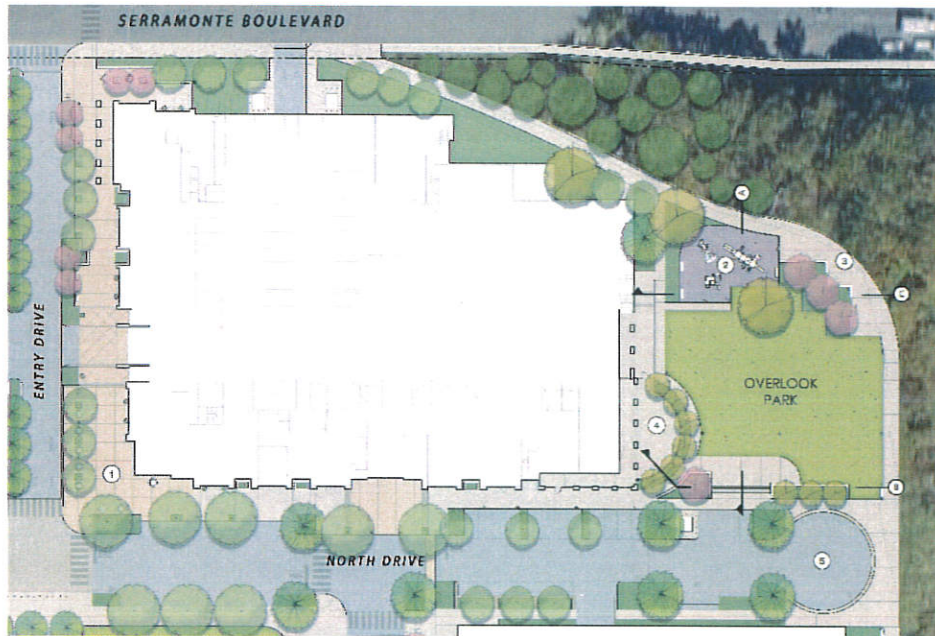
The Precise Plan would allow the campus to be redeveloped to include the following:

- 1,235 units of affordable and market-rate rental housing (inclusive of 122-unit apartment building under construction on Parcel A). Minimum of 10 percent would be affordable housing as required by the City's Inclusionary Housing Ordinance.
- Up to 14,000 square feet (sq. ft.) of neighborhood-serving retail/commercial uses
- Building heights ranging from 77 to 150 feet. Some buildings would be required to be stepped back at a maximum of 55 feet.
- New Head Start childcare facility on Parcel C
- Public recreational trails and parks (Central Green and Overlook Park)
- Demonstration garden proposed for removal. JUHSD plans to install raised planter beds at their new adult education building located at 123 Edgemont Drive, formerly Westmoor Park. The Office of the State Architect is processing the adult education building project.
- Seven development parcels and additional street parcels with public access easements

Parcel B Development

JUHSD is also seeking design review approval for the proposed development on Parcel B (see Attachment D – Parcel B Project Plans; Landscape Plan from Attachment D also provided below), which would include:

- Six-story mixed-use building with approximately 201 market rate apartment units, 345 parking spaces, 8,000 sq. ft. of retail space, and various residential amenities
- A park that would include a play structure. JUHSD has also informed staff that they plan to add a community garden within the park, but it is not in the current development plans for Parcel B submitted to the City.



REQUIRED ENTITLEMENTS

The proposed project requires the following entitlements:

