CITY OF DALY CITY

Regular Meeting - CITY COUNCIL

AGENDA

Monday, January 22, 2024 - 7:00 PM

City Hall Council Chambers – 2nd Floor
City Hall 333 – 90th Street
Daly City, CA 94015

To watch the live telecast:
https://www.youtube.com/DalyCityVideoMeetings, https://www.dalycity.org/agendas,
or Comcast Channel 27

Public Participation:

There are three ways to submit public comments: (1) submit written comments by meeting day, (2) submit written comments during the meeting, and (3) attend the meeting in person.

1. To submit written comments by meeting day, please email cityclerk@dalycity.org and include "Public Comment" in the subject line. All written comments received by 4:00 pm on meeting day will be provided to the City Council prior to the meeting.

   Please note: Any emailed comments received after 4:00 p.m. on the meeting date are not guaranteed to be received by the City Council prior to the meeting. Comments are not read aloud into the record.

2. During the meeting, you may visit www.dalycity.org/agendas to submit comments using the Public Comment form to address the City Council on a specific item, or during the public comment period, and such comments are delivered to the City Council and City Staff during the meeting, and may be read into the record at the time they are received.

3. To speak at the meeting in person, please complete a Speaker Card located at the entrance to the Council Chamber and submit it to a Staff Member as early in the meeting as possible.

   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 (650) 991-8078 as soon as possible.

CALL TO ORDER:

PLEDGE TO THE FLAG:

ROLL CALL:

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.

PRESENTATIONS:

1. Commendation - Pacific Islands Together (P.I.T.) Christmas Giveaway, Reyna Meafua

2. Proclamation - National Gun Violence Survivors Week

APPROVAL OF MINUTES:

3. Regular Meeting of January 8, 2024

APPROVAL OF AGENDA:

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.

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:

4. Accept the Fiscal Year 2023 Annual Comprehensive Financial Report

Resolutions:

5. Authorize the City Manager to Execute an Addendum Agreement with the South San Francisco Unified School District

6. Approve Recommended Position Changes in the Library Department and the Department of Recreation Services

7. Approve Salary Reassignments for Specific Executive Management Positions

8. Adopt Resolution Authorizing Execution of Amendment to the Employment Agreement of the City Manager

9. Acceptance of Public Access Easement from Giuseppe Ruggiero, Trustee of the Ruggiero Family Revocable Trust, Subject to Exception No. 5, at 400 Castle Street

10. Approve the Use of Federal Asset Forfeiture Funds to Purchase an Unmanned Ground Vehicle for the Police Department

11. Authorize the City Manager to Approve a Purchase Agreement for a 2024 TYMCO Model 600 Street Sweeper

Check Registers:

12. Check Registers for the Month of December 2023

END OF CONSENT AGENDA

COMMUNICATIONS:

13. Resolution Admonishing Councilmember DiGiovanni

STAFF: Rose Zimmerman

RECOMMENDATION: Council Determination
Adopt Resolution by Roll Call Vote

14. Finding of Public Convenience and Necessity PCN-2-23-16098 to Sell Alcoholic Beverages for Off-Site Consumption at Seafood City at 1420 Southgate Avenue

STAFF: Brian Paland

RECOMMENDATION: Council Determination
Adopt Resolution by Roll Call Vote

PUBLIC HEARINGS:

15. General Plan Amendment GPA-04-21-14998, Planned Development PD-04-21-14997, Major Subdivision SUB-04-21-14999, Design Review DR-04-21-15000, and Development Agreement – Serramonte Del Rey Campus Redevelopment

STAFF: Michael Van Lonkhuysen

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

16. Introduction of Ordinance Amending Title 6 of the Daly City Municipal Code re: Animal Control

    STAFF: Rose Zimmerman

    RECOMMENDATION: Open/Close Hearing
    Motion for City Attorney to Read by Title Only
    Councilmember Introduce Ordinance

APPOINTMENTS: Board/Commission Membership Committee Appointments

REPORTS:

17. Council Committee

18. City Council

19. Staff

ADJOURNMENT:

Commendation

Pacific Islanders Together

WHEREAS, The Mission of the Pacific Islanders Together (P.I.T) is to provide and serve the Pacific Islanders and the broader Bay Area community with arts, cultural preservation, and raising awareness in health and wellness; and

WHEREAS, the Pacific Islander's Together is a non-profit organization founded in 2012 by President Rowena (Reyna) Poti-Meafua. The organization emphasizes bringing the community together. P.I.T. delivers support through existing and influential programs, and to serve those in need of help in our community; and

WHEREAS, Pacific Islander's Together' s purpose is to value diversity in arts and culture while enjoying good health and engaging in wellness; and

WHEREAS, Pacific Islander's Together seeks to enrich the Polynesian Islanders community by developing programs that will promote pride, visibility, and unity within the community. P.I.T. is dedicated to combining education and advocacy to expand opportunities for children and families, while strengthening the voice of the Polynesian community; and

WHEREAS, their goal is to develop and provide After-School Programs, Sports Camp Programs, Academic Enrichment Programs, Holiday Outreach Programs, and Financial Support, Programs for Battered Women & Children, Outreach Programs for Homeless, and Management Programs. These programs will strengthen relationships, while establishing an environment that provides opportunity and growth within the Polynesian community; and

WHEREAS, Pacific Islander's Together has continuously participated in Christmas in the Park's Annual Christmas Toys Giveaway, serving youth and families in need for six years; and

WHEREAS, a warm thank you to all the sponsors who dedicated their time to make the 2023 Christmas in the Park' Annual Christmas Toys Giveaway a huge success. The event served over 1,800 children!

NOW, THEREFORE, I, Juslyn C, Manalo, Mayor, and members of the City Council of the City of Daly City, do hereby commend **Pacific Islanders Together** for their legacy and commitment in bringing the community together through their influential programs and celebrations.

Signed and sealed by the Mayor and City Council
of the City of Daly City this 22nd day of January 2024.

_____
Juslyn C. Manalo, Mayor

_____
Roderick Daus-Magbual, Vice Mayor

_____
Raymond A, Buenaventura, Councilmember

_____
Pamela DiGiovanni, Councilmember

_____
Glenn R. Sylvester, Councilmember

Proclamation

National Gun Violence Survivors Week, January 22-26, 2024

WHEREAS, January 22 – 26, 2024 will mark the sixth annual National Gun Violence Survivors Week, a time when we come together to share and amplify the stories and voices of gun violence survivors who live with the impact of gun violence every day of the year; and

WHEREAS, every day in America, at least 120 people are shot and killed, more than 200 are shot and wounded, and countless others experience the collective trauma of gun violence; and

WHEREAS, gun violence in any form can leave a lasting impact whether someone has witnessed an act of gun violence, been threatened, or wounded with a gun, or had someone they cared for wounded or killed with a gun including but is not limited to gun homicides, police violence, gun suicides, intimate partner violence involving a gun, mass shootings, and unintentional shootings; and

WHEREAS, the trauma from gun violence ripples farther than we can imagine, impacting people across generations and geography, beyond those shot and wounded or killed, families, friends, neighbors, and extended communities that share the same identities as victims of gun violence feel the hurt when gun violence occurs; and

WHEREAS, behind every gun violence statistic are countless stories of parents who never got to kiss their kids goodbye, gunshot victims living with physical and emotional wounds, entire families heartbroken by gun suicide, or witnesses of gun crimes living with trauma; and

WHEREAS, during National Gun Violence Survivors Week, we take stock of the terrible human toll of America's gun violence crisis and recommit ourselves to honoring survivors with action; and

NOW, THEREFORE, I, JUSLYN C. MANALO, Mayor, and members of the City Council, hereby proclaim **January 22-26, 2024, as "NATIONAL GUN VIOLENCE SURVIVORS WEEK"** in the City of Daly City and encourage the Daly City community to recognize the lasting impact gun violence has on individuals and communities, honor the survivors with support and stand together against gun violence.

Signed and sealed by the Mayor and City Council of the City of Daly City this 22nd day of January 2024.

_____

Juslyn C. Manalo, Mayor

_____

Dr. Roderick Daus-Magbual, Vice Mayor

_____

Raymond A. Buenaventura, Councilmember

_____

Pamela DiGiovanni, Councilmember

_____

Glenn R. Sylvester, Councilmember

CITY OF DALY CITY
MINUTES – REGULAR MEETING – CITY COUNCIL
JANUARY 8, 2024

Visit https://www.youtube.com/@DalyCityVideoMeetings/streams **to view the City Council meetings**

The regular meeting was called to order by Mayor Manalo at 7:03 P.M.; she wished everyone a Happy New Year.

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

Councilmember Absent:
Raymond A. Buenaventura

Staff Present:
Thomas J. Piccolotti, City Manager
Rose L. Zimmerman, City Attorney
K. Annette Hipona, City Clerk

PRESENTATIONS:

Proclamation - National Human Trafficking Prevention Month
(Ruth Robinson, San Mateo County Human Trafficking Initiative)

HIP Housing's 2024 Calendar Contest Winner
(Sienna Seegmiller, First Grade Winner; Kate Comfort Harr, HIP Housing Executive Director)

Pension Presentation
(Ira Summer, GovInvest Senior Consultant)

APPROVAL OF MINUTES:

Special Meeting of December 11, 2023, and Regular Meeting of December 11, 2023

It was moved by Mayor Manalo, seconded by Vice Mayor Daus-Magbual and carried to approve the minutes of December 11, 2023, as amended.

APPROVAL OF AGENDA:

It was moved by Mayor Manalo, seconded by Vice Mayor Daus-Magbual and carried to approve the agenda.

CONSENT AGENDA:

It was moved by Mayor Manalo, seconded by Vice Mayor Daus-Magbual and carried to approve the consent agenda with the exception of item #5.

Note on Public Comments:
To provide public comments, members of the public have the option to- 1) attend in person, 2) email the City Clerk, or 3) submit comments through the public comment portal on the City's website. Persons with disabilities who require auxiliary aids or services in attending or participating in this meeting are instructed to call the office of the City Clerk at 991-8078 prior to the meeting.

Resolutions:

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

Nels Delander, 217 Carpenters Union, commented on the development's potential, supported responsible contractors that pay area standard wages, provide health care benefits, and promote apprenticeship programs, and stated irresponsible contractors who mistreat workers should not be tolerated.

Planning Manager Michael Van Lonkhuysen provided the staff report for the developer's request for a time extension of the project which was approved in 2020. Van Lonkhuysen addressed questions on the reason for the extension, anticipated timeline for the project and state funding, and the number of affordable housing units in the development. A representative from CORE addressed questions on whether they are willing to meet with local unions, whether they will be paying workers a prevailing wage, when the state funding is anticipated, how much funding has been allocated to the project, and the reason for the long project timeline.

It was moved by Mayor Manalo, seconded by Vice Mayor Daus-Magbual and carried to approve the following resolution:

Resolution 24-1, Approving Extension Of Use Permit UPR-6-19-14076 And Design Review DR-6-19-14077 Mixed-Use Apartment Building At 493 Eastmoor Avenue

Approve Memorandum of Understanding with County of San Mateo to Implement SB 1383 Regulations

Resolution 24-2, Authorizing Execution Of Memorandum Of Understanding With The County Of San Mateo To Implement SB 1383 Regulations

Amend Traffic Regulations to: (1) Extend the existing 36-ft No Parking (red) zone in at 198 Alta Vista Way an additional 7; (2) Install 7-ft red zone in front of 398 Ardendale Drive; (3) Install 5-ft red zone along the south side of Bepler Street, and (4) Convert two (2) existing two-hour to 30-minute limited time in front of 5997 Mission Street

Resolution 24-3, Establishing Traffic Regulations

Authorize the filing of the Notice of Completion and accept improvements for the CDBG ADA/Sidewalk Improvements Project

Resolution 24-4, Accepting Completion Of Certain Project In The Department Of Public Works (Community Development Block Grant (CDBG) ADA/Sidewalk Improvements Project)

Authorize City Manager to Execute the Funding Agreement with the City/County Association of Governments of San Mateo County for the Construction Phase of the Smart Corridor Project

Resolution 24-5, Authorizing A Funding Agreement With The City/County Association Of Governments Of San Mateo County For The Construction Phase Of The Smart Corridor Project

Setting Time and Place for Public Hearing - Proposed Amendment to the Daly City Municipal Code Section 6.04 Re: Animal Control (Set Hearing: 1/22/24)

Resolution 24-6, Setting Time And Place Of Public Hearing For Proposed Ordinance Amending Title 6 Of The Daly City Municipal Code Re: Animal Control (Hearing Date: January 22, 2024)

Authorize Execution for the StarChase Pursuit Management System for Use by the Police Department Utilizing Approved BSCC Retail Theft Grant Funds

Resolution 24-7, Authorizing Execution Of Agreement With StarChase Pursuit Management System For The Police Department Utilizing Approved BSCC Retail Theft Grant Funds

Authorize Execution of Professional Services Agreement with RDA Consulting for Evaluation Services Utilizing Approved BSCC Retail Theft Grant Funds

Resolution 24-8, Authorizing Execution Of Professional Services Agreement With RDA Consulting For Evaluation Services Utilizing BSCC Retail Theft Grant Funds

Check Registers

Approve Check Registers for the Month of November 2023

END OF CONSENT AGENDA

COMMUNICATIONS:

Nomination of Auto Sound Performance as a Legacy Business

Economic Development Specialist Maybelle Manio provided background for the Legacy Business Registry Ordinance that was adopted by the Council last year and summarized the eligibility criteria. All the following nominations were reviewed by the Small Business Commission who discussed the relevance and contributions of each nominated business. Manio provided information for the first Legacy Business nominee, Auto Sound Performance, established in 1993.

It was moved by Mayor Manalo, seconded by Vice Mayor Daus-Magbual and carried by unanimous roll call vote to adopt the following resolution:

Resolution 24-9, Approving Nomination Of Auto Sound Performance To Be Part Of The Inaugural Legacy Business Program And That They Be Awarded And Recognized As A Legacy Business

Nomination of Fil-Am Cuisine as a Legacy Business

Economic Development Specialist Manio provided information for the Small Business Commission's second Legacy Business nominee, Fil-Am Cuisine, which started in 1995.

It was moved by Mayor Manalo, seconded by Vice Mayor Daus-Magbual and carried by unanimous roll call vote to adopt the following resolution:

Resolution 24-10, Approving Nomination Of Fil-Am Cuisine To Be Part Of The Inaugural Legacy Business Program And That They Be Awarded And Recognized As A Legacy Business

Nomination of Westlake Performing Arts School as a Legacy Business

Economic Development Specialist Manio provided information on the Small Business Commission's third Legacy Business nominee, Westlake Performing Arts, which was founded in 1991.

It was moved by Vice Mayor Daus-Magbual, seconded by Mayor Manalo and carried by unanimous roll call vote to adopt the following resolution:

Resolution 24-11, Approving Nomination Of Westlake School Of Performing Arts To Be Part Of The Inaugural Legacy Business Program And That They Be Awarded And Recognized As A Legacy Business

Resolution of Finding of Public Convenience and Necessity PCN-11-23-16429 to Sell Alcoholic Beverages for Off-Site Consumption at Vira Market at 6189 Mission Street

Planning Manager Van Lonkhuysen provided the staff report for the item which was continued from the regular meeting of December 12th during which the Council requested additional information on existing alcoholic licenses in the census tract. Van Lonkhuysen presented this information along with staff's findings from visiting the stores including the nature of alcohol sales in the area. Van Lonkhuysen addressed questions on the percentage of floor space containing alcoholic beverages, whether a requirement can be added to the approval, and clarification on the PCN for the Type 21 license. Applicant Vikas Saxena addressed questions from the Council.

It was moved by Vice Mayor Daus-Magbual, seconded by Mayor Manalo and carried by the following roll call vote to adopt the resolution:

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

Resolution 24-12, Adopting Findings In Response To An Application For A Type 21 Liquor License – Vira Market – 6189 Mission Street

AWARD OF BIDS/CONTRACTS:

Award of Construction Contract for the Mussel Rock Landfill Upper Disposal Area Pull-Back Project

Director of Public Works Richard Chiu provided the staff report recommending awarding a construction contract to ETIC of Pleasant Hill in the amount of $1,033,482.57 for the subject project. Chiu addressed questions on the scope of work that will be done with this initial project.

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

Resolution 24-13, Authorizing Execution Of Construction Contract For The Mussel Rock Landfill Upper Disposal Area Pull-Back Project

REPORTS:

City Council

Councilmember Sylvester referred to a letter he received from group Thursday Dance Group with concerns regarding where the group will be placed and/or moved, and requested an update regarding this matter from City Manager Piccolotti.

Councilmember DiGiovanni supported Councilmember Sylvester's request and stated she received the same letter. DiGiovanni requested the Council to work together on an ordinance and/or LOI involving the NorCal Carpenters which they can subsequently submit to Planning Manager Van Lonkhuysen.

Mayor Manalo reported attendance at the following events: the Daly City Host Lions Club's Breakfast With Santa Event in Serramonte; the Commissioners' Dinner to honor and thank all the commissioners who volunteer their time with Daly City; the grand opening of community bookstore Peninsula Books at 441 Westlake Center; the Crocker-Masonic Lodge Induction with Mr. Acevedo and his fellow officers; South San Francisco's Reorganization for Mayor Coleman and Vice Mayor Flores; Colma's Reorganization for Mayor Goodwin and Vice Mayor Gonzalez; the Northern Carpenters event to honor Supervisor Canepa for his work around housing; Immigrant Resource Night hosted by JUHSD and JESD and participants Bayshore School, Mental Health Initiative and CORA; the Daly City-Colma Chamber of Commerce Business Achievement Gala wherein City of Daly City was an award-recipient; the 2023 Holiday Toy Drive and Tree-lighting event with Daly City employees, thanking Human Resources Director Sakkal; the Age-Friendly Townhall at City Hall, also attended by Marian Mann and Recreation staff; a meeting with California Nurses Association and NUHW regarding updates to Seton Hospital; the C/CAG regular board meeting in San Carlos; a special screening of *The Race Epidemic* at Century 21 with Assemblymember Ting, former Assemblymember Chiu, Vice Mayor Daus-Magbual and APALF; the Winter Wonderland Event, acknowledging the work of the Recreation staff and Director Brown; and the Christmas musical at the Crossroads Christian Center. Manalo will invite Pacific Islands Together (PIT) and all their supporters at the next Council meeting in order to honor them for their work including the Bayshore Toy Giveaway holiday event which had over 2,000 recipients. Manalo welcomed new business La Belle Rose Medspa, located in Serramonte. Manalo reported San Mateo County will be providing support to Daly City via a pilot program addressing domestic violence a, acknowledging the San Mateo County Sheriff and Acting Police Chief Christensen. Manalo was optimistic for a productive year ahead with the support of City Manager Piccolotti, Executive Management and her colleagues in the Council.

ADJOURNMENT:

Mayor Manalo adjourned the meeting at 10:33 PM in memory of Peter Graves, Purita Bulos Quema, Tuan Le, Robert M. Brizuela, Andre Pontevedra Belarmino, Terry Sedik, Janet Finney, Qu Yuz Zhao Wu, Robert Alfredo Salinas, and Martin Luther King Jr.

Approved as submitted, this 22nd day of January, 2024.

Juslyn C. Manalo
Mayor

City Clerk

City Council Meeting Agenda Report

Item # _____

Meeting Date: January 22, 2024

Subject: Accept the Fiscal Year 2023 Annual Comprehensive Financial Report

Recommended Action

Staff recommends the City Council accept by motion the Fiscal Year 2023 Annual Comprehensive Financial Report.

Background

The financial records of the City of Daly City are subject to an annual independent audit, which is performed by Maze & Associates. The audit is performed in conformance with generally accepted auditing standards in the United States and includes a comprehensive review of the financial records and the internal control procedures in place which safeguard the City's assets.

Discussion

The Independent Auditor's Report contained in the Annual Comprehensive Financial Report (ACFR) indicates that the financial statements present fairly, in all material respects, the financial position of the City as of June 30, 2023. This opinion is considered "clean" or "unmodified", which means that the financial records reflect appropriately the financial activity of fiscal year 2023.

The ACFR contains the financial activity of all of the City's funds and account groups. It is presented in a manner designed to fairly set forth the financial position and results of operations of the City as measured by the financial activity of various funds. All disclosures necessary to enable the reader to gain maximum understanding of the City's financial activities are included.

Each year the ACFR is submitted to the Government Finance Officers Association award program for the Certificate of Achievement for Excellence in Financial Reporting. Daly City received the award for the prior fiscal year, 2022, and staff anticipates that the City will be successful in attaining the award for fiscal year 2023.

Summary/Conclusion

Staff recommends acceptance of the fiscal year 2023 Annual Comprehensive Financial Report. Staff is available to provide any additional information desired by the Mayor or Councilmembers.