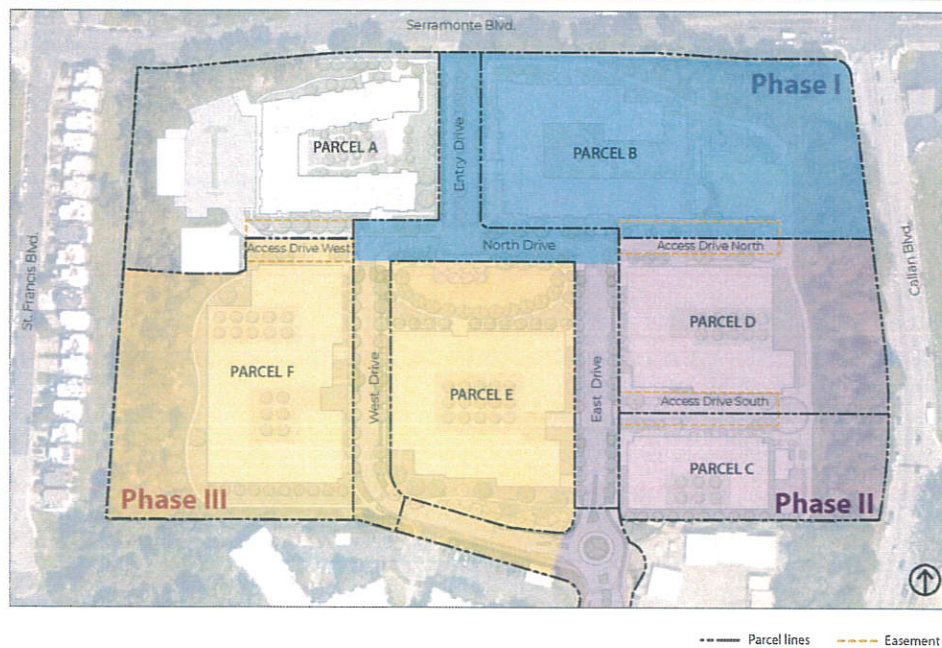
- Amendment to General Plan to change the land use designation to Commercial – Mixed Use
- New Planned Development
- Design Review for proposed Parcel B development
- Major Subdivision
- Certification of the Environmental Impact Report

Design review approval for proposed Parcels C through F would occur as subsequent applications.

PHASING PLAN

Figure 7.1 below shows the phasing plan for the development proposed in the Precise Plan. As mentioned in the sections above, the JUHSD faculty and staff housing project (Parcel A) is under construction. The proposed development on Parcel B is the next project slated for construction.

Figure 7.1 Phasing



TIMELINE

The following timeline outlines events and activities related to the proposed project:

1985	Original Precise Plan (PD-31) approved by City Council
2001	Garden for JUHSD Adult Education course started (Source: JUHSD); locally known as the Serramonte Therapeutic Day School Garden.
2019	Garden listed as a “Community Garden” by San Mateo County without the knowledge/permission of JUHSD. Designation was later removed. (Source: JUHSD)
Jan. 2020	PD-31A, General Plan Amendment, and JUHSD Faculty & Housing Project (Parcel A) approved by City Council
July – Oct. 2020	JUHSD submitted Pre-Application for proposed Precise Plan. Staff provided preliminary feedback to JUHSD on proposal.
Oct. – Nov. 2020	JUHSD conducted neighborhood and community outreach for proposed Precise Plan (Source: serramontedelrey.org)

Dec. 2020	JUHSD conducted Community Outreach Meetings for proposed Precise Plan
April 2021	Entitlement Application for proposed Precise Plan and Parcel B development submitted
May – June 2021	Notice of Preparation Comment Period for Environmental Impact Report. Public Scoping Meeting conducted on May 19, 2021
July 2021	JUHSD City Council Committee Meeting (see Attachment E – July 6, 2021 JUHSD City Council Committee Meeting Staff Report)
Aug. 3, 2021	Planning Commission Review of Preliminary Plan (Recommended Approval)
Sept. 27, 2021	City Council Review of Preliminary Plan (Continued to Date Certain)
Oct. 18, 2021	City Council JUHSD & Affordable Housing Committee Meeting
Oct. 25, 2021	City Council Review of Preliminary Plan (Continued to Date Certain)
Nov. 15, 2021	City Council Affordable Housing Committee Meeting
Dec. 15, 2021	City Council JUHSD & Affordable Housing Committee Meeting
Jan. 10, 2022	City Council Review of Preliminary Plan (Scheduled)

ZONING & GENERAL PLAN

As discussed in the previous sections above, JUHSD is proposing to redevelop the campus into a new commercial-mixed use neighborhood. The proposed Precise Plan would create a new Planned Development for the campus.

Regarding the General Plan, the proposed Precise Plan would allow commercial uses on the ground level and residential uses on the upper levels of buildings proposed on each parcel with the exception of the future Head Start facility on Parcel C. JUHSD is therefore requesting to change the land use designation on the entire campus to Commercial – Mixed Use (C-MU).

ENVIRONMENTAL REVIEW

David J. Powers & Associates (DJP&A) has been retained to prepare the Environmental Impact Report (EIR). The EIR is currently being prepared and must be circulated and finalized prior to Precise Plan review of this project. Tribal cultural resources consultation was also completed pursuant to the requirements of Senate Bill 18 and Assembly Bill 52. Staff did not receive any

consultation requests from the list of tribes provided by the Native American Heritage Commission.

PRELIMINARY PLAN & PRECISE PLAN REVIEW

During the Preliminary Plan of the proposed project, the Planning Commission and City Council review the proposed land use, circulation, and overall site design of the proposed project.

If approved by the City Council on January 10, 2022, the project will then move forward to the Precise Plan stage where the applicant will finalize their proposal and make any revisions necessary to address comments from the Planning Commission and City Council. The EIR will also be finalized and circulated pursuant to CEQA.

The final steps of this stage will be a Planning Commission meeting and City Council meeting. The Planning Commission will make a recommendation on the project and the City Council will make the final determination of approval, conditional approval, or denial of the project.

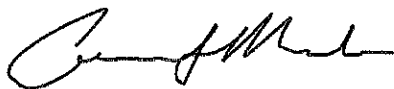
DEVELOPMENT AGREEMENT

JUHSD also submitted proposed terms for a Development Agreement that will need to be further analyzed by staff and presented to the City Council for approval. The current proposal provides considerations for development phasing, parks and open space requirements, fees, off-site improvements, and most notably affordable housing.

STAFF RECOMMENDATION

Staff recommends that the JUHSD City Council Committee review the information and attachments presented and provide any preliminary comments or concerns.

Respectfully submitted,



Carmelisa Morales Lopez
Associate Planner

Attachments

- Attachment A – JUHSD Comments and Responses
- Attachment B – Serramonte Del Rey Campus Zoning Comparison
- Attachment C – Draft Precise Plan
- Attachment D – Parcel B Project Plans
- Attachment E – July 6, 2021 JUHSD City Council Committee Meeting Staff Report
- Attachment F – October 18, 2021 JUHSD City Council Committee Staff Report



Jefferson Union High School District

ADMINISTRATIVE OFFICES – SERRAMONTE DEL REY

699 Serramonte Boulevard, Suite 100

Daly City, CA 94015-4132

650-550-7900 • FAX 650-550-7888

Board of Trustees

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December 15, 2021

AGENDA

1. Affordable Housing

- a. Discuss Daly City staff's questions of feasibility
- b. Discuss question of number of units
- c. Discuss benefits of consolidated vs. distributed units

2. JUHSD Garden

- a. Outline plan for current garden
- b. Clarify proposed green space size and programming