Respectfully submitted,

Timothy J. Nevin
Director of Finance and
Administrative Services

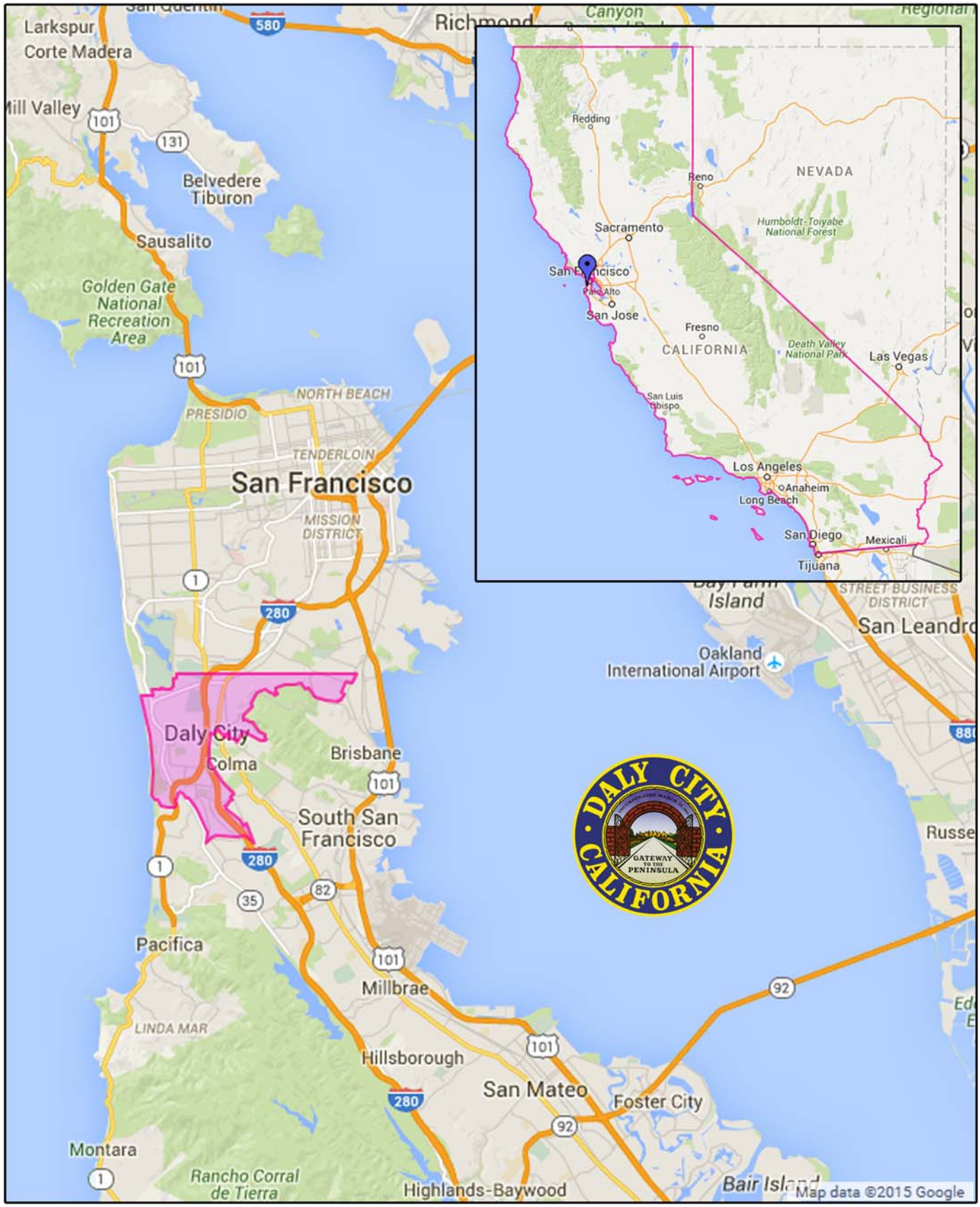
Attachment: Fiscal Year 2023 Annual Comprehensive Financial Report



City of Daly City, California

Annual Comprehensive Financial Report

For the Fiscal Year Ended June 30, 2023


Larkspur
Corte Madera
Mill Valley
Belvedere
Tiburon
Sausalito
Golden Gate
National
Recreation
Area
Richmond
Canyon
Regional
NORTH BEACH
PRESIDIO
TENDERLOIN
San Francisco
MISSION
DISTRICT
Island
STREET BUSINESS
DISTRICT
San Leandro
Oakland
International Airport
Daly City
Colma
Brisbane
South San
Francisco
Pacifica
Millbrae
LINDA MAR
Hillsborough
San Mateo
Foster City
Montara
Rancho Corral
de Tierra
Highlands-Baywood
Bair Island
Russe
Redding
Reno
NEVADA
Humboldt-Toiyabe
National Forest
Sacramento
San Francisco
Palo Alto
San Jose
Fresno
CALIFORNIA
Death Valley
National Park
Las Vegas
San Luis
Obispo
Los Angeles
Anaheim
Long Beach
San Diego
Mexicali
Tijuana
DALY CITY
CALIFORNIA
GATEWAY
TO THE
PENINSULA
Map data ©2015 Google

CITY OF DALY CITY, CALIFORNIA

ANNUAL COMPREHENSIVE FINANCIAL REPORT

FOR THE FISCAL YEAR ENDED

JUNE 30, 2023

Prepared by

DEPARTMENT OF FINANCE
AND
ADMINISTRATIVE SERVICES

Tim Nevin
Director


DALY CITY
CALIFORNIA
INCORPORATED MARCH 27 1911
GATEWAY
TO THE
PENINSULA

CITY OF DALY CITY

ANNUAL COMPREHENSIVE FINANCIAL REPORT

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CITY OF DALY CITY

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CITY OF DALY CITY

333 – 90TH STREET
DALY CITY, CALIFORNIA 94015-1895

December 21, 2023

Honorable Mayor
Members of the City Council
Citizens of Daly City

We are pleased to present the Annual Comprehensive Financial Report (ACFR) of the City of Daly City for the Fiscal Year (FY) ended June 30, 2023. The goal of the independent audit is to provide reasonable assurance that the financial statements are free of material misstatements and presented in conformity with generally accepted accounting principles (GAAP).

The City has contracted with Maze and Associates, independent Certified Public Accountants (CPAs), to perform the audit of these financial statements. The auditors have issued an "unmodified" opinion on the City of Daly City's financial statements. This is the most favorable conclusion and is commonly known as an "unmodified" or "clean" opinion. The auditor's report is located at the front of the financial section of this report.

This letter of transmittal is designed to complement the Management's Discussion and Analysis (MD&A) and should be read in conjunction with it. The MD&A can be found immediately following the report of the independent auditors.

Management assumes full responsibility for the completeness and reliability of the information contained in this report, based on a comprehensive framework of internal controls that are established for this purpose. Since the cost of internal controls should not exceed anticipated benefits, the objective is to provide reasonable, rather than absolute, assurance that the financial statements are free of any material misstatements.

The independent audit is part of a broader federally mandated Single Audit, designed to meet the requirements of federal grantor agencies. The standards governing Single Audits require the independent auditor to report on the fair presentation of the financial statements as in the normal audit, but also require the independent auditor to report on the City's internal controls and compliance with legal requirements specific to the federal grants. These reports are part of the separately issued Single Audit Report that is provided to the appropriate federal agencies.

PROFILE OF THE CITY

The City of Daly City is one of the largest cities in San Mateo County with an estimated population of 101,471. Daly City is an urbanized, coastal community located at the northern edge of San Mateo County, comprising approximately 7.66 square miles of substantially developed area. The City is known as the "Gateway to the Peninsula", and its area extends to the Pacific Ocean on the west, and nearly to San Francisco Bay on the East. Daly City abuts San Bruno Mountain, a State and County Park, which features the highest peak in the area's hilly terrain. It is strategically located and is central to major growth areas of San Francisco and San Mateo counties.

Daly City was incorporated on March 22, 1911, as a General Law City. It is governed by a Council-Manager form of government. There are five council members who serve overlapping terms of four years, and the City Council, in turn, elects one of the council members to serve as Mayor each year. The City Council appoints the City Manager and the City Attorney. The City Manager is the chief executive officer. It is the City Manager's responsibility to hire department heads for each of the City functions, to propose the annual budget, to coordinate and oversee all activities of the organization, and to implement the laws, policies, and budgets adopted by the City Council.

The City of Daly City is a full-service city providing a complete range of municipal services. These services include police, fire, library, recreation, street construction and maintenance, traffic signalization and control, engineering, code enforcement, parks operations and maintenance, general administration, planning, and community development. The City also operates a water utility and a sanitary sewer district. Operating and capital costs for these services are maintained in enterprise funds and are funded by user rates or debt proceeds.

The ACFR includes all funds and accounts of the City of Daly City and its blended component units. The financial statements include the financial activities of the City, the North San Mateo County Sanitation District, the Daly City Public Facilities Financing Corporation, the Daly City Housing Development Finance Agency, and the Daly City Joint Powers Financing Authority. The financial operations of the City and the other entities included in this financial report are closely related. City Council members serve as the governing board of the District, Corporation, Agency, and Authority. The City Manager also serves as the General Manager of the Sanitation District, which is included in the proprietary fund types as an enterprise fund.

The budget serves as the foundation for the City's financial planning and control. Using the Guiding Principles and Priorities established by the City Council, departments submit budget proposals to the City Manager for review. The City Manager's Proposed Budget is presented to the City Council during public budget meetings. Changes as directed by the City Council are made and the budget is submitted for final adoption before July 1, the beginning of the next budget cycle. Departments are responsible for managing within the

City Council appropriated budget. Budget amendments are often necessary due to changes in economic conditions and other circumstances occurring during the fiscal year.

FACTORS AFFECTING FINANCIAL CONDITION

Economic Indicators

According to the Federal Open Market Committee, United States GDP in 2023 is expected to grow 2.1% while the GDP increased in 2022 by 0.9%, compared to -5.7% in 2021 and -1.5% in 2020. Although the increased growth rate is an improvement over the negative growth rates resulting from the COVID-19 pandemic, the lower growth rates still reflect a possible future recession. Also due to the pandemic, California unemployment hit a record high of 16.4% in May 2020 and then reached a new low of 3.4% in May of 2022 as the State recovered. However, the return to low unemployment may not last as the Federal Reserve increases interest rates in response to rising inflation. As of October 2023, the unemployment rate has remained steady at 3.9%. The greatest risks to the forecast of the U.S. economy stem from concerns over inflation, rising interest rates, and supply concerns for both labor and housing. The current tightening of monetary policies affecting financial and credit conditions will also weigh on economic activity, hiring, and inflation.

In California, especially in the San Francisco Bay Area, housing prices continue to be increasingly expensive and unaffordable, particularly for first time homebuyers, given the limited availability. The U.S. Home Price Growth on a year-over–year basis as measured by the Case-Shiller 20-City Composite Home Price Index increased slightly with .97% increase in July 2023, compared with a 15.7% increase in July 2022. The housing market continues to be equally challenging for California renters, many of whom need to spend more than half of their income on rent. Housing market research suggests that continued limited supply compared to demand is one of the major causes of high housing costs in the coastal California region.

Local Economy and Fiscal Challenges

General Fund revenues for FY 2023 increased by $6.1 million to $118.8 million. The revenue increase is made up of some revenue increases and some decreases among the various General Fund sources. The City saw revenue increases in property tax and sales tax revenues of about $4.9 million, in the utility users tax; due to rising energy costs in FY 2023, and through the recognition of $6.2 in one-time American Rescue Plan Act (ARPA) funds. General Fund expenditures increased by $4.1 million to $110.8 million in FY 2023, the majority of which was due to salary and benefit increases resulting from cost of living raises. Although the City budgeted at a deficit for FY 2023, the General Fund resulted in a surplus because of savings from a large number of vacant staff positions.

Enterprise Funds

Two of the City's major enterprise funds, the Water Utility Fund and Sanitation District Fund, derive revenue from water usage.

Revenues for the Water Utility Fund increased by $2.2 million to $28.4 million in FY 2023 mainly due to an annual water rate increase of 9.5%. Expenses increased $4 million to $19.2 million in FY 2023 reflecting an increase in the net pension and OPEB liabilities for the Water Utility Fund and cost of living salary increases for employees.

The Sanitation District Fund operating revenues increased by $1.5 million to $25.2 million in FY 2023 due to an annual 9% increase in sewer rates. Operating expenses increased by $9.7 million to $30.6 million in FY 2023 also reflecting an increase in the net pension and OPEB liabilities for the Sewer Enterprise Fund and cost of living salary increase for employees.

LONG RANGE FINANCIAL PLANNING

The City employs a ten-year financial forecasting model to ensure accountability of service levels and to plan for future challenges. Long-range financial planning enables the City to foresee potential budget issues, giving the City sufficient time to respond to and analyze the long-term financial impact, as well as to take appropriate action before a problem develops. In addition, the long-range financial planning serves as a key planning tool for future budgets and decision-making.

Many of the fiscal drivers within the ten-year forecast are outside the City's control. This includes changes in the national and local economy; federal and state legislation; and CalPERS actuarial assumptions, investment returns, and the resulting impact on employer contribution rates. Due to the passage of Propositions 13, 218, and 26 in California, the City has no ability to institute taxes and assessments without voter approvals. For a ballot measure to be successful, there must be broad community support for the use of the tax and an outside group who will champion the tax or assessment increase.

Given the current and forecast budget challenges, the City has implemented a multi-pronged approach to address long-term fiscal challenges and to ensure the sustainability of the City's finances into the future.

1. **Evaluate General Fund and other reserves**. The City's Reserve policy is to maintain General Fund unassigned fund balance equal to 17% of annual operating expenditures. Maintaining the reserve target of 17% requires closely monitoring the balance between revenues and expenses on an ongoing basis. The General Fund reserve provides a buffer to the City in the event of unexpected reductions in revenues or increases in costs.

2. **Identify other potential sources of revenues.** Over the next ten years, General Fund expenses will continue to increase beyond the City's ability to fund with current revenue sources. The City was successful with ballot measures on a cannabis business license tax and increases for transient occupancy tax and business license tax in the November 2018 General Election. In addition, the Daly City voters approved Measure Q – the Daly City Local Recovery and Relief Measure – in November 2020, which added a transaction and use tax of one-half cent to the total sales tax rate as of April 2021. The City will continue to identify other potential sources of new revenue and evaluate City fees to ensure cost recovery of services provided.

3. **Promote economic development and business expansion.** While Daly City is largely built out, there are still some development opportunities, including one on a former Daly City Redevelopment Agency parcel. If realized, these new developments will generate new sales, property, business license, and transient occupancy taxes. Additionally, the City plans to update its economic development strategy to identify new opportunities for expanding and diversifying the economic base to ensure long-term fiscal sustainability.

4. **Pre-fund Pension and Other Post-Employment Benefits (OPEB).** In April 2017, the City Council authorized participation in the Section 115 Trust Program which allowed the City to set aside funds towards OPEB costs and help reduce the unfunded liability. The City continued to contribute to this Program in FY 2023.

In May 2017, the City Council also authorized participation in a Section 115 Trust to pre-fund pension costs and prepare for pension increases due to changes in CalPERS actuarial assumptions and discount rates. The Section 115 Trust Program will provide the City with an alternative to sending funds to CalPERS that will allow for greater control of the assets held in the trust and risk tolerance level for the investment. Other potential benefits include pension rate stabilization. Assets in the Trust Program can be transferred to CalPERS at the City's discretion, which could reduce large fluctuations in employer contributions to CalPERS.

5**. Complete comprehensive asset condition assessment and capital improvement plan**. In 2017, the Public Works Department started the process by completing the Facilities Condition Assessment. The project included development of an automated inventory of City facilities, evaluation of existing conditions of facilities, prioritization of deficient conditions, and development of short- and long-range maintenance needs.

Since then, the Public Works Department has completed the ADA Self Evaluation and Transition Plan, the Parks and Open Space Master Plan, the update to the City's Pavement Management System Report, and the Pedestrian and Bicycle Master Plan. The findings from the above planning documents will be incorporated into a future Capital Improvement Plan for budgeting purposes. Future planning studies to be performed include a Storm Drain Master Plan, Water Master Plan, Sanitary Sewer Master Plan, and Seismic Evaluation of Critical Facilities. Results of these studies will identify needed

work to properly maintain the City's infrastructure. It is imperative to have a comprehensive understanding of the infrastructure needs of the City, so that resources can be identified, and a long-term budget plan developed.

MAJOR INITIATIVES

During FY 2023, under the leadership of the City Council, several outstanding key programs and projects were successfully undertaken by the City.

Economic and Community Development

The Economic and Community Development Department has continued to provide its regular services while implementing a variety of new programs and policies. Aside from the typical permit issuance and building inspections, the Building Division improved customer service by creating a new online permitting portal for "quick" permits and permits for photovoltaic installations. The Planning Division worked on the preparation of the Housing Element, which is a plan to build over 4,200 housing units to meet the region's housing needs. A new zoning district for the Mission Street and Geneva Avenue corridors was created to encourage higher density housing and economic development along those important corridors. Economic Development staff have implemented a Legacy Business Program to celebrate local businesses that have local relevance to the community. Additionally, the Economic Development staff worked towards renewing a partnership with the Daly City Chamber of Commerce. The Housing Division continued to administer the federal funding that was provided to help households that were affected by COVID-19 through rental assistance, food distribution, and mental health services. The Housing Division has also confirmed funding and secured a site to establish a low-income daycare facility on City property. Many significant construction projects initiated and/or continued construction, including a redevelopment of the Saint Francis Square Shopping Center, faculty housing at M. Pauline Brown Elementary School, and affordable housing at Midway Village.

Library and Recreation Services

The Department of Library and Recreation Services continued to move forward with their "new normal".

The Recreation Division offered rental facilities so the Daly City community could reserve spaces for personal gatherings and events and were able to secure 569 rentals. The Afterschool Youth Recreation Program served 1,338 participants at five school locations, while the Summer Youth Recreation Program served over 1,178 youth at four recreation locations. The senior lunch program continued providing five (5) home-cooked meals with all the components to qualify for the San Mateo County Congregate Meal Program. Through the Second Course, and in-person programs at three locations, the senior services unit was able to serve over 46,336 meals to those in need. Our athletic leagues and programs, such as Youth Basketball, Mini Hoops and Youth Clinics, were

modified to serve our participants in a safe and meaningful way and served over 1,537 participants. We were able to provide our city-wide events, both cultural and specialized "in-person" to the community, including Latino Heritage Month, Kasayahan Sa Daly City, Trunk or Treat, Frosty Fest, Black History Celebration and Spring Fun Day events, sharing happiness with over 7,607 youth and their families. Our contract instructors provided in-person, fitness-focused enrichment classes to our Daly City community, serving over 16,107 participants. Over 194 volunteers and volunteens were welcomed back as well and accumulated over 26,752 hours of volunteer/volunteen service.

With all four facilities open to the public in FY 2023, the Library Division counted 177,401 visits to our Libraries, an increase of over 30% from the previous year. Improved open hours introduced last year no doubt contributed to this increase. Circulation of physical materials was 354,227, higher than the prior year but lower than before the pandemic. Circulation of electronic materials continued to increase with a total of 84,821. State-wide initiatives such as the Palace Project eBook collection, Brainfuse Live Homework Help, and Career Pathways workforce development platforms greatly expanded the online resources the Library was able to make available to the community. Having transitioned from virtual programs back to in-person programs in May 2022, the Library provided 564 in-person programs during the year with a total attendance of 17,420.

North County Fire Authority

The North County Fire Authority (NCFA) achieved an overall "Customer Satisfaction" rating of 98% in the delivery of emergency and non-emergency services. NCFA provided high quality Basic Life Support and Advanced Life Support assessment and treatment interventions to emergency medical incidents utilizing our paramedic fire engines and truck companies, in which over half of total EMS calls benefited and served senior citizens. NCFA achieved an average response time of 5 minutes and 36 seconds for on scene arrival of a first due fire company at all emergency incidents.

Fire Prevention Services completed pre-fire engineering and plan check reviews and inspections for new construction projects, tenant improvements, alarm installations and suppression systems, additionally completed a fire "cause and origin" analysis and investigation for all fire incidents. Further, NCFA completed annual mandated and required fire and life safety code compliance inspections covering all business, multi-family and permitted occupancies. NCFA presented throughout the year Emergency Preparedness, Individual and Family Preparedness seminars, as well as Community Emergency Response Team (CERT) classes. Additionally, "Hands Only CPR", "Stop the Bleed and Choking" was presented to the public through numerous events and venues. NCFA provided fire engine companies and chief officers to multiple major wildfire incidents throughout the State of California.

Police Department

The Daly City Police Department maintains our commitment towards service-based policing, often leading the industry in community engagement, policing tactics, and policy adaptation. We continue to participate in local and regional task forces focused on drug, vehicle theft, and gang prevention. We are partnered with local agencies in a Multidisciplinary Accident Investigation Team (MAIT), sharing resources during complex collision investigations. We remain committed to our supportive partnerships with the Community Overcoming Relationship Abuse (CORA), the Homeless Outreach Team (HOT), and other County entities providing invaluable services to our community.

We continue to support community trust through transparency by equipping officers with body and vehicle cameras, and by ensuring progressive policy adaptation. We are compliant with the Racial and Identity Profiling Act (RIPA – AB953, 2015), a requirement for our agency which began in 2022, and we are successfully uploading new reporting requirements through the California Based Incident Reporting System (CIBRS). We have further prioritized community engagement by increasing our community team, our social media presence, and our event participation.

The Daly City Police Department was the first agency in the region to train all sworn staff in Active Bystandership for Law Enforcement (ABLE), a Georgetown Law program geared towards preventing mistakes, misconduct and promoting officer health and wellbeing for improved community relationships. Our Mental Health Clinician continues to be a vital asset to the community and the department alike. This relationship has ensured a well-versed response to community needs, and it has developed the abilities of officers towards a compassionate approach to those experiencing a mental health crisis. This co-response model has supported de-escalation and a more holistic outcome.

Public Works Department

The Public Works Department completed several capital improvement projects and continued to provide routine services to the public such as street sweeping, traffic signal and street light maintenance, equipment and vehicle maintenance, facility maintenance, park maintenance and litter and debris removal. The Department continues to focus on preventative measures to maintain and maximize the useful lifespan of City owned assets such as City vehicles, equipment, facilities, and infrastructure.

Some completed projects by the Public Works Department include: the Outdoor Fitness Courts at Westlake Park and Lincoln Park, Mission Street Streetscape Project, 2019 Mussel Rock Gabion Wall and Stormwater Project, 2019 Daly City Street Resurfacing and Slurry Seal Project, Central Corridor Project, Civic Center South Roof Rehabilitation Project, Polaris Park Rehabilitation Project, and Community Development Block Grant ADA/Sidewalk Improvements Project. Construction also began on DC the ADA, Sidewalk, and Parking Lot Improvements Project, 2021-22 and 2022-23 Street

Resurfacing Project, Southgate Avenue and School Street Safety Improvements Project, 2020-21 Street Resurfacing Project, Fire Station 91 Roof Replacement Project, and Bayshore Community Center Generator Project.

The Public Works Department also continues to seek grant funds for the City and was successful in securing additional funds for the Westmoor Ave and Westridge Ave Intersections Quick Build Projects, Mussel Rock Upper Disposal Area Waste Pullback Project, Southgate Avenue and School Street Safety Improvements Project, Lake Merced Boulevard Lane Reconfiguration and Bicycle Projection Project, Vision Zero design standards project, Safe Route to School Project, and Daly City Bayshore Shuttle.

Department of Water and Wastewater Resources

The Department of Water and Wastewater Resources (DWWR) continued to meet all public health and regulatory requirements associated with the production, treatment, and distribution of high-quality drinking water, along with the collection, treatment, re-use, and disposal of wastewater on behalf of the citizens of Daly City and the North San Mateo County Sanitation District. The Department continued to manage the critically important regional drinking water, wastewater, and stormwater project, the Vista Grande Drainage Basin Improvement Project. DWWR is working diligently with our project partners, the San Francisco Public Utilities Commission (SFPUC), the County of San Mateo, Caltrans, the Olympic Club, and many others to secure funding contributions in anticipation of a bid date in 2024 and construction start date in 2025.

A significant initiative this last year was the development of Master Plans for the Water Distribution System, Wastewater Collection System, and the Wastewater Treatment Facility. These plans will guide the Capital Program over the next 10 years and direct the investment of millions of dollars in critical new infrastructure. Drinking water projects continued to be of the highest priority and groundwater pumping projects were a large part of the Capital Program this year. Treatment modifications to the Westlake Pump Station to accommodate additional groundwater from new wells in Daly City was substantially completed while a new drinking water well located at Margate Street was approved, designed, and initiated. At two other groundwater wells the pumps, motors, casings, and associated equipment were replaced providing greater reliability of our water resources. Additionally, significant capital improvements were made at the North San Mateo County Sanitation District Wastewater Treatment and Collection Facilities such as rehabilitation of the Primary Clarifiers, replacement of carbon media in the plant air scrubbers, upgrades to the electrical and control systems, and replacement of a chemical tank. Lastly, the City Council initiated and authorized the creation of a Water Rate Assistance Program to offer financial help to low-income ratepayers in managing their water bills.

AWARDS

The Government Finance Officers Association of the United States and Canada (GFOA) awarded a Certificate of Achievement for Excellence in Financial Reporting to the City of Daly City for its Annual Comprehensive Financial Report (ACFR) for the fiscal year ended June 30, 2022. This was the 36th consecutive year that the City of Daly City has received this prestigious award.

To be awarded a Certificate of Achievement, a government must publish an easily readable and efficiently organized annual comprehensive financial report. This report must satisfy both generally accepted accounting principles and applicable legal requirements.

A Certificate of Achievement is valid for a period of one year only. We believe that our current ACFR continues to meet the Certificate of Achievement Program's requirements, and we are submitting it to the GFOA to determine its eligibility for another certificate.

In addition, the City also received the GFOA's Award for Distinguished Budget Presentation for its Comprehensive Operating and Capital Budget for FY 2023. To qualify for the Distinguished Budget Presentation Award, the City's budget document was judged to be proficient in several categories including policy documentation, financial planning and organization.

ACKNOWLEGEMENTS

The preparation of the Annual Comprehensive Financial Report on a timely basis was made possible by the dedicated efforts of the Accounting Division of the Department of Finance and Administrative Services. Each individual has our sincere appreciation for the professionalism, dedication and contributions made in the preparation of this report.

Credit must also be given to the Mayor, City Council members and City Department Directors for their support in maintaining the highest standards of professionalism in the management of the City of Daly City's finances.

Respectfully submitted,

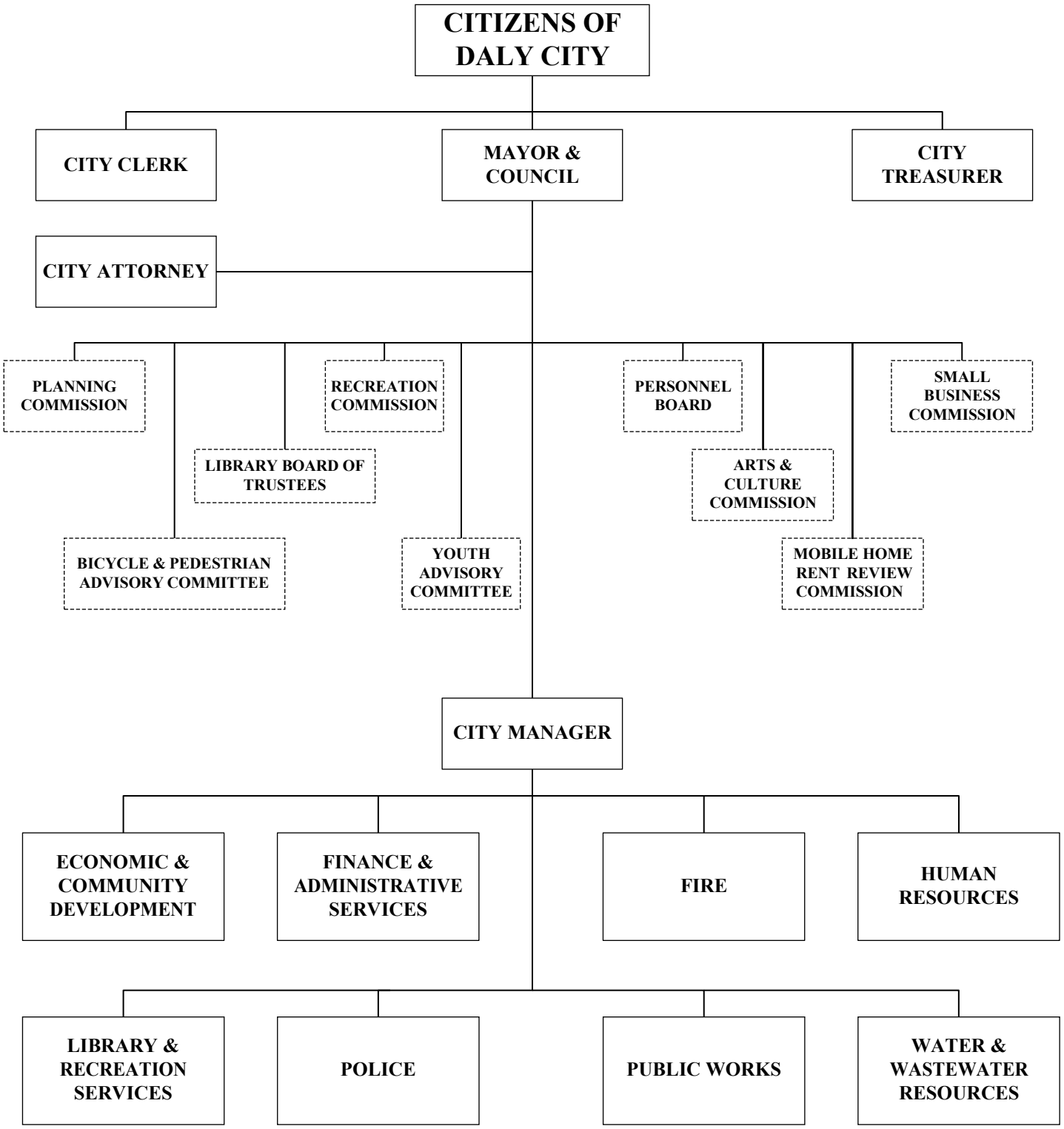


Thomas J. Piccolotti
City Manager



Timothy J. Nevin
Director of Finance and
Administrative Services

CITY OF DALY CITY
ORGANIZATONAL STRUCTURE
FISCAL YEAR 2023



CITY OF DALY CITY
CITY COUNCIL
JUNE 30, 2023

Raymond A. Buenaventura, Mayor

Juslyn C. Manalo, Vice Mayor

Glenn R. Sylvester

Pamela DiGiovanni

Dr. Rod Daus-Magbual

K. Annette Hipona	Daneca Halvorson
City Clerk	City Treasurer

ADMINISTRATION AND DEPARTMENT HEADS

Thomas J. Piccolotti	City Manager
Rose Zimmerman	City Attorney
Richard Chiu Jr.	Director of Public Works
Cameron Christensen	Acting Police Chief
Timothy Nevin	Director of Finance and Administrative Services
Tatum Mothershead	Director of Economic & Community Development
Ron Myers	Fire Chief
Joshua A. Cosgrove	Director of Water & Wastewater Resources
Natalie Sakkal	Director of Human Resources

Government Finance Officers Association

Certificate of Achievement for Excellence in Financial Reporting

Presented to

City of Daly City
California

For its Annual Comprehensive
Financial Report
For the Fiscal Year Ended

June 30, 2022

Christopher P. Morrill

Executive Director/CEO


DALY CITY
CALIFORNIA
INCORPORATED MARCH 27 1911
GATEWAY
TO THE
PENINSULA

INDEPENDENT AUDITOR'S REPORT

Honorable Mayor and Members of the
City Council of the City of Daly City, California

Report on the Audit of the Financial Statements

Opinions

We have audited the accompanying financial statements of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information of the City of Daly City, California, as of and for the year ended June 30, 2023, and the related notes to the financial statements, which collectively comprise the City's basic financial statements as listed in the Table of Contents.

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information of the City as of June 30, 2023, and the respective changes in financial position and, where applicable, cash flows thereof and the respective budgetary comparisons listed in the Table of Contents as part of the basic financial statements for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinions

We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in Government Auditing Standards, issued by the Comptroller General of the United States. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the City and to meet our other ethical responsibilities, in accordance with the relevant ethical requirement relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Responsibilities of Management for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of the financial statements that are free from material misstatement, whether due to fraud or error.

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In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the City's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with generally accepted auditing standards and Government Auditing Standards will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with generally accepted auditing standards and Government Auditing Standards, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.

- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.

- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the City's internal control. Accordingly, no such opinion is expressed.

- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.

- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the City's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

Change in Accounting Principles

Management adopted the provisions of the following Governmental Accounting Standards Board Statement No. 96 – *Subscription-Based Information Technology Arrangements*, which became effective during the year ended June 30, 2023 and required the restatement of certain balances as discussed in Note 12E to the financial statements.

The emphasis of this matter does not constitute a modification to our opinions.

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that Management's Discussion and Analysis and other Required Supplementary Information as listed in the Table of Contents be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Supplementary Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the City's basic financial statements. The accompanying Supplementary Information, as listed in the Table of Contents, is presented for purposes of additional analysis and is not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the Supplementary Information is fairly stated, in all material respects, in relation to the basic financial statements as a whole.

Other Information

Management is responsible for the other information included in the annual report. The other information comprises the Introductory Section and Statistical Section listed in the Table of Contents, but does not include the basic financial statements and our auditor's report thereon. Our opinions on the basic financial statements do not cover the other information, and we do not express an opinion or any form of assurance thereon.

In connection with our audit of the basic financial statements, our responsibility is to read the other information and consider whether a material inconsistency exists between the other information and the basic financial statements, or the other information otherwise appears to be materially misstated. If, based on the work performed, we conclude that an uncorrected material misstatement of the other information exits, we are required to describe it in our report.

Other Reporting Required by *Government Auditing Standards*

In accordance with Government Auditing Standards, we have also issued our report dated December 20, 2023 on our consideration of the City's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the City's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with Government Auditing Standards in considering the City's internal control over financial reporting and compliance.

Maze & Associates

Pleasant Hill, California
December 20, 2023

MANAGEMENT'S DISCUSSION AND ANALYSIS

This narrative overview and analysis of the City of Daly City's financial results provides an overview of the City's financial activities for the year ended June 30, 2023.

FISCAL YEAR 2023 FINANCIAL HIGHLIGHTS

- As of June 30, 2023, net position totaled $200.3 million, an increase of $24.7 million from the prior year total of $175.6 million for both Governmental and Business-Type activities.
- Net Position of governmental activities in Fiscal Year (FY) 2023 was $78.2 million compared to $63.1 million in FY 2022, an increase of $15.1 million.
- Net Pension and OPEB Liabilities of governmental activities increased by $91.5 million to $234.4 million in FY 2023 from $142.8 million in FY 2022.
- Net Position of business-type activities in FY 2023 was $122.1 million compared to $112.5 million in FY 2022, an increase of $9.6 million.
- Net Pension and OPEB Liabilities of business-type activities increased by $7.3 million to $18 million in FY 2023 from $10.7 million in FY 2022.
- In FY 2023, total City revenues, including program and general revenues, were $199.7 million, while total expenses were $175 million.
- Governmental activities program revenues were $37.9 million in FY 2023 compared with $41.7 million in FY 2022. Business-type activities program revenues were $56.4 million in FY 2023 compared with $53.1 million in FY 2022.
- Governmental activities general revenues were $100.9 million in FY 2023 compared with $85.8 million in FY 2022, an increase of $15.1 million over the prior year. Part of this is $4.9 million in additional revenues from property taxes and sales taxes, showing a return to more normal growth rates for these revenues following the COVID-19 pandemic. In addition, there was an increase in the utility users tax due to increasing energy costs in FY 2023, and an improvement in investment income of almost $8.1 million. Business-type activities general revenues were $4.5 million in FY 2023, an increase of $2.9 million over the prior year primarily due to an improvement in investment income.
- Unrestricted net position of governmental funds changed from negative ($74.5) million in FY 2022 to negative ($64) million in FY 2023, primarily due to an increase in total assets of $15.6 million, made up of increases in cash and investments and capital assets.

OVERVIEW OF THE ANNUAL COMPREHENSIVE FINANCIAL REPORT

This Annual Comprehensive Financial Report (ACFR) is in three sections:

1) Introductory Section containing the Transmittal Letter and miscellaneous other information
2) Financial Section containing the Independent Auditor's Report, this Management's Discussion and Analysis, the Basic Financial Statements, which include the Government-wide and the Fund Financial Statements, along with the Notes to these financial statements, Required Supplementary Information, and Combining Statements for Non-major Governmental Funds and Fiduciary Funds
3) Statistical Section containing financial trend data and general statistical information about the City

The Basic Financial Statements

The Basic Financial Statements are comprised of the City-wide Financial Statements and the Fund Financial Statements, including the Notes thereto. These two sets of financial statements provide two different views of the City's financial activities and financial position.

The *Government-wide Financial Statements* provide a longer-term view of the City's activities as a whole and are comprised of the Statement of Net Position and the Statement of Activities. The Statement of Net Position provides information about the financial position of the City as a whole, including all its capital assets and long-term liabilities on the full accrual basis, like that used by private corporations. The Statement of Activities provides information about all the City's revenues and all its expenses, also on the full accrual basis, with the emphasis on measuring net revenues or expenses of each of the City's programs. The Statement of Activities explains in detail the change in net position for the year.

All the City's activities are grouped into governmental activities and business-type activities, as explained below. All the amounts in the Statement of Net Position and the Statement of Activities are separated into governmental activities and business-type activities to provide a summary of these two types of activities of the City as a whole.

The *Fund Financial Statements* report the City's operations in more detail than the government-wide statements and focus primarily on the short-term activities of the City's General Fund and other major funds. The Fund Financial Statements measure only current revenues and expenditures and fund balances; they exclude capital assets, long-term debt, and other long-term amounts.

Major funds account for the major financial activities of the City and are presented individually, while the activities of non-major funds are presented in summary, with subordinate schedules presenting the detail for each of these other funds.

The fiduciary statements provide financial information about the assets for which the City acts solely as custodian in its capacity as a fiscal agent.

The Government-Wide Financial Statements

The Statement of Net Position and the Statement of Activities present information about the following:

- Governmental activities - All the City's basic services are governmental activities, including general government, public safety, public works, streets and infrastructure, culture and recreation, and economic and community development. These services are supported by general City revenues such as taxes, and by specific program revenues.
- Business-type activities - All the City's enterprise activities are reported here, including water, sewer, and solid waste transport. Unlike governmental services, these services are supported by charges paid by users based on the amount of the service they use.

Government-wide financial statements are prepared on the accrual basis, which means they measure the flow of all economic resources of the City as a whole.

Fund Financial Statements

The Fund Financial Statements provide detailed information about each of the City's most significant funds, called major funds. Each major fund is presented individually, with all non-major funds summarized and presented only in a single column. Subordinate schedules present the detail of these non-major funds. Major funds present the major activities of the City for the year and may change from year to year because of changes in the pattern of the City's activities.

Governmental fund financial statements are prepared on the modified accrual basis, which means they measure only current financial resources and uses. Capital assets and other long-lived assets, along with long-term liabilities, are not presented in the governmental fund financial statements.

Enterprise fund financial statements are prepared on the full accrual basis, and include all their assets and liabilities, both current and long-term.

Since the City's internal service funds provide goods and services only to the City's governmental and business-type activities, their activities are reported only in total at the fund level. Internal service funds cannot be major funds because their revenues are derived from other City funds. These revenues are eliminated in the City-wide financial statements and any related profits or losses are returned to the activities which created them, along with any residual net position of the internal service funds.

Comparisons of budget and actual financial information are presented only for the General Fund and other major funds that are special revenue funds.

Fiduciary Statements – The City is the fiscal agent for a few small local agencies. Fiduciary activities are reported in the separate Statement of Fiduciary Net Position. These activities are excluded from the City's other financial statements because the City cannot use these assets to finance its own operations.

FINANCIAL ACTIVITIES OF THE CITY AS A WHOLE

This analysis focuses on the net position and changes in net position of the City's governmental activities and business-type activities (Tables 1, 2, and 3) presented in the City-wide Statement of Net Position and Statement of Activities that follow.

Table 1
Net Position at June 30
(in thousands)

	Governmental Activities		Business-type Activities		Total	
	2023	2022	2023	2022	2023	2022
Cash and investments	$ 183,170	$ 170,326	$ 63,372	$ 55,221	$ 246,542	$ 225,547
Other assets	41,317	42,762	20,600	20,738	61,917	63,500
Capital assets	102,148	97,984	66,266	67,334	168,414	165,318
Total assets	326,635	311,072	150,238	143,293	476,874	454,365
Deferred outflows of resources	65,979	30,217	5,173	2,362	71,152	32,579
Long-term debt	7,243	9,956	1,197	2,090	8,440	12,046
Net pension & OPEB liabilities	234,369	142,830	18,030	10,718	252,399	153,548
Other liabilities	60,892	58,946	5,415	6,227	66,307	65,173
Total liabilities	302,504	211,732	24,642	19,035	327,146	230,767
Deferred inflows of resources	11,928	66,438	8,672	14,145	20,600	80,583
Net assets (net position):						
Net investment in capital assets	96,664	96,249	65,069	65,245	161,733	161,494
Restricted	45,537	41,352	2,443	1,887	47,980	43,239
Unrestricted	(64,019)	(74,482)	54,585	45,343	(9,434)	(29,139)
Total net assets (net position)	$ 78,182	$ 63,119	$ 122,097	$ 112,475	$ 200,279	$ 175,594

Governmental Activities

The City's net position from governmental activities increased from $63.1 million in FY 2022 to $78.2 million in FY 2023. The increase in the Net Position reflected in the Statement of Activities, is also shown in Table 1. Increases and decreases of individual assets and liabilities include:

- Governmental cash and investments increased $12.8 million from $170.3 million in FY 2022 to $183.2 million in FY 2023. The City's net position in cash and investments increased partly because of a steady increase in governmental revenues including property taxes ($3.3 million), sales taxes ($1.6 million), and utility users taxes ($1.7 million), which increased due to rising energy costs. The other portion of that increase is due to the change in investment earnings, which went from negative ($4.6) million in FY 2022 to an increase of $3.5 million in FY 2023, as the financial markets rebounded to positive returns.

- Also on the asset side, capital assets increased in FY 2023 to $102.2 million from $98 million in FY 2022. This is mostly due to the implementation of GASB 96 in FY 2023. Within the City's governmental activities, the City estimates the value of the subscription-based information technology arrangement assets to be $ 4.2 million.

- In FY 2023, liabilities also increased significantly by $90.8 million. This is due to an increase in the City's net pension and OPEB liabilities, which went from $142.8 million in FY 2022, a large decrease for that year, to $234.4 million in FY 2023. For the year ending June 30, 2023, the market value for the City's pension fund and OPEB trust account decreased significantly as they reflected the negative market returns for the year ending June 30, 2022, the year used to calculate net pension and OPEB liabilities for FY 2023.

- The restricted net position increased $4.2 million, and the unrestricted net position improved by $10.5 million from negative ($74.5) million in FY 2022 to negative ($64) million in FY 2023. The City's unrestricted net position was negatively impacted in fiscal year 2014-15 with the implementation of GASB 68, which continues to require the disclosure of the City's unfunded pension liability. The unrestricted net position improved in FY 2023 because of the increase in cash and investments ($12.8 million) and the increase in capital assets ($4.2 million).

Business-type Activities

The net position of business-type activities increased $9.6 million to a total of $122.1 million in FY 2023 from $112.5 million in FY 2022. Increases and decreases of individual assets and liabilities are as follows:

- Cash and investments increased $8.2 million in FY 2023 due to a few different factors. The Water Utility revenues did increase $2.2 million in FY 2023 because of a 9.5% water rate increase. In addition, the Sanitation District revenues increased about $1.5 million in FY 2023 due to a 9% increase is sanitary sewer rates even as water usage decreased. Investment income also went up for both utilities adding $2.4 million to the total given the strong financial market returns in FY 2023. Finally, the Sanitation District continued to receive grant revenues in FY 2023 that added to the cash balance including revenues from the Water and Wastewater Arrearage Payment Program funded by the American Rescue Plan Act.

- Liabilities also increased in FY 2023 by $5.6 million from $19 million in FY 2022 to $24.6 million in FY 2023. Similar to governmental activities, the increase is due to a $7.3 million increase in net pension and OPEB liabilities. For the year ending June 30, 2023, the market value for the City's pension fund and OPEB trust account decreased significantly as they reflected the negative market returns for the year ending June 30, 2022, the year used to calculate net pension and OPEB liabilities for FY 2023. The increase was slightly offset by a continuing reduction in long term debt and other liabilities.

- Overall, the unrestricted net position improved $9.2 million ending at $54.6 million in FY 2023. The unrestricted net position increased in FY 2023 because of the increases in cash and investments resulting mostly from the rate increases approved for the year by both the Water Utility and the Sanitation District.

Changes in Net Position

Total governmental activities revenue in FY 2023 amounted to $138.8 million compared to $127.5 million in FY 2022, an increase of $11.3 million in FY 2023 due to a variety of factors. This includes increases in both property taxes and sales taxes as the City's main revenue sources returned to more normal growth rates following the pandemic. The increase also includes an increase in the utility users tax, based on the increase in energy costs in FY 2023, and $6.3 million in American Rescue Plan Act funding that the City recognized during the fiscal year. Governmental expenses increased by $13 million in FY 2023 mostly due to newly negotiated cost of living raises for employees that went into effect during the fiscal year.

Total business-type activities revenues increased $6.3 million in FY 2023 due to an increase in water utility rate revenues, sanitary sewer rate revenues, an increase in investment income, and operating grants and contributions. The expenses increased $12.8 million due to an increase in the net pension and OPEB liability for FY 2023 and negotiated cost of living raises for employees.

Table 2
Changes in Net Position
For Years Ended June 30
(in thousands)

	Governmental Activities		Business-type Activities		Totals	
	2023	2022	2023	2022	2023	2022
Revenues:						
Program revenues:						
Charges for services	$ 14,874	$ 15,940	$ 54,342	$ 50,951	$ 69,216	$ 66,891
Operating grants & contributions	16,099	18,039	2,063	2,119	18,162	20,158
Capital grants & contributions	6,953	7,697	-	-	6,953	7,697
Total program revenues	37,926	41,676	56,405	53,070	94,331	94,746
General revenues:						
Property tax	48,895	45,611	2,620	2,416	51,515	48,027
Sales tax	25,775	24,157	-	-	25,775	24,157
Other taxes & franchise fees	20,219	18,505	-	-	20,219	18,505
Investments earnings	3,530	(4,574)	1,067	(1,375)	4,597	(5,949)
Other	2,454	2,093	818	519	3,272	2,612
Total general revenues	100,873	85,792	4,505	1,560	105,378	87,352
Total revenues	138,799	127,468	60,910	54,630	199,709	182,098
Expenses:						
General government	14,303	14,340	-	-	14,303	14,340
Public safety	70,765	58,798	-	-	70,765	58,798
Public works	15,856	16,153	-	-	15,856	16,153
Culture & recreation	16,743	14,580	-	-	16,743	14,580
Economic & community development	6,884	7,501	-	-	6,884	7,501
Interest on long-term debt	579	729	-	-	579	729
Water utility	-	-	18,875	15,285	18,875	15,285
Sewer	-	-	30,021	20,833	30,021	20,833
Civic center	-	-	998	935	998	935
Transfer station	-	-	-	-	-	-
Total expenses	125,130	112,101	49,894	37,053	175,024	149,154
Increase (decrease) in net assets /net position before transfers	13,669	15,367	11,016	17,577	24,685	32,944
Transfers	1,394	2,575	(1,394)	(2,575)	-	-
Increase in net assets / net position	15,063	17,942	9,622	15,002	24,685	32,944
Net assets / net position, July 1	63,119	45,177	112,475	97,473	175,594	142,650
Net assets / net position, June 30	**$ 78,182**	**$ 63,119**	**$122,097**	**$ 112,475**	**$ 200,279**	**$ 175,594**

Governmental Activities

Table 3 splits the revenues of the City's governmental programs into five main areas. Table 4 splits the expenses of the governmental programs into six main areas. The distributions correspond to the programs in the Statement of Activities in which the total Change in Net Position, defined as total program cost less the revenues generated by those specific activities, is negative $(87.2) million.