3. Next Steps

San Mateo County Stand-alone Affordable Housing Case Studies

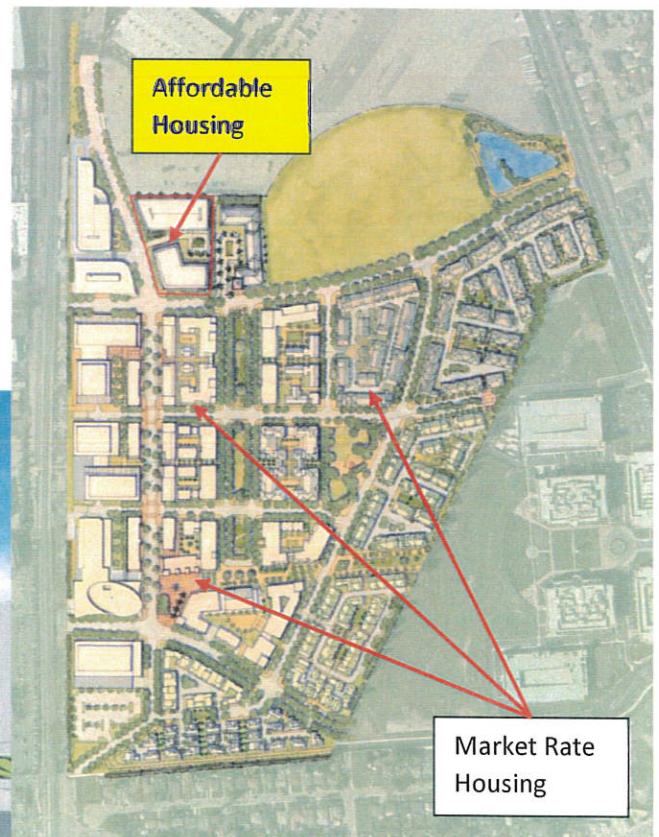
December 14, 2021

The following five case studies are examples of master planned communities with a stand-alone affordable housing project as part of a market rate residential or office/mixed-use development. The case studies are comparable to the Affordable Housing Proposal by JUHSD at Serramonte Del Rey. Stand-alone affordable housing projects utilize the expertise of nonprofit affordable housing developers to integrate services to residents and access affordable housing capital sources. The five projects include two that have completed construction and three that are in the planning phase.

1. Bay Meadows

- Location: San Mateo
- Status: Construction completed in 2020
- Masterplan Developer: Wilson Meany
- Affordable Housing Project Name: Montara
- Affordable Housing Development Partner: Bridge Housing
- Market Rate Housing: 1,000 units
- Affordable Housing: 68 units (6.4% of total)

The developer gifted the 1-acre site to the City of San Mateo at no cost. The city provided the site to Bridge Housing plus \$2 million. The Housing Endowment and Regional Trust of San Mateo County provided a predevelopment loan of \$500,000 and it is also funded with low-income housing tax credits and a construction loan from Silicon Valley Bank.



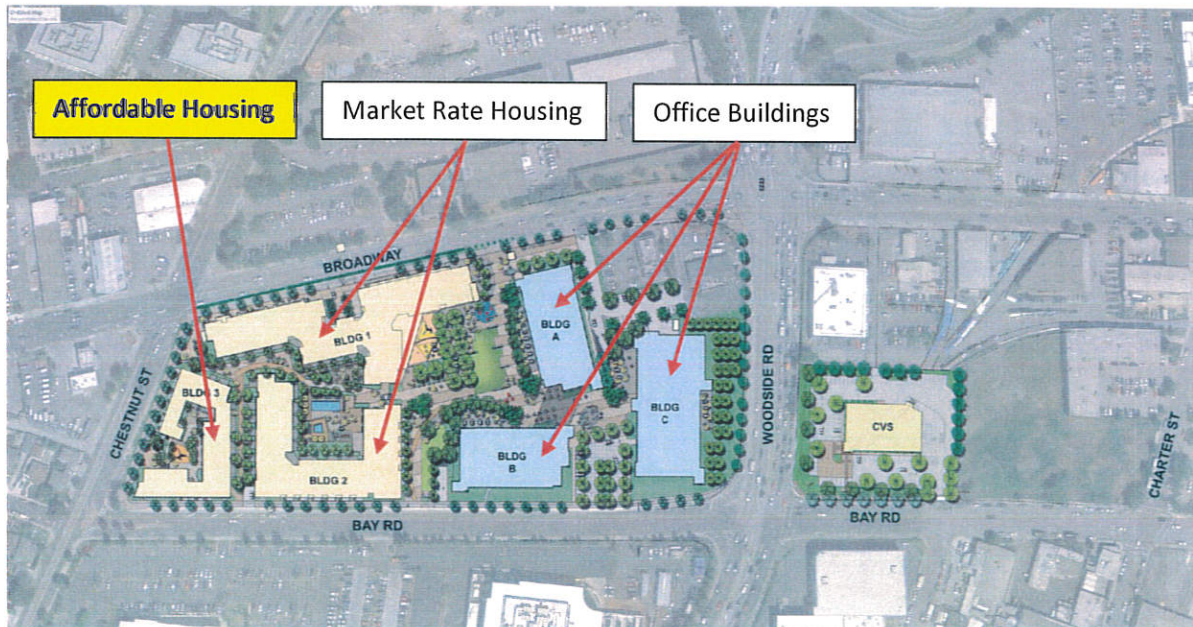
2. Green Ridge Apartments

- Location: South San Francisco
- Status: Construction completed in 1999
- Affordable Housing Partner: MidPen Housing
- Affordable Housing: 34 rental townhouses
- Affordability Level: Up to 60% AMI
- Market Rate Housing: 179 for-sale single family homes