Table 3
Governmental Activities - Revenues
For the Year Ended June 30, 2023
(in thousands)

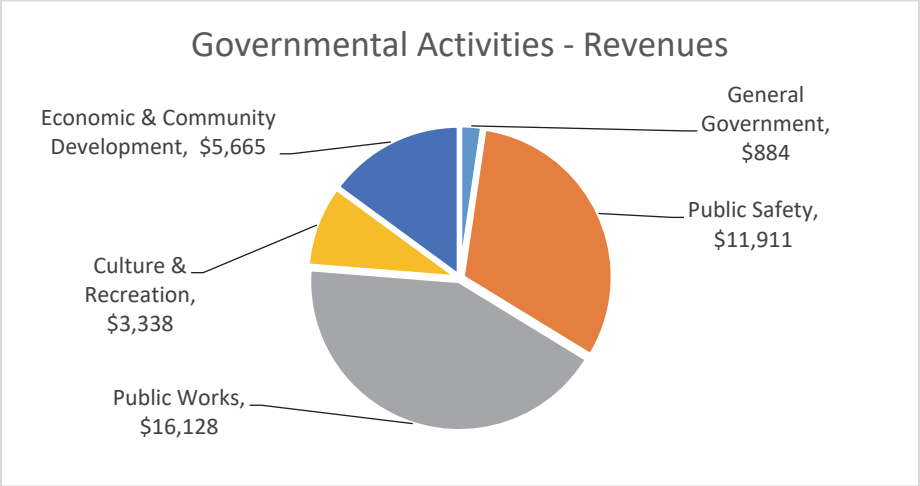
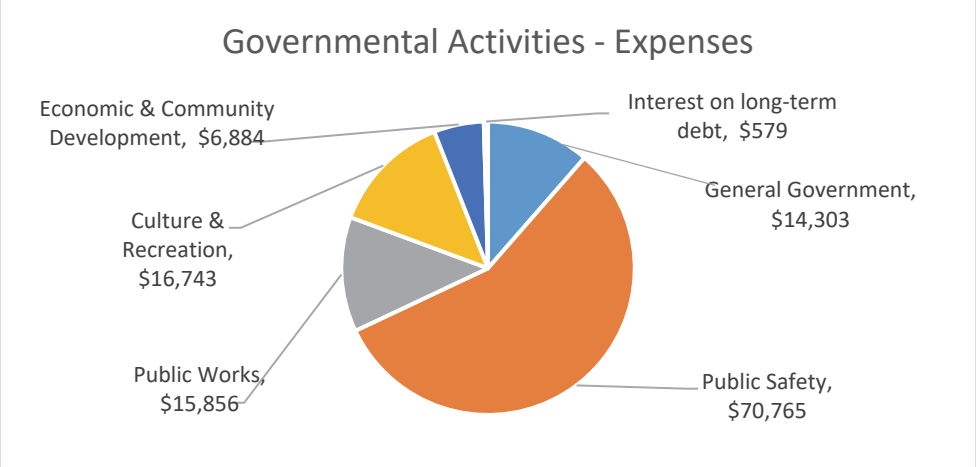


Table 4
Governmental Activities - Expenses
For the Year Ended June 30, 2023
(in thousands)



THE CITY'S FUND FINANCIAL STATEMENTS

Governmental Funds

At June 30, 2023, the City's major governmental funds consisted of the General Fund, Gas Tax Fund, Grants Fund, Measures A and W Fund, and Capital Projects Fund. The focus of the governmental funds is to provide information on near-term inflows, outflows, and balances of spendable resources. Such information is useful in assessing the City's financial status.

The General Fund's total fund balance increased $8.2 million to $78.2 million in FY 2023 compared to $70.1 million in FY 2022.

General Fund revenues for FY 2023 increased by $6.1 million to $118.8 million from $112.7 million in FY 2022 due to several factors. To begin, the City recognized $6.3 million in one-time American Rescue Plan Act funds during FY 2023 and saw an increase in its net investment income. Additionally, property tax and sales tax revenues increased by about 7% each, with property taxes going from $45.6 million in FY 2022 to $48.9 million in FY 2023 and sales tax revenues going from $24.2 million in FY 2022 to $25.8 million in FY 2023. At the same time, decreases in some General Fund revenues offset the bigger increases. General Fund expenditures increased by $4.1 million to $110.8 million in FY 2023 reflecting additional increases in salaries and benefits in accordance with adopted memoranda of understanding. Although the General Fund showed an increase in expenditures, the expenditures were $14.4 million lower than the budget of $125.1 million. This is primarily due to salary savings within the Police Department and other General Fund departments where the City has seen a high number of vacant positions.

In FY 2023, the Gas Tax Special Revenue Fund total fund balance decreased slightly to $8.7 million as revenues closely matched expenses. The balance in this fund represents funds that are legally required to be spent on local roadway projects. All such amounts are budgeted for future expenditures as laid out in the multi-year capital improvement plan. However, the fund balance in the Measures A and W Fund did increase from $9.1 million in FY 2022 to $11.4 million in FY 2023 as both funds brought in healthy revenues this fiscal year.

The Capital Projects Fund total fund balance increased $1.9 million in FY 2023 to $29 million compared to $27.1 million in FY 2022. This fund is designated for specific capital projects that will benefit the community. Capital Projects Fund revenues increased $2.6 million in FY 2023 to $4.4 million due to a one-time settlement check to be designated for specific capital projects and an increase in net investment income. Capital Projects Fund expenditures also increased slightly in FY 2023 to $1.2 million.

Enterprise Funds

The City has three major enterprise funds: the Water Utility Fund, the Sanitation District Fund and the Civic Center Fund.

Water Utility operating revenues in FY 2023 increased $2.2 million to $28.4 million compared to $26.2 million in FY 2022 due to an increase in revenues related to another 9.5% water rate increase. Operating expenses increased $4 million, or 27%, in FY 2023 to $19.2 million because of an increase in net pension and OPEB liabilities and cost of living increases.

Sanitation District operating revenues increased $1.5 million to $25.2 million in FY 2023 because sanitary sewer rates increased by 9% although the increase was offset by reduced water usage. Operating expenses increased by $9.7 million, or 48%, to $30.6 million in FY 2023 because of the increase in net pension and OPEB liabilities and cost of living increases.

The Civic Center Fund became a major fund in FY 2022 due to the implementation of GASB 87 and the addition of leases receivables for building leases within the Fund. The Civic Center Fund remained a major fund in FY 2023 with an ending net position of $5.4 million, a small increase from its $5 million net position in FY 2022.

General Fund Budgetary Highlights

The City typically uses a biennial budgeting process. Two individual budget years are proposed to the City Council at the same time, with mid-budget adjustments at the end of the first of the two years. This process provides more opportunity for long-term planning but does require adjustments based on changing economic conditions. However, due to continuing economic uncertainties, the City again completed a one-year budget process for FY 2023. Revenues were better than the budget in FY 2023 as some, like utility users tax and rents and interest, came in higher than expected. The City also recognized $1.2 million more in American Rescue Plan Act funds than budgeted. Expenditures were below final budgeted amounts by $14.4 million, mostly because of staffing vacancies in the Police Department and other General Fund funded departments.

Table 5
General Fund
Statements of Revenues, Expenditures, and Changes in Fund Balance
Budget and Actual
For the Year Ended June 30, 2023
(in thousands)

	Final Budget	Actual	Variance Positive/(Negative)
Revenues:			
Property tax	$ 49,542,790	$ 48,895,101	$ (647,689)
Sales and use tax - general	26,124,343	25,774,755	(349,588)
Utility users tax	5,554,668	6,934,379	1,379,711
Franchise fees	4,654,365	5,016,118	361,753
Other Taxes	7,415,661	8,268,611	852,950
Licenses & Permits	2,866,349	2,672,412	(193,937)
Fines, forfeitures and penalties	2,359,876	2,628,742	268,866
Rents and Interest	2,159,599	3,066,973	907,374
Federal Program Grant	5,105,000	6,263,152	1,158,152
Receipt from other Agencies	1,399,855	1,099,328	(300,527)
Charges for services	6,806,357	6,529,787	(276,570)
Miscellaneous	682,236	1,654,471	972,235
Total revenues	**114,671,099**	**118,803,829**	**4,132,730**
Expenditures:			
Current:			
General government	17,090,622	14,546,470	2,544,152
Public safety	77,835,291	70,309,622	7,525,669
Public Works	7,695,822	6,222,955	1,472,867
Culture and Recreation	16,024,816	14,871,322	1,153,494
Economic andCommunity development	6,477,327	4,809,084	1,668,243
Total expenditures	**125,123,878**	**110,759,453**	**14,364,425**
Excess (deficiency) of revenues over (under) expenditures	**(10,452,779)**	**8,044,376**	**18,497,155**
Other Financing Sources (Uses):			
Transfers in (Note 6)	3,224,907	3,484,848	259,941
Transfers (out) (Note6)	(3,598,680)	(3,340,398)	258,282
Total other financing sources (uses)	**(373,773)**	**144,450**	**518,223**
Net change in fund balance	**$ (10,826,552)**	**$ 8,188,826**	

CAPITAL ASSETS

At the end of FY 2023 the City had $168.4 million, net of accumulated depreciation, invested in a broad range of capital assets, as shown in Table 6 below (further detail may be found in Note 4 to the financial statements):

Table 6
Capital Assets Net of Depreciation at June 30
(in thousands)

	Governmental Activities		Business-type Activities		Total	
	2023	2022*	2023	2022	2023	2022*
Land	$ 27,856	$ 27,856	$ 2,863	$ 2,863	$ 30,719	$ 30,719
Buildings & improvements	19,902	20,473	1,306	1,472	21,208	21,946
Right-to-use building	102	29	-	-	102	29
Park structures & improvements	4,486	3,182	-	-	4,486	3,182
Subscription Assets	4,236	3,704	-	-	4,236	3,704
Streets & infrastructures	24,189	26,105	-	-	24,189	26,105
Sewage facilities	-	-	16,151	17,279	16,151	17,279
Wells & pump stations	-	-	3,996	4,182	3,996	4,182
Water reservoirs	-	-	6,532	6,691	6,532	6,691
Water mains	160	-	8,778	9,054	8,938	9,054
Sanitation subsurface lines	-	-	10,452	11,272	10,452	11,272
Equipment	9,734	9,356	4,400	4,452	14,134	13,808
Furniture & fixtures	15	18	35	43	50	60
Construction in progress	11,468	10,965	11,753	10,026	23,221	20,992
Total net capital assets	**$ 102,148**	**$ 101,689**	**$ 66,266**	**$ 67,335**	**$ 168,414**	**$ 169,023**

*As restated for the implementation of GASB Statement No. 96

DEBT ADMINISTRATION

Each of the City's debt issues is discussed in detail in Note 5 to the financial statements. At June 30, the City's debt was comprised of:

Table 7
Outstanding Debt
(in thousands)

Governmental Activities	Interest	Original Principal	2023	2022
Description				
HUD Section 108 Loan for Bayshore Community Center Issued January 29, 2004 Maturity August 1, 2022	0.35% to 2.49%	$ 4,500 2,670	$ -	$ 418
Pension Obligation Bonds Issued June 1, 2004 Maturity June 1, 2024	2.65% to 5.896%	36,235	4,325	8,250
Equipment Lease Purchase Commuity First Bank Issued December 18. 2020 Maturity December 18. 2027	2.7%	1,483	1,087	1,288
Equipment Lease Purchase Commuity First Bank Issued October 11, 2022 Maturity October 11, 2030	3.8%	1,830	1,831	-
Total Governmental Activity Debts			**7,243**	**9,956**
Business-type Activities				
State Water Resources Control Board Revolving Fund Loan for Sanitation District Recycled Water Project Issued November 18, 2003 Maturity December 1, 2024	2.50%	$ 4,450	557	825
Water Revenue Refunding Bonds to Refinance Water Certificates of Participation Issued September 10, 2012 Maturity June 1, 2024	2.00% to 3.00%	6,890	640	1,265
Total Business-Type Activity Debts			**1,197**	**2,090**
Total City Long-Term Debts			**$ 8,440**	**$ 12,046**

ECONOMIC FACTORS

During fiscal year (FY) 2022-23, the City continued to see growth in its main revenue sources, property taxes and sales taxes. Although some had predicted a recession might come in FY 2023 given the rising inflation and the increases in interest rates by the Federal Open Market Committee, the City did not experience any recessionary impacts. In fact, revenues seemed to return to more traditional growth rates as experienced by the City before the pandemic.

At the same time, though, expenditures continued to rise for the City as inflation and other supply and demand factors affected the cost of labor as well as services and supplies. The City had budgeted at a deficit for FY 2023, but ended the year with a surplus since revenues were better than budgeted and expenses were significantly down due to staff vacancies. The City also continued to use its portion of the American Rescue Plan Act funds to help partially offset the budgeted deficit in FY 2023.

ADDITIONAL INFORMATION

This Annual Comprehensive Financial Report is intended to provide citizens, taxpayers, investors, and creditors with a general overview of the City's finances. Questions about this Report should be directed to the Department of Finance and Administrative Services, 333 90th Street, Daly City California, 94015. Additional information about the City of Daly City, including our budget documents, can be found at www.dalycity.org.

STATEMENT OF NET POSITION AND STATEMENT OF ACTIVITIES

The Statement of Net Position and the Statement of Activities summarize the entire City's financial activities and financial position. They are prepared on the same basis as is used by most businesses, which means they include all the City's assets and deferred outflows of resources and all its liabilities and deferred inflows of resources, as well as all its revenues and expenses. This is known as the full accrual basis—the effect of all the City's transactions is taken into account, regardless of whether or when cash changes hands, but all material internal transactions between City funds have been eliminated.

The Statement of Net Position reports the difference between the City's total assets and deferred outflows of resources and the City's total liabilities and deferred inflows of resources, including all the City's capital assets and all its long-term debt. The Statement of Net Position focuses the reader on the composition of the City's Net Position, by subtracting total liabilities from total assets.

The Statement of Net Position summarizes the financial position of all of the City's Governmental Activities in a single column. The City's Governmental Activities include the activities of its General Fund, along with all its Special Revenue, Capital Projects and Debt Service Funds.

The Statement of Activities reports increases and decreases in the City's Net Position. It is also prepared on the full accrual basis, which means it includes all the City's revenues and all its expenses, regardless of when cash changes hands. This differs from the "modified accrual" basis used in the Fund financial statements, which reflect only current assets, current liabilities, available revenues and measurable expenditures.

The Statement of Activities presents the City's expenses first, listed by program. Program revenues—that is, revenues which are generated directly by these programs—are then deducted from program expenses to arrive at the net expense of each governmental program. The City's general revenues are then listed in the Governmental Activities and the Change in Net Position is computed and reconciled with the Statement of Net Position.

CITY OF DALY CITY
STATEMENT OF NET POSITION
JUNE 30, 2023

	Governmental Activities	Business-Type Activities	Total
ASSETS			
Cash and investments (Note 2G)	$183,170,436	$63,371,814	$246,542,250
Cash with fiscal agent (Note 2G)	118,160	11,326	129,486
Restricted cash (Note 2G)	4,477,007		4,477,007
Accounts receivable, net	11,795,948	7,671,987	19,467,935
Inventories (Note 2H)	239,490	1,981,446	2,220,936
Prepaids (Note 2H)	2,082,512	550	2,083,062
Internal balances (Note 6)	(2,008,339)	2,008,339	
Notes receivable (Note 13)	1,390,489		1,390,489
Loan receivable from Successor Agency (Note 15C)	10,907,153		10,907,153
Leases receivable (Note 7)	8,948,142	8,926,241	17,874,383
Property held for development (Note 2C)	3,366,888		3,366,888
Capital assets (Note 4):			
Nondepreciable capital assets	39,324,136	14,615,475	53,939,611
Depreciable capital assets, net	62,823,573	51,650,477	114,474,050
Total Assets	326,635,595	150,237,655	476,873,250
DEFERRED OUTFLOWS OF RESOURCES			
Related to pension (Note 8D)	60,381,989	4,307,650	64,689,639
Related to OPEB (Note 9E)	5,597,288	865,218	6,462,506
Total Deferred Outflows of Resources	65,979,277	5,172,868	71,152,145
LIABILITIES			
Accounts payable	9,615,853	2,557,365	12,173,218
Accrued payroll	1,168,554	187,535	1,356,089
Deposits payable	6,589,212	32,200	6,621,412
Unearned revenue	11,127,417		11,127,417
Interest payable	78,042	9,187	87,229
Compensated absences (Note 2K):			
Due within one year	5,897,667	882,612	6,780,279
Due in more than one year	11,946,473	1,746,320	13,692,793
Accrued claims payable (Note 11):			
Due within one year	2,622,041		2,622,041
Due in more than one year	7,450,959		7,450,959
Net OPEB liability, due in more than one year (Note 9C)	34,085,280	5,268,831	39,354,111
Net pension liability, due in more than one year (Note 8C)	200,283,505	12,761,384	213,044,889
Lease payable (Note 7)			
Due within one year	78,888		78,888
Due in more than one year	34,463		34,463
Subscription liabilities (Note 14):			
Due within one year	761,625		761,625
Due in more than one year	3,521,797		3,521,797
Long-term debt (Note 5):			
Due within one year	4,746,769	914,959	5,661,728
Due in more than one year	2,495,543	281,832	2,777,375
Total Liabilities	302,504,088	24,642,225	327,146,313
DEFERRED INFLOWS OF RESOURCES			
Related to pension (Note 8D)	130,948	23,729	154,677
Related to OPEB (Note 9E)	3,117,646	481,920	3,599,566
Related to leases (Note 7)	8,679,820	8,165,964	16,845,784
Total Deferred Inflows of Resources	11,928,414	8,671,613	20,600,027
NET POSITION (Note 12)			
Net investment in capital assets	96,664,081	65,069,161	161,733,242
Restricted for:			
Debt service	118,160	11,326	129,486
Streets and roads	20,081,167		20,081,167
Infrastructure	13,318,328		13,318,328
Qualified capital outlay		2,431,413	2,431,413
Affordable housing	9,367,960		9,367,960
Other	2,651,331		2,651,331
Total Restricted Net Position	45,536,946	2,442,739	47,979,685
Unrestricted	(64,018,657)	54,584,785	(9,433,872)
Total Net Position	$78,182,370	$122,096,685	$200,279,055

See accompanying notes to financial statements

CITY OF DALY CITY
STATEMENT OF ACTIVITIES
FOR THE YEAR ENDED JUNE 30, 2023

Functions/Programs	Expenses	Program Revenues: Charges for Services	Program Revenues: Operating Grants and Contributions	Program Revenues: Capital Grants and Contributions	Net (Expense) Revenue and Changes in Net Position: Governmental Activities	Net (Expense) Revenue and Changes in Net Position: Business-type Activities	Total
Governmental Activities:							
General government	$14,303,115	$625,126	$81,939	$177,397	($13,418,653)		($13,418,653)
Public safety	70,765,037	5,273,795	6,636,684		(58,854,558)		(58,854,558)
Public works	15,855,694	3,559,037	5,793,984	6,775,309	272,636		272,636
Culture and recreation	16,742,550	2,127,987	1,209,780		(13,404,783)		(13,404,783)
Economic and community development	6,884,119	3,287,643	2,376,673		(1,219,803)		(1,219,803)
Interest on long-term debt	578,865				(578,865)		(578,865)
Total Governmental Activities	125,129,380	14,873,588	16,099,060	6,952,706	(87,204,026)		(87,204,026)
Business-type Activities:							
Water Utility	18,874,866	27,892,142	141,008			$9,158,284	9,158,284
Civic Center	997,790	1,318,174				320,384	320,384
Transfer Station							
Sanitation District	30,021,570	25,132,013	1,921,579			(2,967,978)	(2,967,978)
Total Business-type Activities	49,894,226	54,342,329	2,062,587			6,510,690	6,510,690
Total	$175,023,606	$69,215,917	$18,161,647	$6,952,706	(87,204,026)	6,510,690	(80,693,336)
General revenues:							
Taxes:							
Property tax					48,895,101	2,620,296	51,515,397
Sales tax					25,774,755		25,774,755
Utility users tax					6,934,379		6,934,379
Franchise fees					5,016,118		5,016,118
Other taxes					8,268,611		8,268,611
Investment earnings					3,529,876	1,067,422	4,597,298
Gain from sale of capital assets						2,199	2,199
Miscellaneous					2,454,244	815,175	3,269,419
Transfers (Note 6)					1,393,960	(1,393,960)	
Total general revenues and transfers					102,267,044	3,111,132	105,378,176
Change in Net Position					15,063,018	9,621,822	24,684,840
Net Position-Beginning					63,119,352	112,474,863	175,594,215
Net Position-Ending					$78,182,370	$122,096,685	$200,279,055

See accompanying notes to financial statements


DALY CITY
CALIFORNIA
INCORPORATED MARCH 27 1911
GATEWAY
TO THE
PENINSULA

FUND FINANCIAL STATEMENTS

Major funds are defined generally as having significant activities or balances in the current year.

CITY OF DALY CITY
GOVERNMENTAL FUNDS
BALANCE SHEET
JUNE 30, 2023

	General	Gas Tax	Grants	Measures A and W	Capital Projects	Other Governmental Funds	Total Governmental Funds
ASSETS							
Cash and investments (Note 2G)	$78,069,008	$8,322,485	$335,143	$11,262,750	$30,677,404	$6,705,569	$135,372,359
Restricted cash and investments (Note 2G)	4,477,007						4,477,007
Accounts receivable, net	8,436,524	1,856,886	321,128	200,509	340,281	533,125	11,688,453
Due from other funds (Note 6)	360,842						360,842
Prepaids (Note 2H)	252,055						252,055
Inventories (Note 2H)	16,554	28,151					44,705
Notes receivable (Note 13)			469,012			921,477	1,390,489
Loan receivable from Successor Agency (Note 15C)	10,907,153						10,907,153
Leases receivable (Note 7)	8,948,142						8,948,142
Property held for development (Note 2C)						3,366,888	3,366,888
Total Assets	$111,467,285	$10,207,522	$1,125,283	$11,463,259	$31,017,685	$11,527,059	$176,808,093
LIABILITIES							
Accounts payable	$7,520,809	$805,686	$92,267	$68,760	$305,133	$168,073	$8,960,728
Accrued payroll	1,049,321	29,976	1,802			6,066	1,087,165
Due to other funds (Note 6)						360,842	360,842
Deposits payable	6,585,211					4,001	6,589,212
Unearned revenue	9,398,182				1,729,235		11,127,417
Total Liabilities	24,553,523	835,662	94,069	68,760	2,034,368	538,982	28,125,364
DEFERRED INFLOWS OF RESOURCES							
Unavailable revenue - accounts receivable		685,192	108,324				793,516
Unavailable revenue - loans			469,012			921,477	1,390,489
Related to leases	8,679,820						8,679,820
Total Deferred Inflows of Resources	8,679,820	685,192	577,336			921,477	10,863,825
FUND BALANCES							
Fund Balance (Note 12)							
Nonspendable	11,451,441	28,151					11,479,592
Restricted	5,477,007	8,658,517	453,878	11,394,499	13,318,328	10,066,600	49,368,829
Assigned	754,432				15,664,989		16,419,421
Unassigned	60,551,062						60,551,062
Total Fund Balances	78,233,942	8,686,668	453,878	11,394,499	28,983,317	10,066,600	137,818,904
Total Liabilities, Deferred Inflows of Resources and Fund Balances	$111,467,285	$10,207,522	$1,125,283	$11,463,259	$31,017,685	$11,527,059	$176,808,093

See accompanying notes to financial statements

CITY OF DALY CITY
Reconciliation of the
GOVERNMENTAL FUNDS - BALANCE SHEET
with the
STATEMENT OF NET POSITION
JUNE 30, 2023

Total fund balances reported on the Governmental Funds Balance Sheet	$137,818,904
Amounts reported for Governmental Activities in the Statement of Net Position are different from those reported in the Governmental Funds above because of the following:	
CAPITAL ASSETS	
Capital assets used in Governmental Activities are not current assets or financial resources and therefore are not reported in the Governmental Funds.	91,157,302
ALLOCATION OF INTERNAL SERVICE FUND NET POSITION	
Internal service funds are not governmental funds. However, they are used by management to charge the costs of certain activities, such as insurance, central services and maintenance to individual governmental funds. The net current assets of the internal service funds are therefore included in Governmental Activities in the following line items in the Statement of Net Position.	
Cash and investments	47,916,237
Accounts receivable	107,495
Prepaids	1,830,457
Deferred outflows	479,209
Inventories	194,785
Internal balances	(2,008,339)
Capital assets	10,990,407
Accounts payable	(655,125)
Accrued payroll	(81,389)
Interest payable	(78,042)
Accrued claims payable	(10,073,000)
Compensated absences	(1,511,171)
Net OPEB liability	(2,918,121)
Deferred inflows	(266,909)
Subscription liabilities - due within one year	(489,837)
Subscription liabilities - due in more than one year	(1,450,871)
Long-term debt - due within one year	(4,746,769)
Long-term debt - due in more than one year	(2,495,543)
ACCRUAL OF NONCURRENT REVENUES AND EXPENSES	
Revenues which are deferred on the Fund Balance Sheets because they are not available currently are taken into revenue in the Statement of Activities.	2,184,005
DEFERRED INFLOWS AND OUTFLOWS	
The deferred outflows below are not current assets or financial resources; and the deferred inflows are not due and payable in the current period and therefore are not reported in the Governmental Funds.	
Deferred outflows	65,500,068
Deferred inflows	(2,981,685)
LONG TERM ASSETS AND LIABILITIES	
The liabilities below are not due and payable in the current period and therefore are not reported in the funds:	
Long-term debt	
Leases payable	(113,351)
Subscription liabilities	(2,342,714)
Net OPEB liability	(31,167,159)
Net pension liability	(200,283,505)
Compensated absences	(16,332,969)
NET POSITION OF GOVERNMENTAL ACTIVITIES	$78,182,370

See accompanying notes to financial statements

CITY OF DALY CITY
GOVERNMENTAL FUNDS
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCES
FOR THE YEAR ENDED JUNE 30, 2023

	General	Gas Tax	Grants	Measures A and W	Capital Projects	Other Governmental Funds	Total Governmental Funds
REVENUES							
Property tax	$48,895,101						$48,895,101
Gas tax		$4,968,756					4,968,756
Sales tax	25,774,755			$3,906,134			29,680,889
Utility users tax	6,934,379						6,934,379
Franchise fees	5,016,118						5,016,118
Other taxes	8,268,611						8,268,611
Licenses and permits	2,672,412						2,672,412
Fines and forfeitures	2,628,742						2,628,742
Rents and interest	3,066,973	142,110	$12,710	204,942	$555,266	$118,402	4,100,403
Federal programs and grants	6,263,152	117,442	69,124		239,807	1,860,695	8,550,220
Receipts from other agencies	1,099,328	637,603	836,241		432,324		3,005,496
Charges and fees	6,529,787	1,157,262			1,681,511	77,738	9,446,298
Miscellaneous	1,654,471	61,252			1,536,169	175,077	3,426,969
Total Revenues	118,803,829	7,084,425	918,075	4,111,076	4,445,077	2,231,912	137,594,394
EXPENDITURES							
Current:							
General government	14,186,436		83,488	4,930			14,274,854
Public safety	70,309,622		265,937			17,967	70,593,526
Public works	6,222,955	4,715,517				24,401	10,962,873
Culture and recreation	14,871,322		428,851				15,300,173
Economic and community development	4,809,084		205,466			1,763,119	6,777,669
Capital projects		5,773,916	298,172		2,501,363		8,573,451
Debt service:							
Principal	333,164					418,000	751,164
Interest	26,870					5,121	31,991
Total Expenditures	110,759,453	10,489,433	1,281,914	4,930	2,501,363	2,228,608	127,265,701
EXCESS (DEFICIENCY) OF REVENUES OVER EXPENDITURES	8,044,376	(3,405,008)	(363,839)	4,106,146	1,943,714	3,304	10,328,693
OTHER FINANCING SOURCES (USES)							
Transfers in (Note 6)	3,484,848	3,628,964		77,369	301,873	247,126	7,740,180
Transfers (out) (Note 6)	(3,340,398)	(370,598)	(366,933)	(1,854,795)	(360,579)		(6,293,303)
Total Other Financing Sources (Uses)	144,450	3,258,366	(366,933)	(1,777,426)	(58,706)	247,126	1,446,877
NET CHANGES IN FUND BALANCES	8,188,826	(146,642)	(730,772)	2,328,720	1,885,008	250,430	11,775,570
BEGINNING FUND BALANCES	70,045,116	8,833,310	1,184,650	9,065,779	27,098,309	9,816,170	126,043,334
ENDING FUND BALANCES	$78,233,942	$8,686,668	$453,878	$11,394,499	$28,983,317	$10,066,600	$137,818,904

See accompanying notes to financial statements

CITY OF DALY CITY
Reconciliation of the
NET CHANGE IN FUND BALANCES - TOTAL GOVERNMENTAL FUNDS
with the
STATEMENT OF ACTIVITIES
FOR THE YEAR ENDED JUNE 30, 2023

The schedule below reconciles the Net Changes in Fund Balances reported on the Governmental Funds Statement of Revenues, Expenditures and Changes in Fund Balance, which measures only changes in current assets and current liabilities on the modified accrual basis, with the Change in Net Position of Governmental Activities reported in the Statement of Activities, which is prepared on the full accrual basis.

NET CHANGE IN FUND BALANCES - TOTAL GOVERNMENTAL FUNDS	$11,775,570
Amounts reported for governmental activities in the Statement of Activities are different because of the following:	
CAPITAL ASSETS TRANSACTIONS	
Governmental Funds report capital outlays as expenditures. However, in the Statement of Activities the cost of those assets is capitalized and allocated over their estimated useful lives and reported as depreciation expense.	
The capital outlay expenditures are therefore added back to fund balance.	4,061,944
Depreciation expense is deducted from fund balance (Depreciation expense is net of internal service fund depreciation of $2,436,842 which has already been allocated to serviced funds).	(4,747,627)
Retirements are deducted from fund balance	(3,566)
LONG TERM DEBT PROCEEDS AND PAYMENTS	
Bond proceeds provide current financial resources to governmental funds, but issuing debt increases long-term liabilities in the Statement of Net Position. Repayment of bond principal is an expenditure in the governmental funds, but in the Statement of Net Position the repayment reduces long-term liabilities.	
Repayment of debt principal is added back to fund balance	418,000
Repayment of lease principal is added back to fund balance	62,619
Remeasurement of lease liability is deducted from fund balance	(146,267)
Repayment of subscription liability principal is added back to fund balance	270,545
Interest accrued is deducted from fund balance	4,270
ACCRUAL OF NONCURRENT ITEMS	
The amounts below included in the Statement of Activities do not provide or (require) the use of current financial resources and therefore are not reported as revenue or expenditures in governmental funds:	
Unavailable revenue	760,533
Compensated absences	(4,279,392)
OPEB expense	1,564,929
Pension expense	(3,223,441)
ALLOCATION OF INTERNAL SERVICE FUND ACTIVITY	
Internal service funds are used to charge the costs of certain activities, such as equipment acquisition, maintenance, and insurance to individual funds. The portion of the net revenue (expense) of these internal service funds arising out of their transactions with governmental funds is reported with governmental activities, because they service those activities.	
Change in net position of all internal service funds	8,544,901
CHANGE IN NET POSITION OF GOVERNMENTAL ACTIVITIES	$15,063,018

See accompanying notes to financial statements

CITY OF DALY CITY
GENERAL FUND
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE
BUDGET AND ACTUAL
FOR THE YEAR ENDED JUNE 30, 2023

	Budgeted Amounts			Variance with Final Budget Positive
	Original	Final	Actual Amounts	(Negative)
REVENUES				
Property tax	$49,542,790	$49,542,790	$48,895,101	($647,689)
Sales tax	26,124,343	26,124,343	25,774,755	(349,588)
Utility users tax	5,554,668	5,554,668	6,934,379	1,379,711
Franchise fees	4,654,365	4,654,365	5,016,118	361,753
Other taxes	7,415,661	7,415,661	8,268,611	852,950
Licenses and permits	2,866,349	2,866,349	2,672,412	(193,937)
Fines and forfeitures	2,359,876	2,359,876	2,628,742	268,866
Rents and interest	2,169,599	2,159,599	3,066,973	907,374
Federal programs and grants	5,000,000	5,105,000	6,263,152	1,158,152
Receipts from other agencies	773,159	1,399,855	1,099,328	(300,527)
Charges and fees	6,796,357	6,806,357	6,529,787	(276,570)
Miscellaneous	631,782	682,236	1,654,471	972,235
Total Revenues	113,888,949	114,671,099	118,803,829	4,132,730
EXPENDITURES				
Current Operations:				
General Government				
Legislative:				
Salaries and benefits	259,433	325,481	285,037	40,444
Services and supplies	55,929	55,929	50,989	4,940
Other charges	44,106	44,106	18,494	25,612
Total Legislative	359,468	425,516	354,520	70,996
Legal:				
Salaries and benefits	1,679,762	1,193,080	1,220,466	(27,386)
Services and supplies	240,603	740,603	241,263	499,340
Other charges	9,918	9,918	7,316	2,602
Total Legal	1,930,283	1,943,601	1,469,045	474,556
Administrative:				
Salaries and benefits	8,532,810	10,257,595	8,805,072	1,452,523
Services and supplies	3,325,965	3,685,789	2,978,316	707,473
Capital outlay				
Other charges	1,085,241	778,121	579,483	198,638
Total Administrative	12,944,016	14,721,505	12,362,871	2,358,634
Total General Government	15,233,767	17,090,622	14,186,436	2,904,186
Public Safety				
Police:				
Salaries and benefits	38,789,085	39,209,630	32,044,580	7,165,050
Services and supplies	7,386,567	7,681,885	7,272,563	409,322
Capital outlay	440,675	234,639	150,493	84,146
Other charges	671,659	696,659	671,935	24,724
Total Police	47,287,986	47,822,813	40,139,571	7,683,242
Fire:				
Salaries and benefits	25,368,285	26,205,740	26,886,282	(680,542)
Services and supplies	3,332,820	3,334,191	3,075,887	258,304
Capital outlay	280,000	262,000	42,627	219,373
Other charges	210,547	210,547	165,255	45,292
Total Fire	29,191,652	30,012,478	30,170,051	(157,573)
Total Public Safety	76,479,638	77,835,291	70,309,622	7,525,669

(Continued)

CITY OF DALY CITY
GENERAL FUND
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE
BUDGET AND ACTUAL
FOR THE YEAR ENDED JUNE 30, 2023

	Budgeted Amounts			Variance with Final Budget Positive
	Original	Final	Actual Amounts	(Negative)
Public Works				
Salaries and benefits	4,935,045	5,272,915	4,016,054	1,256,861
Services and supplies	2,017,004	2,303,959	2,097,977	205,982
Other charges	120,448	118,948	108,924	10,024
Total Public Works	7,072,497	7,695,822	6,222,955	1,472,867
Culture and Recreation				
Salaries and benefits	8,310,754	9,320,412	8,641,514	678,898
Services and supplies	5,811,275	6,534,005	6,062,296	471,709
Capital outlay	77,000	37,000	34,162	2,838
Other charges	138,799	133,399	133,350	49
Total Culture and Recreation	14,337,828	16,024,816	14,871,322	1,153,494
Economic and Community Development				
Salaries and benefits	3,929,418	3,958,086	3,269,845	688,241
Services and supplies	1,459,681	2,337,599	1,441,576	896,023
Other charges	81,642	181,642	97,663	83,979
Total Economic and Community Development	5,470,741	6,477,327	4,809,084	1,668,243
Debt service:				
Principal			333,164	(333,164)
Interest			26,870	(26,870)
			360,034	(360,034)
Total Expenditures	118,594,471	125,123,878	110,759,453	14,364,425
EXCESS (DEFICIENCY) OF REVENUES OVER EXPENDITURES	(4,705,522)	(10,452,779)	8,044,376	18,497,155
OTHER FINANCING SOURCES (USES)				
Transfers in	2,857,974	3,224,907	3,484,848	259,941
Transfers out	(2,406,492)	(3,598,680)	(3,340,398)	258,282
Total Other Financing Sources (Uses)	451,482	(373,773)	144,450	518,223
NET CHANGE IN FUND BALANCE	($4,254,040)	($10,826,552)	8,188,826	$19,015,378
BEGINNING FUND BALANCE			70,045,116	
ENDING FUND BALANCE			$78,233,942	

See accompanying notes to financial statements

CITY OF DALY CITY
GAS TAX SPECIAL REVENUE FUND
STATEMENT OF REVENUES, EXPENDITURES
AND CHANGES IN FUND BALANCE
BUDGET AND ACTUAL
FOR THE YEAR ENDED JUNE 30, 2023

	Budgeted Amounts			Variance with Final Budget Positive
	Original	Final	Actual Amounts	(Negative)
REVENUES				
Gas tax	$5,640,753	$5,640,753	$4,968,756	($671,997)
Sales tax				
Rents and interest	70,000	70,000	142,110	72,110
Federal programs and grants	450,000	624,233	117,442	(506,791)
Receipts from other agencies	594,580	3,395,211	637,603	(2,757,608)
Charges and services	1,066,757	1,078,733	1,157,262	78,529
Miscellaneous	9,500	9,500	61,252	51,752
Total Revenues	7,831,590	10,818,430	7,084,425	(3,734,005)
EXPENDITURES				
Public works	4,980,549	5,161,512	4,715,517	445,995
Capital projects	7,971,008	27,186,263	5,773,916	21,412,347
Total Expenditures	12,951,557	32,347,775	10,489,433	21,858,342
EXCESS (DEFICIENCY) OF REVENUES OVER EXPENDITURES	(5,119,967)	(21,529,345)	(3,405,008)	18,124,337
OTHER FINANCING SOURCES (USES)				
Transfers in	4,826,575	15,294,260	3,628,964	(11,665,296)
Transfers out	(293,229)	(293,229)	(370,598)	(77,369)
Total Other Financing Sources (Uses)	4,533,346	15,001,031	3,258,366	(11,742,665)
NET CHANGE IN FUND BALANCE	($586,621)	($6,528,314)	(146,642)	$6,381,672
BEGINNING FUND BALANCE			8,833,310	
ENDING FUND BALANCE			$8,686,668	

See accompanying notes to financial statements

CITY OF DALY CITY
GRANTS SPECIAL REVENUE FUND
STATEMENT OF REVENUES, EXPENDITURES
AND CHANGES IN FUND BALANCE
BUDGET AND ACTUAL
FOR THE YEAR ENDED JUNE 30, 2023

	Budgeted Amounts			Variance Positive
	Original	Final	Actual	(Negative)
REVENUES				
Rents and interest	$5,233	$5,233	$12,710	$7,477
Federal programs and grants		1,325,733	69,124	(1,256,609)
Receipts from other agencies	437,167	2,662,345	836,241	(1,826,104)
Miscellaneous revenue				
Total Revenues	442,400	3,993,311	918,075	(3,075,236)
EXPENDITURES				
General Government				
Administrative:				
Services and supplies		159,077	83,488	75,589
Total General Government		159,077	83,488	75,589
Public Safety				
Salaries and benefits	177,559	181,376	176,873	4,503
Services and supplies	36,690	201,783	45,332	156,451
Capital outlay	36,690	245,940	41,526	204,414
Other charges		4,351	2,206	2,145
Total Public Safety	250,939	633,450	265,937	367,513
Public Works				
Capital Outlay		563,188	298,172	265,016
Total Public Works		563,188	298,172	265,016
Culture and Recreation				
Salaries and benefits	133,791	70,805	50,499	20,306
Services and supplies	43,769	393,718	351,340	42,378
Capital Outlay		27,012	27,012	
Total Culture and Recreation	177,560	491,535	428,851	62,684
Economic and Community Development				
Salaries and benefits		148,477	148,571	(94)
Services and supplies		45,122	9,719	35,403
Other charges		2,582,270	47,176	2,535,094
Total Economic and Community Development		2,775,869	205,466	2,570,403
Total Expenditures	428,499	4,623,119	1,281,914	3,341,205
EXCESS (DEFICIENCY) OF REVENUES OVER EXPENDITURES	13,901	(629,808)	(363,839)	265,969
OTHER FINANCING SOURCES (USES)				
Transfers in				
Transfers out		(366,933)	(366,933)	
NET CHANGE IN FUND BALANCE	$13,901	($996,741)	(730,772)	$265,969
BEGINNING FUND BALANCE			1,184,650	
ENDING FUND BALANCE			$453,878	

See accompanying notes to financial statements

CITY OF DALY CITY
MEASURES A AND W SPECIAL REVENUE FUND
STATEMENT OF REVENUES, EXPENDITURES
AND CHANGES IN FUND BALANCE
BUDGET AND ACTUAL
FOR THE YEAR ENDED JUNE 30, 2023

	Budgeted Amounts			Variance Positive
	Original	Final	Actual	(Negative)
REVENUES				
Sales taxes	$3,539,939	$3,539,939	$3,906,134	$366,195
Rents and interest			204,942	204,942
Total Revenues	3,539,939	3,539,939	4,111,076	571,137
EXPENDITURES				
General Government				
Administrative:				
Services and supplies	5,000	5,000	4,930	70
Total Expenditures	5,000	5,000	4,930	70
EXCESS (DEFICIENCY) OF REVENUES OVER EXPENDITURES	3,534,939	3,534,939	4,106,146	571,207
OTHER FINANCING SOURCES (USES)				
Transfers in			77,369	77,369
Transfers out	(2,836,620)	(12,350,595)	(1,854,795)	10,495,800
NET CHANGE IN FUND BALANCE	$698,319	($8,815,656)	2,328,720	$11,144,376
BEGINNING FUND BALANCE			9,065,779	
ENDING FUND BALANCE			$11,394,499	

See accompanying notes to financial statements

CITY OF DALY CITY
PROPRIETARY FUNDS
STATEMENT OF NET POSITION
JUNE 30, 2023

	Business-type Activities-Enterprise Funds					Governmental Activities-Internal Service Funds
	Water Utility	Sanitation District	Civic Center	Nonmajor - Transfer Station	Totals	
ASSETS						
Current Assets:						
Cash and investments (Note 2G)	$25,894,208	$34,059,854	$1,872,435	$1,545,317	$63,371,814	$47,798,077
Cash with fiscal agent (Note 2G)	11,326				11,326	118,160
Accounts receivable, net (Note 2I)	5,981,434	1,647,263	43,290		7,671,987	107,495
Inventories (Note 2H)	393,350	1,588,096			1,981,446	194,785
Prepaids		550			550	1,830,457
Total Current Assets	32,280,318	37,295,763	1,915,725	1,545,317	73,037,123	50,048,974
Noncurrent Assets:						
Leases receivable (Note 7)			8,926,241		8,926,241	
Capital Assets (Note 4):						
Land	839,856	233,547	1,695,762	93,384	2,862,549	378,343
Buildings	272,379	893,519	5,568,728	1,184,278	7,918,904	35,817
Sewage facilities		59,413,041			59,413,041	
Wells and pump stations	9,074,783				9,074,783	
Water reservoirs	12,715,925				12,715,925	
Mains and subsurface lines	21,568,821	26,871,004			48,439,825	
Equipment	7,257,779	10,091,431	936,705	20,912	18,306,827	26,238,848
Furniture and fixtures	37,154	114,174			151,328	63,104
Subscription assets						2,419,811
Construction in progress	554,128	11,198,798			11,752,926	179,992
Total Capital Assets	52,320,825	108,815,514	8,201,195	1,298,574	170,636,108	29,315,915
Less accumulated depreciation	(29,880,949)	(67,803,716)	(5,480,301)	(1,205,190)	(104,370,156)	(18,325,508)
Net Capital Assets	22,439,876	41,011,798	2,720,894	93,384	66,265,952	10,990,407
Total Noncurrent Assets	22,439,876	41,011,798	11,647,135	93,384	75,192,193	10,990,407
Total Assets	54,720,194	78,307,561	13,562,860	1,638,701	148,229,316	61,039,381
DEFERRED OUTFLOWS OF RESOURCES						
Related to pension (Note 8D)	1,324,850	2,982,800			4,307,650	
Related to OPEB (Note 9)	239,599	625,619			865,218	479,209
Total Deferred Outflows	1,564,449	3,608,419			5,172,868	479,209
LIABILITIES						
Current Liabilities:						
Accounts payable	883,971	1,667,612	5,782		2,557,365	655,125
Accrued payroll	56,271	131,264			187,535	81,389
Deposits payable	32,200				32,200	
Interest payable	1,067	8,120			9,187	78,042
Unearned revenue						
Accrued claims payable (Note 11)						2,622,041
Compensated absences (Note 2K)	274,404	608,208			882,612	
Long-term debt (Note 5)	640,000	274,959			914,959	5,236,606
Total Current Liabilities	1,887,913	2,690,163	5,782		4,583,858	8,673,203
Noncurrent Liabilities:						
Compensated absences (Note 2K)	304,070	1,442,250			1,746,320	1,511,171
Accrued claims payable (Note 10)						7,450,959
Net OPEB liability (Note 9)	1,459,061	3,809,770			5,268,831	2,918,121
Net Pension Liability (Note 8C)	3,924,859	8,836,525			12,761,384	
Long-term debt (Note 5)		281,832			281,832	3,946,414
Total Noncurrent Liabilities	5,687,990	14,370,377			20,058,367	15,826,665
Total Liabilities	7,575,903	17,060,540	5,782		24,642,225	24,499,868
DEFERRED INFLOWS OF RESOURCES						
Related to pension (Note 8D)	7,298	16,431			23,729	
Related to OPEB (Note 9)	133,455	348,465			481,920	266,909
Related to leases (Note 7)			8,165,964		8,165,964	
Total Deferred Inflows	140,753	364,896	8,165,964		8,671,613	266,909
NET POSITION (Note 12)						
Net investment in capital assets	21,799,876	40,455,007	2,720,894	93,384	65,069,161	7,962,844
Restricted for:						
Debt service	11,326				11,326	118,160
Qualified capital outlay		2,431,413			2,431,413	
Unrestricted	26,756,785	21,604,124	2,670,220	1,545,317	52,576,446	28,670,809
Total Net Position	$48,567,987	$64,490,544	$5,391,114	$1,638,701	120,088,346	$36,751,813
Some amounts reported for business-type activities in the statement of net position are different because certain internal service fund assets and liabilities are included in business-type activities					2,008,339	
Net position of business-type activities					$122,096,685	