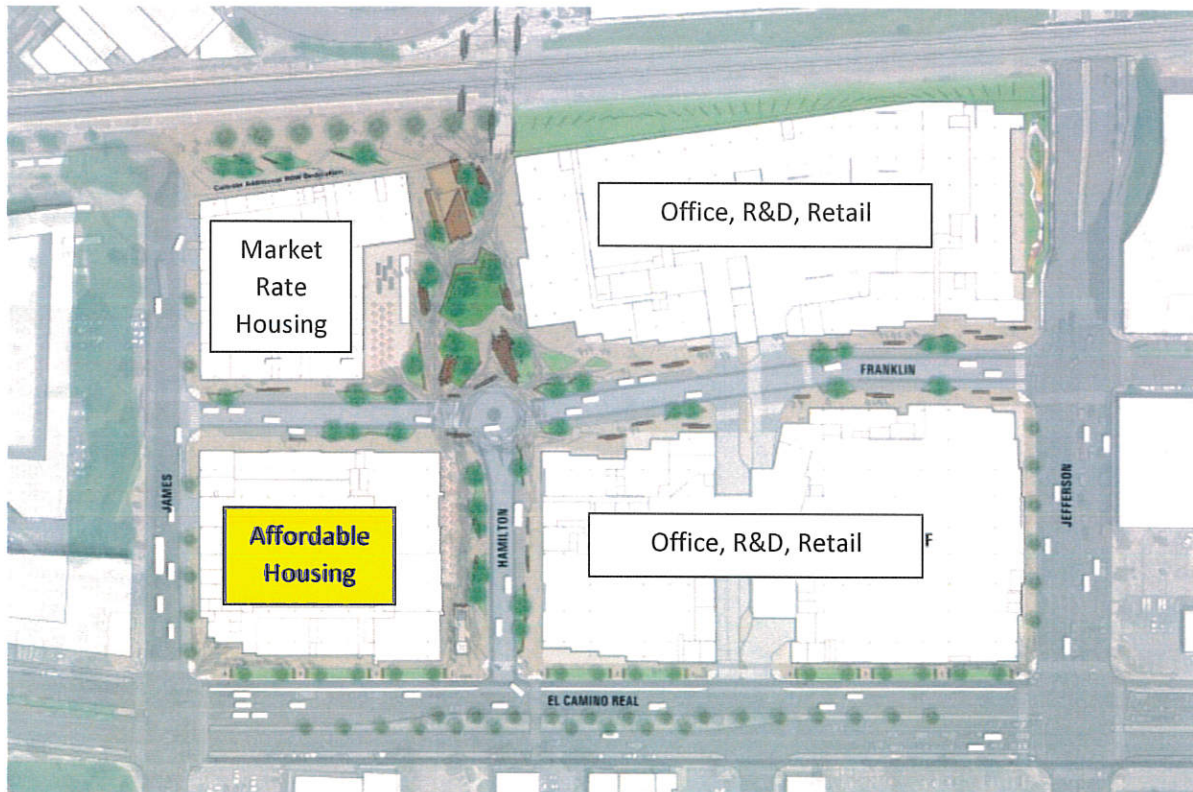
3. Broadway Plaza

- Location: Redwood City
- Status: Planning Stage
- Masterplan Developer: The Sobrato Organization
- Affordable Housing Development Partner: MidPen Housing
- Market Rate Units: 400
- Affordable Units: 120 (19.3% of total)
- Other Uses: 420,000 SF office, 11,000 SF retail, 10,000 SF childcare facilities, open space, relocation of 15,000 SF CVS building.



4. Sequoia Station

- Location: Redwood City
- Status: Planning Stage
- Masterplan Developer: Lowe
- Affordable Housing Partner: Eden Housing
- Market Rate Housing: 397 units
- Affordable Housing: 234 units
- Other Uses: More than 1 million square feet of office, research & development, and retail



5. SSF PUC Site

- Location: South San Francisco
- Status: Planning Stage
- Masterplan Developer: AGI-KASA
- Affordable Housing Partner: Bridge Housing
- Market Rate Housing: 642 units
- Affordable Housing: 158 units (19.75% of total)
- Affordability Level: Low and Very-Low Income Households
- Other Uses: Childcare facilities and 13,000 SF commercial space