See accompanying notes to financial statements

CITY OF DALY CITY
PROPRIETARY FUNDS
STATEMENT OF REVENUES, EXPENSES
AND CHANGES IN FUND NET POSITION
FOR THE YEAR ENDED JUNE 30, 2023

	Business-type Activities-Enterprise Funds					Governmental Activities-Internal Service Funds
	Water Utility	Sanitation District	Civic Center	Nonmajor - Transfer Station	Totals	
OPERATING REVENUES						
Water sales	$27,892,142	$256,591			$28,148,733	
Sewer service charges		24,544,359			24,544,359	
Connection charges		331,063			331,063	
Rental income			$1,318,174		1,318,174	
Charges to City departments						$30,611,858
Other revenues	515,348	103,841	81,406	$114,580	815,175	801,357
Total Operating Revenues	28,407,490	25,235,854	1,399,580	114,580	55,157,504	31,413,215
OPERATING EXPENSES						
Salaries and benefits	5,261,594	11,208,364			16,469,958	7,603,178
Services and supplies	2,181,791	12,350,645	598,624		15,131,060	4,733,315
Water purchases	7,845,248				7,845,248	
Utilities	1,288,695	2,099,779	199,175		3,587,649	539,285
Insurance	422,673	1,073,769	30,528		1,526,970	4,228,464
Claims and settlements						2,336,204
Depreciation (Note 4)	1,347,688	2,324,857	190,694		3,863,239	2,436,842
Other charges	808,348	1,558,574			2,366,922	184,579
Total Operating Expenses	19,156,037	30,615,988	1,019,021		50,791,046	22,061,867
Operating Income (Loss)	9,251,453	(5,380,134)	380,559	114,580	4,366,458	9,351,348
NONOPERATING REVENUES (EXPENSES)						
Property taxes		2,620,296			2,620,296	
Intergovernmental	141,008	1,921,579			2,062,587	207,740
Gain on sale of capital assets		2,199			2,199	59,771
Loss on sale of capital assets						(265,122)
Interest income	468,647	565,197	33,578		1,067,422	733,017
Interest expense	(24,258)	(16,714)			(40,972)	(551,144)
Total Nonoperating Revenues (Expenses)	585,397	5,092,557	33,578		5,711,532	184,262
Income (Loss) Before Transfers	9,836,850	(287,577)	414,137	114,580	10,077,990	9,535,610
Transfers in (Note 6)	392,208	3,107,300			3,499,508	2,103,676
Transfers (out) (Note 6)	(3,627,155)	(1,136,644)	(15,089)	(114,580)	(4,893,468)	(2,156,593)
Net transfers	(3,234,947)	1,970,656	(15,089)	(114,580)	(1,393,960)	(52,917)
CHANGE IN NET POSITION	6,601,903	1,683,079	399,048		8,684,030	9,482,693
BEGINNING NET POSITION	41,966,084	62,807,465	4,992,066	1,638,701	111,404,316	27,269,120
ENDING NET POSITION	$48,567,987	$64,490,544	$5,391,114	$1,638,701	120,088,346	$36,751,813

Net change in net position	8,684,030
Some amounts reported for business-type activities in the statement of activities are different because the net revenue (expense) of certain internal service funds is reported with business-type activities.	937,792
Change in net position of business-type activities	$9,621,822

See accompanying notes to financial statements

CITY OF DALY CITY
PROPRIETARY FUNDS
STATEMENT OF CASH FLOWS
FOR THE YEAR ENDED JUNE 30, 2023

	Business-type Activities-Enterprise Funds					Governmental Activities-Internal Service Funds
	Water Utility	Sanitation District	Civic Center	Nonmajor - Transfer Station	Totals	
CASH FLOWS FROM OPERATING ACTIVITIES						
Receipts from customers	$29,225,712	$24,913,949	$1,043,662	$114,580	$55,297,903	$31,354,146
Payments to suppliers	(13,155,224)	(17,072,673)	(847,757)		(31,075,654)	(11,757,108)
Payments to employees	(4,711,922)	(11,887,186)			(16,599,108)	(7,049,427)
Claims paid						(2,750,204)
Cash Flows from Operating Activities	11,358,566	(4,045,910)	195,905	114,580	7,623,141	9,797,407
CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES						
Property tax		2,620,296			2,620,296	207,740
Intergovernmental	141,008	1,825,004			1,966,012	
Principal paid on noncapital debt						(3,925,000)
Interest paid on noncapital debt						(486,420)
Advance from other funds	(2,570,647)				(2,570,647)	
Advance to other funds		2,570,647			2,570,647	
Transfers in	392,208	3,107,300			3,499,508	2,103,676
Transfers out	(3,627,155)	(1,136,644)	(15,089)	(114,580)	(4,893,468)	(2,156,593)
Cash Flows from (used for) Noncapital Financing Activities	(5,664,586)	8,986,603	(15,089)	(114,580)	3,192,348	(4,256,597)
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES						
Proceeds from sale of capital assets		2,199			2,199	59,771
Acquisition of capital assets	(1,339,603)	(1,455,020)			(2,794,623)	(2,521,544)
Proceeds from issuance of capital lease						1,830,457
Principal paid on subcription liabilities						(479,103)
Interest paid on subscription liabilities						(11,111)
Principal paid on capital debt	(625,000)	(268,254)			(893,254)	(200,711)
Interest paid on capital debt	(25,299)	(20,624)			(45,923)	(34,377)
Cash Flows from (used for) Capital and Related Financing Activities	(1,989,902)	(1,741,699)			(3,731,601)	(1,356,618)
CASH FLOWS FROM INVESTING ACTIVITIES:						
Interest income (expense)	468,647	565,197	33,578		1,067,422	733,017
Net Cash Flows	4,172,725	3,764,191	214,394		8,151,310	4,917,209
Cash and investments at beginning of period	21,732,809	30,295,663	1,658,041	1,545,317	55,231,830	42,999,028
Cash and investments at end of period	$25,905,534	$34,059,854	$1,872,435	$1,545,317	$63,383,140	$47,916,237
Reconciliation of Operating Income (Loss) to Cash Flows from Operating Activities:						
Operating income (loss)	$9,251,453	($5,380,134)	$380,559	$114,580	$4,366,458	$9,351,348
Adjustments to reconcile operating income (loss) to cash flows from operating activities:						
Depreciation	1,347,688	2,324,857	190,694		3,863,239	2,436,842
Change in assets and liabilities:						
Accounts receivable, net	814,622	(321,905)	(3,247)		489,470	(59,069)
Inventories	15,869	73,964			89,833	(1,144)
Prepaids		5,030			5,030	(1,830,457)
Accounts payable	(624,338)	(68,900)	(19,430)		(712,668)	(239,864)
Accrued payroll	8,848	23,387			32,235	16,343
Deposits payable	3,600				3,600	
Accrued claims payable						(414,000)
Compensated absences	182,251	(215,880)			(33,629)	683,935
Leases-related activity			(352,671)		(352,671)	
Due to OPEB system	(73,262)	(191,293)			(264,555)	(146,527)
Due to retirement system	431,835	(295,036)			136,799	
Cash Flows from Operating Activities	$11,358,566	($4,045,910)	$195,905	$114,580	$7,623,141	$9,797,407
NONCASH TRANSACTIONS						
Subscription assets						$1,328,754
Subscription liabilities						($1,328,754)
Retirement of capital assets						($265,122)

See accompanying notes to financial statements


DALY CITY
CALIFORNIA
INCORPORATED MARCH 27 1911
GATEWAY
TO THE
PENINSULA

FIDUCIARY FUNDS

These funds are used to account for assets held by the City as an agent for individuals, private organizations, and other governments. The financial activities of these funds are excluded from the City-wide financial statements, but are presented in separate Fiduciary Fund financial statements.

SUCCESSOR AGENCY TO THE REDEVELOPMENT AGENCY PRIVATE PURPOSE TRUST

The fund is used to account for the activities of the Successor Agency to the former Redevelopment Agency of the City.

CUSTODIAL FUNDS

These funds report resources, not in a trust, that are held by the City for other parties outside of the City's reporting entity.

CITY OF DALY CITY
FIDUCIARY FUNDS
STATEMENT OF FIDUCIARY NET POSITION
JUNE 30, 2023

	Successor Agency to the Redevelopment Agency Private-Purpose Trust	Custodial Funds	
		Custodial Funds	External Investment Pool Fund
ASSETS			
Cash and investments (Note 2G)	$208,404	$2,051,137	$980,351
Receivables	14,978	2,896,675	
Total Assets	223,382	4,947,812	980,351
LIABILITIES			
Accounts payable		4,336,080	
Deposits payable	4,050		
Loans payable to City (Note 15C)	10,907,153		
Total Liabilities	10,911,203	4,336,080	
NET POSITION			
Restricted for:			
Other agencies and organizations	(10,687,821)	611,732	
Pool participant			980,351
Total Net Position	($10,687,821)	$611,732	$980,351

See accompanying notes to financial statements

CITY OF DALY CITY
STATEMENT OF CHANGES IN FIDUCIARY NET POSITION
FOR THE YEAR ENDED JUNE 30, 2023

	Successor Agency to the Redevelopment Agency Private-Purpose Trust	Custodial Funds	
		Custodial Funds	External Investment Pool Fund
ADDITIONS			
Taxes	$1,235,632		
Receipts from other agencies		$90,000	
Rents and interest	73,660		$15,659
Other receipts	545		5,773,148
Total additions	1,309,837	90,000	5,788,807
DEDUCTIONS			
Services and supplies	59,415		
Culture and recreation		1,397	
Other payments			5,111,078
Total deductions	59,415	1,397	5,111,078
CHANGE IN NET POSITION	1,250,422	88,603	677,729
NET POSITION			
Net Position (Deficit) - Beginning	(11,938,243)	523,129	302,622
Net Position (Deficit) - Ending	($10,687,821)	$611,732	$980,351

See accompanying notes to financial statements


DALY CITY
CALIFORNIA
INCORPORATED MARCH 27 1911
GATEWAY
TO THE
PENINSULA

NOTES TO BASIC FINANCIAL STATEMENTS
June 30, 2023

NOTE 1.
REPORTING ENTITY

The City of Daly City (City) was incorporated on March 22, 1911 and operates under a council-manager form of government. Daly City is a general law city, and provides the following services: public safety (police and fire), highways and streets, water, sanitary sewer, social services, library, recreation, public improvements, planning and zoning, and general administrative services.

The City's Basic Financial Statements include the financial activities of the City, the North San Mateo County Sanitation District, the Daly City Public Facilities Financing Corporation and the Daly City Housing Development Finance Agency. These entities are controlled by governing boards consisting of the City Council and are reported as blended component units. Council members are financially accountable for these entities' operations and approve fees, debt issues and adopt budgets. Blended component units, although legally separate entities are, in substance, part of the government's operations, thus, data from these units are combined with that of the primary government.

The North San Mateo County Sanitation District became a subsidiary district of the City on July 1, 1985. The activities of the District are reported in the Sanitation District Enterprise Fund. The District does not issue separate financial statements.

The activities of the Daly City Public Facilities Financing Corporation (Corporation) are included in the basic financial statements of the Water Utility Enterprise Fund in proportion to the activities carried out on its behalf because the City Council sits as the Board of this entity. The City established the Corporation to facilitate the issuance of Certificates of Participation, currently consisting of various expansion and upgrade projects in the Water Utility. The Corporation acts as a conduit for the leasing of the associated facilities of the utility in order to allow the issuance of its Certificates of Participation (See Note 5). The Corporation does not issue separate financial statements.

The activities of the Daly City Housing Development Finance Agency (Finance Agency) are included in the Affordable Housing and the Low and Moderate Income Housing Assets Special Revenue Funds. The City established the Finance Agency in 1985 pursuant to California Health and Safety Code (HSC) Division 24, Part 2, Chapter 1, to address the housing needs of the City and the Finance Agency serves as the Housing Successor to the former Daly City Redevelopment Agency. The primary activity of the Finance Agency is to develop nonsubsidized multifamily rental housing development financing pursuant to Section 34312.3 of the HSC that is owned, operated and managed by private and other agencies, not the Finance Agency. The Finance Agency is administered by a Governing Board whose members are the City Council of the City of Daly City, and the City also performs all accounting and administrative functions for the Finance Agency. The Finance Agency does not issue separate financial statements.

The City and the Sanitation District established the Daly City Joint Powers Financing Authority (Financing Authority) in March 2022 pursuant to the Joint Exercise of Powers Act (commencing at Government Code Section 6500) to provide assistance with public financings, including, among others, General Fund lease financings and enterprise fund financings. The Financing Authority is administered by a Governing Board whose members are the City Council of the City of Daly City, and the City also performs all accounting and administrative functions for the Financing Authority. The Financing Authority does not issue separate financial statements. The Financing Authority did not have any activity during the year ended June 30, 2023.

NOTE 2.

DESCRIPTION OF FUNDS AND SUMMARY OF ACCOUNTING POLICIES

The Basic Financial Statements include financial information for entities which are directly or indirectly governed by the City Council. The entities included are the City, the North San Mateo County Sanitation District, the Daly City Public Facilities Financing Corporation and the Daly City Joint Powers Financing Authority (see Note 1).

The accounting policies of the City conform with generally accepted accounting principles as they apply to governments. The following is a summary of the more significant policies.

A. BASIS OF PRESENTATION

The City's Basic Financial Statements are prepared in conformity with accounting principles generally accepted in the United States of America. The Governmental Accounting Standards Board is the acknowledged standard setting body for establishing accounting and financial reporting standards followed by governmental entities in the U.S.A. These standards require that the financial statements described below be presented.

Government-wide Statements: The Statement of Net Position and the Statement of Activities display information about the primary government (the City and its blended component units). These statements include the financial activities of the overall City government, except for fiduciary activities. Eliminations have been made to minimize the double counting of internal activities. Interfund services provided and used are not eliminated in the process of consolidation. These statements distinguish between the *governmental* and *business-type activities* of the City. Governmental activities are generally financed through taxes, intergovernmental revenues, and other nonexchange transactions. Business-type activities are financed in whole or in part by fees charged to external parties.

The Statement of Activities presents a comparison between direct expenses and program revenues for each function of the City's governmental activities and for each segment of the business-type activities of the City. Direct expenses are those that are specifically associated with a program or function and, therefore, are clearly identifiable to a particular function. Program revenues include charges paid by the recipients of goods or services offered by the programs, grants and contributions that are restricted to meeting the operational needs of a particular program and fees, grants and contributions that are restricted to financing the acquisition or construction of capital assets. Revenues that are not classified as program revenues, including all taxes, are presented as general revenues.

Fund Financial Statements: The fund financial statements provide information about the City's funds, including fiduciary funds and blended component units. Separate statements for each fund category—*governmental, proprietary*, and *fiduciary*—are presented. The emphasis of fund financial statements is on major individual governmental and enterprise funds, each of which is displayed in a separate column. All remaining governmental and enterprise funds are aggregated and reported as nonmajor funds.

Proprietary fund *operating* revenues, such as charges for services, result from exchange transactions associated with the principal activity of the fund. Exchange transactions are those in which each party receives and gives up essentially equal values. *Nonoperating* revenues, such as subsidies and investment earnings, result from nonexchange transactions or ancillary activities.

B. MAJOR FUNDS

Major funds are defined as funds which have either assets, liabilities, revenues or expenditures/expenses equal to ten percent of their fund-type total and five percent of the grand total of governmental and enterprise funds. Major governmental and business-type funds are identified and presented separately in the fund financial statements. All other funds, called nonmajor funds, are combined and reported in a single column, regardless of their fund type. The General Fund is always a major fund, and the City may select other funds it believes should be presented as major funds. The City selected the Gas Tax Fund for presentation as a major fund because of its importance and because it often qualifies as a major fund.

The City reported the following major governmental funds in the accompanying financial statements:

GENERAL FUND is the general operating fund of the City. It is used to account for all financial resources traditionally associated with governments which are not required to be accounted for in a separate fund.

GAS TAX SPECIAL REVENUE FUND is used to account for gas tax monies allocated by the State to the City for the streets and roads program.

GRANTS SPECIAL REVENUE FUND is used to account for miscellaneous grant monies, such as HOME, law enforcement special grants, and after school safety grants.

MEASURES A AND W SPECIAL REVENUE FUND is used to account for the City’s portion of the Measure A special half cent sales tax receipts restricted for maintaining local streets and roads improvements and the City’s portion of the Measure W special half cent sales tax receipts restricted for congestion relief and transit improvements.

CAPITAL PROJECTS FUND is used to account for financial resources to be used for the acquisition or construction of major capital facilities or infrastructure other than those financed by proprietary funds.

The City reported the following enterprise funds as major funds in the accompanying financial statements:

WATER UTILITY FUND is used to account for activity related to providing water service to the community.

SANITATION DISTRICT FUND is used to account for activity related to providing residents with sanitary sewer services.

CIVIC CENTER FUND is used to account for rental activity of real property owned by the City in the Civic Center area.

The City also reports the following fund types:

Internal Service Funds - These funds account for motor vehicles, central services, telephone, building maintenance, information services, self-insurance and pension bond payments. All of these services are provided to other departments on a cost-reimbursement basis.

Fiduciary Funds - The Successor Agency to the Redevelopment Agency Private-Purpose Trust Fund accounts for the accumulation of resources to be used for payments at appropriate amounts and times in the future. Custodial Funds are used to account for assets held by the City for Billing Services and Supporters of Senior Center and monies held for an external investment pool for the San Mateo Pre-Hospital Emergency Medical Services Group, none of which are held in trust. In addition, The financial activities of these funds are excluded from the government-wide financial statements because they are not directly or indirectly governed by the City Council.

C. PROPERTY HELD FOR DEVELOPMENT

Property held for development is stated at the lower of historical cost or net realizable value (equal to agreed upon sales price if a disposition and development agreement has been reached with a developer).

D. BASIS OF ACCOUNTING

The government-wide, proprietary, and fiduciary fund financial statements are reported using the *economic resources measurement focus* and the *full accrual basis* of accounting. Revenues are recorded when *earned* and expenses are recorded at the time liabilities are *incurred,* regardless of when the related cash flows take place.

Governmental funds are reported using the *current financial resources measurement focus* and the *modified accrual basis* of accounting. Under this method, revenues are recognized when *measurable* and *available*. The City considers all revenues reported in the governmental funds to be available if the revenues are collected within sixty days after year-end. Expenditures are recorded when the related fund liability is incurred, except for principal and interest on general long-term debt, including lease liabilities, as well as claims and judgments, and compensated absences, which are recognized as expenditures to the extent they have matured. Governmental capital asset acquisitions are reported as expenditures in governmental funds, including entering into contracts giving the City the right to use leased assets and right to use subscription assets. Proceeds of governmental long-term debt and financing through leases are reported as other financing sources.

In addition to assets, the statement of net position or balance sheet will report a separate section for deferred outflows of resources. This separate financial statement element, *deferred outflows of resources*, represents a consumption of net assets that applies to a future period(s) and so will *not* be recognized as an outflow of resources (expense/expenditure) until then.

In addition to liabilities, the statement of net position or balance sheet will report a separate section for deferred inflows of resources. This separate financial statement element, *deferred inflows of resources,* represents an acquisition of net assets or fund balance that applies to a future period(s) and so will *not* be recognized as an inflow of resources (revenue) until that time. The City has one item, which arises only under a modified accrual basis of accounting, that qualifies for reporting in this category. Accordingly, the item, *unavailable revenue,* is reported only in the governmental funds balance sheet. The governmental funds report unavailable revenues from loans and deferred amounts related to leases. These amounts are deferred and recognized as an inflow of resources in the period that the amounts become available.

Property taxes and sales taxes are considered measurable and available when in the hands of intermediary collecting governments and are recognized as revenue at that time. The primary revenue sources which are susceptible to accrual include taxes, rents, licenses, interest, grants and contributions. Fines and penalties and other revenues are recorded as revenues when received in cash because they are generally not measurable until actually received.

The City may fund programs with a combination of cost-reimbursement grants, categorical block grants, and general revenues. Thus, both restricted and unrestricted net position may be available to finance program expenditures. The City's policy is to first apply restricted grant resources to such programs, followed by general revenues if necessary.

Certain indirect costs are included in program expenses reported for individual functions and activities. *Nonexchange transactions*, in which the City gives or receives value without directly receiving or giving equal value in exchange, include taxes, grants, entitlements, and donations. On an accrual basis, revenue from taxes is recognized in the fiscal year for which the taxes are levied. Revenue from grants, entitlements, and donations is recognized in the fiscal year in which all eligibility requirements have been satisfied.

E. BUDGETS, BUDGETARY ACCOUNTING AND ENCUMBRANCES

The City uses a biennial budget process whereby two individual annual budgets are adopted by City Council for all funds and component units other than the Custodial Funds. Due to the COVID-19 pandemic and ongoing economic uncertainties, the City moved to a one-year budget cycle starting in FY2021. The City is monitoring and evaluating the economic climate in hopes of switching back to a biennial budget process. Budgets are subject to public hearing before they are adopted by the City Council. Budgets are prepared on the basis of generally accepted accounting principles (GAAP basis).

The City is not legally required to prepare budgets for any of its funds, but does so as a matter of managerial policy. Budgets submitted to the City Council include both proposed appropriations and the means of financing them. The City Council approves total appropriations on a departmental basis.

The City Manager is authorized and directed to make any changes or transfers of appropriations within any Department of the City and from one Department to another as deemed necessary or feasible, as long as the total appropriations of the funds are not exceeded. Additional appropriations not included in the original budget resolutions require approval by the City Council. Budgeted amounts shown are as adopted and amended by the City Council. Individual amendments were not material in relation to the original appropriations. Budgets for the City's proprietary funds are considered as memorandum budgets used for the purpose of management control. These nonappropriated budgets are not included in the Basic Financial Statements.

The City uses an encumbrance system as an extension of normal budgetary accounting. Under this system purchase orders, contracts and other commitments for the expenditure of monies are recorded to reserve that portion of applicable appropriations. Encumbrances outstanding at year-end are recorded as an assignment of fund equity since they do not constitute expenditures or liabilities. Outstanding encumbrances at year end are automatically reappropriated the following year. Unencumbered and unexpended appropriations for other than capital outlay lapse at year-end. However, the Capital Projects Fund is not budgeted on a project-length basis. Only the budget estimated to be spent in the current fiscal year is appropriated, even if the project will continue into future fiscal years. The City prepares a ten year capital plan, and each project year budget (GAAP Basis) is appropriated separately on an on-going basis.

Expenditures in Excess of Appropriations **–** The General Fund incurred in excess of appropriations of $157,573 in the Public Safety-Fire department. Sufficient resources were available within the fund to finance these expenditures.

F. FAIR VALUE MEASUREMENTS

Fair value is defined as the price that would be received to sell an asset or paid to transfer a liability in an orderly transaction between market participants at the measurement date. The City categorizes its fair value measurements within the fair value hierarchy established by generally accepted accounting principles. The fair value hierarchy categorizes the inputs to valuation techniques used to measure fair value into three levels based on the extent to which inputs used in measuring fair value are observable in the market.

Level 1 inputs are quoted prices (unadjusted) in active markets for identical assets or liabilities.

Level 2 inputs are inputs, other than quoted prices included within level 1, that are observable for an asset or liability, either directly or indirectly.

Level 3 inputs are unobservable inputs for an asset or liability.

If the fair value of an asset or liability is measured using inputs from more than one level of the fair value hierarchy, the measurement is considered to be based on the lowest priority level input that is significant to the entire measurement.

G. CASH AND INVESTMENTS

The City's investments are carried at fair value, as required by generally accepted accounting principles. The City adjusts the carrying value of its investments to reflect their fair value at each fiscal year end, and it includes the effects of these adjustments in income for that fiscal year.

The City pools cash from all sources and all funds, except restricted cash and cash and investments with fiscal agents, so the pool of funds can be invested consistent with goals for safety and liquidity, while maximizing yield. Cash is pooled so individual funds can make expenditures at any time.

Investment income is allocated among funds on the basis of average daily cash and investment balances in each fund, unless there are specific legal or contractual requirements to do otherwise.

Cash and investments are classified in the financial statements as shown below, based on whether or not their use is restricted under the terms of City debt instruments or Agency agreements:

Cash and investments	$246,542,250
Cash with fiscal agent	129,486
Restricted cash and investments	4,477,007
Cash and investments of the City	251,148,743
Cash and investments in Fiduciary Funds (separate statement):	
Private-purpose Trust Fund	208,404
Custodial Funds	2,051,137
Custodial Funds - External investment pool	980,351
Total cash and investments	$254,388,635

Investments Authorized by the California Government Code and the City's Investment Policy

The City's Investment Policy and the California Government Code allow the City to invest in the following, provided the credit ratings of the issuers are acceptable to the City and approved percentages and maturities are not exceeded. The following table also identifies certain provisions of the California Government Code, or the City's Investment Policy where the City's Investment Policy is more restrictive, that addresses interest rate risk, credit risk and concentration of credit risk. This table does not address investments of debt proceeds held by bond trustee that are governed by the provisions of debt agreements of the City, rather than the general provisions of the California Government Code or the City's Investment Policy.

Authorized Investment Type	Maximum Maturity	Minimum Credit Quality	Maximum in Portfolio	Maximum Investment In One Issuer
U. S. Treasury Bonds, Notes and Bills or Certificates of Indebtedness	5 Years	N/A	No Limit	No Limit
U.S. Government Agency Securities and U.S. Government Sponsored Enterprise Agencies	5 Years *	N/A	No Limit	No Limit
State of California Local Agency Investment Fund (LAIF Pool)	Upon Demand	N/A	$75,000,000 per account	$75,000,000 per account
San Mateo County Treasurer's Pool	Upon Demand	N/A	No Limit	No Limit
State of California Treasury Notes or Bonds	5 Years	A	No Limit	5%
California Local Agency Obligations	5 Years	A	30%	5%
Bankers' Acceptances	180 Days	N/A	40%	5%
Commercial Paper	270 Days	A1/P1	25%	5%
Negotiable Certificates of Deposit	5 Years	A	30%	No Limit
Non-Negotiable Certificates of Deposit	5 Years	A	30%	No Limit
FDIC Insured/Collateralized Time Certificates of Deposit	5 Years	N/A	30%	5%
Money Market Mutual Funds	Upon Demand	AAAm	15%	5%
Passbook Savings Account	None	N/A	No Limit	No Limit
Repurchase Agreements	1 year	N/A	15%	5%
Reverse Repurchase Agreements	92 Days	N/A	15%	5%

* However, the City Council specifically grants the authority to the City Treasurer to invest a maximum of $14,000,000 of the City's portfolio in Government National Mortgage Association securities which, at the time of investment, have terms remaining to maturity in excess of five years.

Public Agencies Post-Employment Trust

On May 22, 2017, the City Council adopted resolution 17-58 approving the adoption of the Public Agencies Post-Employment Trust administered by Public Agency Retirement Services (PARS). The Trust is an irrevocable trust and qualifies as an Internal Revenue Section 115 Trust. This Trust will assist the City in mitigating the CalPERS contribution rate volatility. Investments of funds held in Trust are governed by the Investment Guideline Document for the investment account and by the agreement for administrative services with PARS, rather than the general provisions of the California Government Code of the City's investment policy. The City elected a discretionary investment approach which allows the City to maintain oversight of the investment management, control on target yield and the portfolio' risk of tolerance, under the Moderately Conservative Index PLUS investment option. The assets in the Trust will eventually be used to fund pension plan obligations.

portfolio' risk of tolerance, under the Moderately Conservative Index PLUS investment option. The assets in the Trust will eventually be used to fund pension plan obligations.

Investments Authorized by Debt Agreements

The City must maintain required amounts of cash and investments with trustees or fiscal agents under the terms of certain debt issues. These funds are unexpended bond proceeds or are pledged as reserves to be used if the City fails to meet its obligations under these debt issues. The California Government Code requires these funds to be invested in accordance with City ordinance, bond indentures or State statute.

The following table identifies the investment types that are authorized for investments held by fiscal agents. The table also identifies certain provisions of these debt agreements:

Authorized Investment Type	Maximum Maturity	Minimum Credit Quality	Maximum In Portfolio	Maximum Investment In One Issuer
U. S. Treasury Bonds, Notes and Bills	N/A	N/A	No Limit	No Limit
U.S. Government Agency Securities				
U.S. Government Sponsored	N/A	AAA	No Limit	No Limit
State Obligations	N/A	Highest Rating Category	No Limit	No Limit
Commercial Paper	270 Days	A	No Limit	No Limit
Negotiable Certificates of Deposit	365 days	A-1+	No Limit	No Limit
Money Market Mutual Funds	N/A	AAAm	No Limit	No Limit
Bankers Acceptances	360 days	A-1+	No Limit	No Limit
Local Obligations	N/A	Highest Rating Category	No Limit	No Limit
State of California Local Agency Investment Fund (LAIF Pool)	Upon Demand	N/A	No Limit	No Limit
Municipal Obligations	N/A	AAA	No Limit	No Limit
Repurchase Agreements	N/A	A	No Limit	No Limit

Interest Rate Risk

Interest rate risk is the risk that changes in market interest rates will adversely affect the fair value of an investment. Normally, the longer the maturity of an investment the greater the sensitivity of its fair value to changes in market interest rates.

Information about the sensitivity of the fair values of the City's cash and investments (including investments held by bond trustees) to market interest rate fluctuations is provided by the following table that shows the distribution of the City's cash and investments by maturity:

Investment Type	Less than One Year	One to Five Years	More than Five Years	Total
U.S. Treasury Note		$952,150		$952,150
U.S. Government Agency Securities		28,412,659	$373,668	28,786,327
Money Market Mutual Funds	$129,486			129,486
California Local Agency Investment Fund	30,251,577			30,251,577
San Mateo County Investment Pool	166,893,108			166,893,108
Negotiable Certificates of Deposit	737,388	16,569,478		17,306,866
PARS Moderately Conservative Index PLUS Fund	4,477,007			4,477,007
Total Investments	$202,488,566	$45,934,287	$373,668	248,796,521
Cash in Bank and On Hand				5,592,114
Total Cash and Investments				$254,388,635

The City is a participant in the Local Agency Investment Fund (LAIF) that is regulated by California Government Code Section 16429 under the oversight of the Treasurer of the State of California. The City reports its investment in LAIF at the fair value amount provided by LAIF, which is the same as the value of the pool share. The balance is available for withdrawal on demand, and is based on the accounting records maintained by LAIF, which are recorded on an amortized cost basis. Each regular LAIF account is permitted to have up to 15 transactions per month, with a minimum transaction amount of $5,000, a maximum transaction amount of $75 million and at least 24 hours advance notice for withdrawals of $10 million or more. Bond proceeds accounts are subject to a one-time deposit with no cap and are set up with a monthly draw down schedule. Included in LAIF's investment portfolio are collateralized mortgage obligations, mortgage-backed securities, other asset-backed securities, loans to certain state funds, United States Treasury Notes and Bills, and floating rate securities issued by federal agencies, government-sponsored enterprises, and corporations. At June 30, 2023, these investments have an average maturity of 260 days.

The City is a participant in the San Mateo County Investment Pool (SMCIP) that is regulated by California Government Code Section 53600 under the oversight of the Treasurer of the County of San Mateo. The City reports its investment in SMCIP at the fair value amount provided by SMCIP. The balance available for withdrawal is based on the accounting records maintained by SMCIP, which are recorded on an amortized cost basis. Included in SMCIP's investment portfolio are U.S. Treasury Notes, obligations issued by agencies of the U.S. Government, LAIF, corporate notes, commercial paper, collateralized mortgage obligations, mortgage-backed securities, other asset-backed securities, and floating rate securities issued by federal agencies, government-sponsored enterprises, and corporations. At June 30, 2023, these investments matured in an average of 1.65 years.

Money Market Mutual Fund investments are available for withdrawal on demand.

Fair Value Investments

Generally accepted accounting principles require governments to present investments at fair value. The City adjusts the carrying value of its investment to reflect the fair value at each fiscal year-end, and it includes the effect of this adjustment in income for that fiscal year.

Credit Risk

Credit risk is the risk that an issuer of an investment will not fulfill its obligation to the holder of the investment. This is measured by the assignment of a rating by a nationally recognized statistical rating organization. The actual ratings as of June 30, 2023 are provided by Standard and Poor's except as noted.

Investment Type	AAAm	AA+/AA/A-1	Total Investments
U.S. Government Agency Securities		$25,678,799	$25,678,799
Money Market Mutual Funds	$118,160	11,326	129,486
San Mateo County Investment Pool		166,893,108	166,893,108
Total	$118,160	$192,583,233	192,701,393
Not rated:			
U.S. Government Agency Securities			3,107,528
California Local Agency Investment Fund			30,251,577
Negotiable Certificates of Deposit			17,306,866
PARS Moderately Conservative Index PLUS Fund			4,477,007
Exempt:			
U.S. Treasury Note			952,150
Total Investments			$248,796,521

Custodial Credit Risk

The custodial credit risk for *investments* is the risk that, in the event of the failure of the counterparty (for example, broker-dealer) to a transaction, a government will not be able to recover the value of its investment or collateral securities that are in the possession of another party.

The City's investment policy requires that securities transactions be executed on a delivery vs. payment basis. Funds are not wire-transferred until securities are delivered into safekeeping with the City's third party custodian. The custodial relationship is subject to an agreement for services which may be separate from the agreement for other banking services. The safekeeping requirement does not apply to securities which are physically delivered to the City.

Fair Value Hierarchy

The City categorizes its fair value measurements within the fair value hierarchy established by generally accepted accounting principles. The fair value hierarchy, which has three levels, is based on the valuation inputs used to measure an asset's fair value. The following provides a summary of the hierarchy used to measure fair value:

> **Level 1 -** Quoted prices in active markets for identical assets that the City has the ability to access at the measurement date. Level 1 assets may include debt and equity securities that are traded in an active exchange market and that are highly liquid and are actively traded in over-the-counter markets.

Level 2 - Observable inputs other than Level 1 prices such as quoted prices for similar assets in active markets, quoted prices for identical or similar assets in markets that are not active, or other inputs that are observable, such as interest rates and curves observable at commonly quoted intervals, implied volatilities, and credit spreads. For financial reporting purposes, if an asset has a specified term, a Level 2 input is required to be observable for substantially the full term of the asset.

Level 3 - Unobservable inputs should be developed using the best information available under the circumstances, which might include the City's own data. The City should adjust that data if reasonable available information indicates that other market participants would use different data or certain circumstances specific to the City are not available to other market participants.

The following is a summary of the fair value hierarchy of the fair value of investments of the City as of June 30, 2023:

Investment Type	Level 1	Level 2	Total
Investments by Fair Value Level:			
U.S. Treasury Note	$952,150		$952,150
U.S. Government Agency Securities		$28,786,327	28,786,327
Negotiable Certificates of Deposit		17,306,866	17,306,866
Subtotal	$952,150	$46,093,193	47,045,343
Investments Measured at Amortized Cost:			
Money Market Mutual Funds			129,486
PARS Moderately Conservative Index PLUS Fund			4,477,007
Investments Not Subject to the Fair Value Hierarchy:			
California Local Agency Investment Fund			30,251,577
San Mateo County Investment Pool			166,893,108
Total Investments			$248,796,521

The U.S. Treasury Note classified in Level 1 of the fair value hierarchy are valued using quoted prices in an active market for identical assets. All investments classified in Level 2 were valued using prices provided by the City's custodian bank.

H. INVENTORY AND PREPAIDS

Inventory is valued at cost, using the first-in, first-out method. For the General Fund, inventories consist of consumable supplies, and do not constitute available spendable resources, even though they are a component of net current assets. For proprietary funds, inventories represent materials and supplies for operations. The consumption method of accounting is applied to inventories.

Prepaids represent services that are paid for in advance. For governmental funds, prepaids do not constitute available spendable resources even though they are a component of net current assets. The consumption method of accounting is applied to prepaids.

I. WATER UTILITY ACCOUNTS RECEIVABLE

The City bills usage to water utility customers on a bimonthly basis in arrears. At any given time, an average of one month's usage is unread and unbilled. These unbilled estimated usages have been recognized as revenue and receivables in the financial statements of the Water Utility enterprise fund.

J. ADVANCES TO OTHER FUNDS AND AGENCIES

Current portions of interfund loans receivable (reported in "due from" asset accounts) are considered available spendable resources.

K. ACCUMULATED UNPAID VACATION, COMPENSATORY AND SICK LEAVE

Accumulated unpaid employee benefits are accrued at year-end. If vacation or compensatory leave is not taken by employees during their employment, the City is obligated to make cash payments to them on termination or retirement at the salary rates then in effect. City employees receive from thirteen to twenty-eight days of vacation each year.

Full-time City employees receive one working day of sick leave for each month of employment. Employees who terminate for reasons other than death, retirement or abolishment of position lose all accumulated sick leave. Upon death, retirement after the age of 50 and 5 years of service or abolishment of position the City is obligated to pay 50% of unused sick leave, up to from 750 to 1,392 hours, depending on the bargaining unit, at the salary rate then in effect. The value of vested sick leave liability for all employees qualified for retirement on June 30 of each year is accrued.

The City's liability for compensated absences is recorded in various governmental funds or proprietary funds as appropriate. The liability for compensated absences is determined annually. For all governmental funds, compensated absences are reported only if they are still outstanding following an employee's resignation or retirement.

The changes in the liability for compensated absences were as follows:

	Governmental Activities	Business Type Activities	Total
Balance July 1, 2022	$12,880,813	$2,662,561	$15,543,374
Additions	12,343,378	1,113,693	13,457,071
Payments	(7,380,051)	(1,147,322)	(8,527,373)
Balance June 30, 2023	$17,844,140	$2,628,932	$20,473,072
Due within one year	$5,897,667	$882,612	$6,780,279

Compensated absences are liquidated by the fund that has recorded the liability. Governmental activities compensated absences are liquidated primarily by the General Fund.

L. CLAIMS AND JUDGMENTS

The City has recognized a liability for workers' compensation and general liability claims in the Self-Insurance Internal Service Fund. This liability reflects the costs of claims determined to be probable of assertion and measurable in amount.

M. PROPERTY TAX LEVY, COLLECTION, MAXIMUM RATES

Article 13 of the California State Constitution provides for a maximum general property tax rate statewide of $1.00 per $100 of assessed value, and may be adjusted by no more than two percent per year unless the property is sold or transferred, in which case it is then assessed at sales price. Assessed value is calculated at 100% of sales price as defined by the above referenced Article 13.

The State Legislature has determined the method of distribution of receipts from the $1.00 tax levy among the county, cities, school districts and other districts. Counties, cities and school districts may levy such additional tax rate as is necessary to provide for voter-approved debt service. San Mateo County assesses properties, bills for, and collects property taxes on the following schedule:

	SECURED	UNSECURED
Valuation dates	March 1	March 1
Lien/levy dates	January 1	January 1
Due Dates	50% on November 1 50% on February 1	July 1
Delinquent as of	December 10 April 10	August 31

The term "unsecured" refers to taxes on property not secured by liens on real property. Property taxes levied are recorded as revenue and receivables, net of estimated uncollectible amounts, in the fiscal year of levy. Property taxes which cannot be recorded as current year revenues, in accordance with the modified accrual basis of accounting, have been recorded as unearned revenues.

N. USE OF ESTIMATES

The preparation of financial statements in conformity with GAAP requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the reporting period. Actual results could differ from those estimates.

O. NEW FUND

The City established the Pension UAL Internal Service Fund during the year ended June 30, 2023 to account for funding set-aside towards the City’s pension unfunded actuarial liability.

NOTE 3.

COMMITMENTS AND CONTINGENCIES

A. CONSTRUCTION CONTRACTS

At June 30, 2023, the City had made commitments of approximately $16.5 million for construction work, legal and consulting fees, and purchases of supplies and equipment, which includes the encumbrances in Note 3C below.

B. LITIGATION

The City is subject to litigation arising in the normal course of business. In the opinion of the City Attorney, there is no pending litigation which is likely to have a material adverse effect on the financial position of the City.

C. ENCUMBRANCES

The City uses an encumbrance system as an extension of normal budgetary accounting for governmental funds. Under this system, purchase orders, contracts, and other commitments for the expenditure of monies are recorded in order to reserve that portion of applicable appropriations. Encumbrances outstanding at year-end are recorded as restricted, committed or assigned fund balance, depending on the classification of the resources to be used to liquidate the encumbrance, since they do not constitute expenditures or liabilities. Outstanding encumbrances at year-end are automatically reappropriated for the following year. Unencumbered and unexpended appropriations lapse at year-end. Encumbrances outstanding as of June 30, 2023 were $754,432 in the General Fund, $5,238,385 in the Gas Tax Special Revenue Fund, $19,222 in the Grants Special Revenue Fund, $3,003,713 in the Capital Projects Fund, and $304,772 in nonmajor governmental funds.

D. FEDERAL AND STATE GRANT PROGRAMS

The City participates in Federal and State grant programs. These programs have been audited by the City's independent accountants in accordance with the provisions of the Federal Single Audit Act as amended and applicable State requirements. No cost disallowances were proposed as a result of these audits. However, these programs are still subject to further examination by the grantors and the amount, if any, of expenditures which may be disallowed by the granting agencies cannot be determined at this time. The City expects such amounts, if any, to be immaterial.

NOTE 4.

CAPITAL ASSETS

All capital assets are valued at historical cost or estimated historical cost if actual historical cost is not available, except for intangible right to-use lease assets, the measurement of which is discussed in Note 7 below and intangible right to use subscription assets the measurement of which is discussed in Note 14 below. Donated capital assets, donated works of art and similar items, and capital assets received in a service concession arrangement are reported at acquisition value. The City's policy is to capitalize all assets with costs exceeding $25,000 for all classes of capital assets with useful lives exceeding two years. Prior to July 2020, the City's policy was to capitalize costs exceeding $25,000 for infrastructure and $5,000 for all other classes of capital assets.

The City depreciates capital assets over their estimated useful lives. The purpose of depreciation is to spread the cost of capital assets equitably among all users over the life of these assets. The amount charged to depreciation expense each year represents that year's pro rata share of the cost of capital assets.

Depreciation is calculated using the straight-line method, which means the cost of the asset is divided by its expected useful life in years and the result is charged to expense each year until the asset is fully depreciated. The City has assigned the useful lives listed below to capital assets:

Buildings and Improvements	20-50 years	Sewage Collection Facilities	10-50 years
Streets and Infrastructure	20-60 years	Sewage Disposal and Treatment Facilities	15-50 years
Park Structures and Improvements	10-30 years	Sanitation Subsurface Lines and Water Mains	25 years
Vehicles, Equipment, Furniture and Fixtures	5-20 years	Wells and Pump Stations	40-50 years
Right to Use Leased Building	2 years	Water Reservoirs	40-99 years
Right-to-use Subscription Assets	3 years		

The City capitalizes major asset purchases and improvements which increase the useful life of the related assets. Minor purchases and routine repair and maintenance costs are charged directly to expense. Major outlays for capital assets and improvements are capitalized as projects are constructed.

A. CAPITAL ASSET ADDITIONS AND RETIREMENTS

Capital assets at June 30 comprise:

	Balance June 30, 2022 (as Restated)	Additions	Retirements	Transfers	Balance June 30, 2023
Governmental activities:					
Capital assets not being depreciated:					
Land	$27,856,486				$27,856,486
Construction in progress	10,965,170	$3,093,706		($2,591,226)	11,467,650
Total capital assets not being depreciated	38,821,656	3,093,706		(2,591,226)	39,324,136
Capital assets being depreciated:					
Buildings & improvements	59,226,591	750,000		268,237	60,244,828
Right-to-use building	98,554	146,267			244,821
Streets & infrastructure	92,598,352			159,997	92,758,349
Park structures & improvements	8,030,071			1,647,293	9,677,364
Vehicles & equipment	31,612,571	2,593,515	($2,796,348)	515,699	31,925,437
Furniture & fixtures	458,590				458,590
Subscription assets	3,704,316	1,328,754			5,033,070
Total capital assets being depreciated	195,729,045	4,818,536	(2,796,348)	2,591,226	200,342,459
Less accumulated depreciation for:					
Buildings & improvements	38,753,479	1,588,947			40,342,426
Right-to-use building	69,567	73,743			143,310
Streets & infrastructure	66,493,503	1,916,369			68,409,872
Park structures & improvements	4,848,456	342,500			5,190,956
Vehicles & equipment	22,256,088	2,463,225	(2,527,660)		22,191,653
Furniture & fixtures	440,984	2,829			443,813
Subscription assets		796,856			796,856
Total accumulated depreciation	132,862,077	7,184,469	(2,527,660)		137,518,886
Net depreciable assets	62,866,968	(2,365,933)	(268,688)	2,591,226	62,823,573
Governmental activity capital assets, net	$101,688,624	$727,773	($268,688)		$102,147,709

	Balance June 30, 2022	Additions	Retirements	Balance June 30, 2023
Business-type activities:				
Capital assets not being depreciated:				
Land	$2,862,549			$2,862,549
Construction in progress	10,026,420	$1,726,506		11,752,926
Total capital assets not being depreciated	12,888,969	1,726,506		14,615,475
Capital assets being depreciated:				
Buildings & improvements	7,918,904			7,918,904
Sewage facilities	59,413,041			59,413,041
Mains & subsurface lines	47,945,935	493,890		48,439,825
Water reservoirs	12,715,925			12,715,925
Wells & pump stations	9,074,783			9,074,783
Equipment	17,755,904	574,227	($23,304)	18,306,827
Furniture & fixtures	151,328			151,328
Total capital assets being depreciated	154,975,820	1,068,117	(23,304)	156,020,633
Less accumulated depreciation for:				
Buildings & improvements	6,446,406	166,401		6,612,807
Sewage facilities	42,133,844	1,128,347		43,262,191
Mains & subsurface lines	27,619,704	1,590,173		29,209,877
Water reservoirs	6,024,437	159,293		6,183,730
Wells & pump stations	4,893,228	185,664		5,078,892
Equipment	13,303,908	626,041	(23,304)	13,906,645
Furniture & fixtures	108,694	7,320		116,014
Total accumulated depreciation	100,530,221	3,863,239	(23,304)	104,370,156
Net depreciable assets	54,445,599	(2,795,122)		51,650,477
Business-type activity capital assets, net	$67,334,568	($1,068,616)		$66,265,952

B. CAPITAL ASSET CONTRIBUTIONS

Some capital assets may be acquired using federal and state grant funds, or they may be contributed by developers or other governments. These contributions are accounted for as revenues at the time the capital assets are contributed.

C. DEPRECIATION ALLOCATION

Depreciation expense is charged to functions and programs based on the usage of the related assets. The amounts allocated to each function or program are as follows:

Governmental Activities	
General government	$193,868
Public safety	958,391
Public works	2,062,991
Culture and recreation	1,532,377
Capital assets held by the City's internal service funds charged to the various functions based on their usage of the assets	2,436,842
Total Governmental Activities	$7,184,469
Business-Type Activities	
Water Utility	$1,347,688
Sanitation District	2,324,857
Civic Center	190,694
Total Business-Type Activities	$3,863,239

NOTE 5.
LONG-TERM DEBT

Changes in Long-Term Debt for the fiscal year ended June 30, 2023, are as follows:

	Original Issue Amount	Balance June 30, 2022	Additions	Retirements	Balance June 30, 2023	Current Portion
Governmental Activities Debt						
Housing & Urban Development Section 108 Loan 0.35%-2.49%, due FY 2023 (Direct Borrowing)	$4,500,000	$418,000		$418,000		
2004 Series A-1 Pension Obligation Bonds 2.650%-5.896%, due FY 2024	36,235,000	8,250,000		3,925,000	$4,325,000	$4,325,000
Community First National Bank Lease-Fire Pumpers 2.670%, due FY 2028	1,483,056	1,287,566		200,711	1,086,855	206,069
Community First National Bank Lease-Fire Engines 3.81%, due FY 2030	1,830,457		$1,830,457		1,830,457	215,700
Total Governmental Activities		9,955,566	1,830,457	4,543,711	7,242,312	4,746,769
Business-Type Activities Debt						
State Water Resources Control Board Loan 2.5%, due FY 2025 (Direct Borrowing)	4,450,128	825,045		268,254	556,791	274,959
2012 Water Revenue Refunding Bond 2.0%-3.0%, due FY 2024	6,890,000	1,265,000		625,000	640,000	640,000
Total Business-Type Activities		2,090,045		893,254	1,196,791	914,959
Total City Long-Term Debt		$12,045,611	$1,830,457	$5,436,965	$8,439,103	$5,661,728

During fiscal 2004, the City entered into a $4,500,000 note payable agreement guaranteed under the Department of Housing and Urban Development's (HUD) Section 108 Loan Guarantee Program. Proceeds from the note were used to finance the design and construction of the Bayshore Community Center. Principal payments are due annually on August 1; interest payments are due semi-annually on August 1 and February 1. Debt service is payable from future Federal Block Grant monies. The City has pledged certain future grants revenue under Section 106 and Section 108(q) for which the City may become eligible and program income generated directly from the use of the loan funds to repay the note. On April 27, 2015, the City refinanced the outstanding principal balance of the loan of $2,670,000 in order to obtain a lower interest rate. The City realized an interest savings of approximately $384,328. The final payment on the note was made during the year ended June 30, 2023. For fiscal year 2023, principal and interest paid were $423,121 and total block grant revenues were $1,794,755.

On June 1, 2004, the City, through the California Statewide Communities Development Authority, issued $36,235,000 of Taxable Pension Obligation Bonds, Series A-1, to prepay the City's unfunded PERS accrued actuarial liability of $35,600,000. The City's outstanding debt under the Taxable Pension Obligation Bonds is unsecured, however it is subject to mandatory sinking fund contributions each year beginning June 1, 2017 for the current year principal amount. Events of default include non-payment of interest or principal when due. The City shall have 60 days to cure any default. There have been no events of default since the Bonds were issued. Principal is due annually on June 1 and interest is due semiannually on June 1 and December 1, through June 1, 2024. Debt service is payable from available City resources. For fiscal year 2023, principal and interest paid were $4,411,420.

On December 18, 2020, the City entered into a lease financing agreement in the amount of $1,483,056 with Community First National Bank, to acquire two fire pumpers. Events of default on the lease include non-payment of principal and interest when due. A penalty of 10% per year of the amount due will be added on all amount due, and, after five days written notice, the lessor has the right to take possession of the equipment. There have been no events of default since the lease was issued. Principal and interest are due annually starting on December 18, 2021, with annual payments of $235,088 through 2027. The lease bears an interest rate of 2.670%. For fiscal year 2023, principal and interest paid were $235,088.

On October 11, 2022, the City entered into a lease financing agreement in the amount of $1,830,457 with Community First National Bank, to acquire two fire engines. Events of default on the lease include non-payment of principal and interest when due. A penalty of 10% per year of the amount due will be added on all amount due, and, after five days written notice, the lessor has the right to take possession of the equipment. There have been no events of default since the lease was issued. Principal and interest are due annually starting on January 15, 2024, with annual payments of $306,115 through 2030. The lease bears an interest rate of 3.81%.

On November 18, 2003, the City received a loan in the amount of $4,450,128, plus accrued interest, from the California State Water Resources Control Board. Proceeds from the loan were used for construction of tertiary treatment facilities and distribution pipelines in the City's Sanitation District. Principal and interest are due annually on December 1 through December 1, 2024. As long as the loan is outstanding, the City has pledged the Sanitation District Enterprise Fund revenues, net of the operations and maintenance expenses, but excluding depreciation, as defined in the loan agreement. The City's outstanding debt under the California State Water Resources Control Board are secured by a pledge of net revenues as previously defined. Events of default include non-payment of interest or principal when due. The City shall have 10 days to cure any default. A penalty of one-tenth of one percent (0.1%) of the amount due will be added for each day of nonpayment. There have been no events of default since the loan was issued. As of June 30, 2023, total principal and interest remaining on the note is $577,761. For fiscal year 2023, principal and interest paid were $288,878 and total Sanitation District Enterprise net revenues were $915,151.

On September 10, 2012, the City authorized the sale of $6,890,000 of 2012 Water Revenue Refunding Bonds to refinance the outstanding balance of the 2004 Certificates of Participation. Principal payments are due annually on June 1 and interest is due semiannually on June 1 and December 1, commencing June 1, 2013, through June 1, 2024. The City has pledged Water Utility Enterprise Fund revenues, net of the operations and maintenance expenses but excluding depreciation, for debt service, as defined in the indenture. The City's outstanding debt under the Water Revenue Refunding Bonds is secured by a pledge of net revenues as previously defined. Events of default include non-payment of interest or principal when due, or failing to maintain a debt coverage ratio of at least 1.00. The Trustee of the Bonds shall immediately notify the City upon the occurrence and during the continuance of any default. The City has 60 days to correct any default. The Trustee may declare the Bonds to become immediately due and payable if the City is unable to cure the default. Prior to any judgment or decree for the payment of the amount due has been obtained or entered, the City shall deposit with the Trustee a sum sufficient to pay all matured principal and unpaid interest prior to the default declaration, with a 10% interest rate per annum on the outstanding amount, to cure the default. There have been no events of default since the Bonds were issued. As of June 30, 2023, total principal and interest remaining on the bonds is $652,801. For fiscal year 2023, principal and interest paid were $650,299 and total Water Utility Enterprise Fund net revenues were $7,581,641.

Annual debt service requirements are shown below for all long-term debt with specified repayment terms:

							Governmental Activities	
	Pension Obligation Bonds		Fire Apparatus Pumpers Lease		Fire Engines Lease		Total	
Year ending June 30	Principal	Interest	Principal	Interest	Principal	Interest	Principal	Interest
2024	$4,325,000	$255,002	$206,069	$29,019	$215,700	$90,416	$4,746,769	$374,437
2025			211,571	23,517	244,619	61,496	456,190	85,013
2026			217,220	17,868	253,935	52,180	471,155	70,048
2027			223,020	12,068	263,606	42,509	486,626	54,577
2028			228,975	6,114	273,645	32,470	502,620	38,584
2029 - 2030					578,952	33,279	578,952	33,279
	$4,325,000	$255,002	$1,086,855	$88,586	$1,830,457	$312,350	$7,242,312	$655,938

					Business-Type Activities	
	SWRCB Loan		Water Revenue Refunding Bond		Total	
Year ending June 30	Principal	Interest	Principal	Interest	Principal	Interest
2024	$274,959	$13,921	$640,000	$12,801	$914,959	$26,722
2025	281,832	7,049			281,832	7,049
	$556,791	$20,970	$640,000	$12,801	$1,196,791	$33,771

The City is subject to a debt limit that is 3.75% of the total assessed value of property, net of exempt real property. At June 30, 2023, that amount was $578,841,171. As of June 30, 2023, the City did not have any outstanding debt applicable to the limit.

CONDUIT DEBT

The Finance Agency has assisted private-sector entities by sponsoring their issuance of debt for purposes the City deems to be in the public interest. These debt issues are secured solely by the property financed by the debt. The City and Finance Agency are not legally or morally obligated to pay these debts or be the purchaser of last resort of any foreclosed properties secured by these debts, nor is it obligated to advance City or Finance Agency funds to repay these debts in the event of default by any of these issuers. At June 30, 2023, the balance of this issuers' outstanding debt was as follows:

Franciscan Moblie Home Park Acquisition Project:	
Senior Revenue Refunding Bonds, Series 2007A and	
Subordinate Revenue Refunding Bonds, Series 2007B	$41,970,000
Third Tier Revenue Refunding Bonds, Series 2007C	6,985,000
Fourth Tier Revenue Bonds, Series 2002D	692,000

NOTE 6.

CURRENT INTERFUND BALANCES

Current interfund balances arise in the normal course of business and are expected to be repaid shortly after the end of the fiscal year. The purpose of these interfunds was to cover deficit cash in receiving funds. At June 30, 2023, Community Block Grant Special Revenue Fund owed the General Fund $360,842.

INTERFUND ADVANCE

On November 13, 2018, the City Council authorized an appropriation of $5,000,000 to maintain water utility operating fund or capital fund reserve balances in compliance with City policy or to fund water utility capital improvement or maintenance projects included in the City's then current Capital Improvement Plan. Funding for this project was provided by an advance from the Sanitation District Enterprise Fund to the Water Utility Enterprise Fund. The loan and all accrued interest was repayable on or before June 30, 2023, beginning on July 1, 2021, and the loan bears interest at the end of each fiscal year at the quarterly LAIF rate. The remaining balance of the advance of $2,570,647, including accrued interest, was repaid during the year ended June 30, 2023.

INTERFUND TRANSFERS

Transfers between funds during the fiscal year ended June 30, 2023 were as follows:

Fund Making Transfer	Fund Receiving Transfer	Transfer Amount
General Fund	Gas Tax Special Revenue Fund	$1,724,183
	Capital Projects Fund	301,873
	Non Major Governmental Funds	247,126
	Internal Service Fund - Building Maintenance	2,445
	Internal Service Fund - Central Services	24,955
	Internal Service Fund - Pension UAL Fund	1,000,000
	Internal Service Fund - Information Services	39,816
Gas Tax Special Revenue Fund	General Fund	293,229
	Measures A and W Special Revenue Fund	77,369
Grants Special Revenue Fund	General Fund	366,933
Measures A and W Special Revenue Fund	Gas Tax Special Revenue Fund	1,854,795
Capital Projects Fund	Gas Tax Special Revenue Fund	49,986
	Water Utility Enterprise Fund	277,628
	Internal Service Fund - Information Services	32,965
Water Utility Enterprise Fund	General Fund	519,855
	Sanitation District Enterprise Fund	3,107,300
Sanitation District Enterprise Fund	General Fund	1,133,149
	Internal Service Fund - Information Services	3,495
Civic Center Enterprise Fund	General Fund	15,089
Non Major Enterprise Fund	Water Utility Enterprise Fund	114,580
Internal Service Fund - Motor Vehicles	General Fund	475,769
Internal Service Fund - Central Services	General Fund	14,445
Internal Service Fund - PBX	General Fund	6,711
Internal Service Fund - Building Maintenance	General Fund	361,605
Internal Service Fund - Information Services	General Fund	192,788
Internal Service Fund - PERS Contribution	Internal Service Fund - Pension UAL	1,000,000
Internal Service Fund - Self-Insurance	General Fund	105,275
		$13,343,364

The purpose of the majority of transfers is to provide general support to another fund. General Fund transfers out typically represent a subsidy or in the case of grants, a match of another fund's expenditures.

INTERNAL BALANCES

Internal balances are presented in the governmental-wide financial statements only. They represent the net interfund receivables and payables remaining after the elimination of all such balances within governmental and business-type activities.

NOTE 7.
LEASES

A. POLICIES

A lease is defined as a contract that conveys control of the right to use another entity's nonfinancial asset (the underlying asset) as specified in the contract for a period of time in an exchange or exchange-like transaction. Examples of nonfinancial assets include buildings, land, vehicles, and equipment. The City recognizes lease receivables or liabilities with an initial, individual value of $25,000 or more.

Lessee - The City is a lessee for a noncancellable lease of office space, as well as the financed purchase discussed in Note 5. The City recognizes a lease liability and an intangible right-to-use lease asset (lease asset) in the government-wide financial statements.

At the commencement of a lease, the City initially measures the lease liability at the present value of payments expected to be made during the lease term. Subsequently, the lease liability is reduced by the principal portion of lease payments made. The lease asset is initially measured as the initial amount of the lease liability, adjusted for lease payments made at or before the lease commencement date, plus certain initial direct costs. Subsequently, the lease asset is amortized on a straight-line basis over its useful life.

Key estimates and judgments related to leases include how the City determines (1) the discount rate it uses to discount the expected lease payments to present value, (2) lease term, and (3) lease payments as follows:

- The City uses the interest rate charged by the lessor as the discount rate. When the interest rate charged by the lessor is not provided, the City generally uses its estimated incremental borrowing rate as the discount rate for leases.
- The lease term includes the noncancellable period of the lease.
- Lease payments included in the measurement of the lease liability are composed of fixed payments and purchase option price that the City is reasonably certain to exercise.

The City monitors changes in circumstances that would require a remeasurement of its lease and will remeasure the lease asset and liability if certain changes occur that are expected to significantly affect the amount of the lease liability.

Lease assets are reported with other capital assets and lease liabilities are reported with long-term debt on the statement of net position.

Lessor - The City is a lessor for noncancellable leases of buildings and facilities. The City recognizes a lease receivable and a deferred inflow of resources in the government-wide and fund financial statements.

At the commencement of a lease, the City initially measures the lease receivable at the present value of payments expected to be received during the lease term. Subsequently, the lease receivable is reduced by the principal portion of lease payments received. The deferred inflow of resources is initially measured as the initial amount of the lease receivable, adjusted for lease payments received at or before the lease commencement date. Subsequently, the deferred inflow of resources is recognized as revenue over the life of the lease term.

Key estimates and judgments include how the City determines (1) the discount rate it uses to discount the expected lease receipts to present value, (2) lease term, and (3) lease receipts as follows:

- The City uses its estimated incremental borrowing rate as the discount rate for leases.
- The lease term includes the noncancellable period of the lease.
- Lease receipts included in the measurement of the lease receivable is composed of fixed payments from the lessee.

The City monitors changes in circumstances that would require a remeasurement of its lease, and will remeasure the lease receivable and deferred inflows of resources if certain changes occur that are expected to significantly affect the amount of the lease receivable.

B. LEASES RECEIVABLE

The balances related to leases receivable and deferred inflows of resources as of June 30, 2023 were:

	Lease Receivable	Deferred Inflows of Resources
General Fund		
Property easement	$39,837	$39,837
Communication sites	8,908,305	8,639,983
Civic Center Enterprise Fund		
Facilities leases	8,926,241	8,165,964
Total	$17,874,383	$16,845,784

Property Easement – The City entered into an easement agreement in December 2020 to facilitate the acquisition of an easement for parking access and utilities. As of June 30, 2023, the lease had one year remaining, with an annual payment of $40,000. Payments under the agreement began in October 2022, and the City recognized $39,674 in lease revenue and $326 in interest revenue during the current fiscal year related to this lease. Also, the City has deferred inflows of resources related to this lease that will be recognized over the lease term.

Communication Site Leases – The City leases various locations to third parties for the provisions of mobile/wireless communications services. During the year ended June 30, 2023, the City had ten leases, with original lease terms ranging from five to fifty-five years, including the optional extension periods, and as of June 30, 2023, the leases had 1 to 49 years remaining. The City recognized $416,244 in lease revenue and $186,503 in interest revenue during the current fiscal year related to these leases. Also, the City has deferred inflows of resources associated with these leases that will be recognized as revenue over the lease term.

Facilities Leases – The City leases various facilities to third parties. During the year ended June 30, 2023, the City had four leases, with original lease terms ranging from three to twelve years and as of June 30, 2023, the leases had 1 to 14.5 years remaining. The City recognized $842,261 in lease revenue and $452,463 in interest revenue during the current fiscal year related to these leases. Also, the City has deferred inflows of resources associated with these leases that will be recognized as revenue over the lease term.

C. LEASE PAYABLE

A summary of governmental activities lease transactions for the fiscal year ended June 30, 2023, are as follows:

	Balance June 30, 2022	Additions	Retirements	Balance June 30, 2023	Current Portion
Governmental Activities					
Lease Payable					
MKD Cedar Hill	$29,703	$146,267	($62,619)	$113,351	$78,888

Building Lease – The City entered into a five year lease agreement with MKD Cedar Hill as lessee for the use of office space that commenced in November 2017. An initial lease liability was recorded in the amount of $98,554 during fiscal year, but the lease term was extended two years during fiscal year 2023 and the lease liability increased by $146,267. As of June 30, 2023, the value of the lease liability was $113,351. The City is required to make monthly principal and interest payments of $6,014. The lease bears the City's incremental borrowing rate of 4.92%. The value of the right-to-use asset as of the end of the current fiscal year was $244,821 and had accumulated amortization of $143,310.

The future principal and interest lease payments as of June 30, 2023, were as follows:

For the Year Ended June 30	Principal	Interest	Total
2024	$78,888	$3,828	$82,716
2025	34,463	425	34,888
	$113,351	$4,253	$117,604

NOTE 8.
RETIREMENT PLAN

A. GENERAL INFORMATION ABOUT THE PENSION PLANS

Plan Descriptions – All qualified permanent and probationary employees are eligible to participate in the City's separate Safety (police and fire) and Miscellaneous (all other) Plans, agent multiple-employer defined benefit pension plans administered by the California Public Employees' Retirement System (CalPERS), which acts as a common investment and administrative agent for its participating member employers. Benefit provisions under the Plans are established by State statute and City resolution. CalPERS issues publicly available reports that include a full description of the pension plans regarding benefit provisions, assumptions and membership information that can be found on the CalPERS website.

Benefits Provided – CalPERS provides service retirement and disability benefits, annual cost of living adjustments and death benefits to plan members, who must be public employees and beneficiaries. Benefits are based on years of credited service, equal to one year of full time employment. Members with five years of total service are eligible to retire at age 50 with statutorily reduced benefits. All members are eligible for non-duty disability benefits after 10 years of service. The death benefit is one of the following: the Basic Death Benefit, the 1957 Survivor Benefit, or the Optional Settlement 2W Death Benefit. The cost of living adjustments for each plan are applied as specified by the Public Employees' Retirement Law.

The Plans' provisions and benefits in effect at June 30, 2023, are summarized as follows:

	Miscellaneous	
Hire date	Prior to January 1, 2013	On or after January 1, 2013
Benefit formula	3% @ 60	2% @ 62
Benefit vesting schedule	5 years service	5 years service
Benefit payments	monthly for life	monthly for life
Retirement age	50-60	52-67
Monthly benefits, as a % of eligible compensation	2.0%-3.0%	1.0%-2.5%
Required employee contribution rates	8.00%	7.50%
Required employer contribution rates	12.17% *	12.17% *
Required Unfunded Accrued Liability Contribution	$7,524,146	

*Effective February 15, 2014, members in the Teamsters Local 856 Public Safety Dispatchers and Police Assistants were required to pay an additional 5.41% for their share of pension costs and members in the Teamsters Local 856 Clerical/Technical unit pay an additional 5.51% for their share of pension costs.

	Safety	
Hire date	Prior to January 1, 2013	On or after January 1, 2013
Benefit formula	3% @ 55	2.7% @ 57
Benefit vesting schedule	5 years service	5 years service
Benefit payments	monthly for life	monthly for life
Retirement age	50-55	50-57
Monthly benefits, as a % of eligible compensation	2.4%-3.0%	2.0%-2.7%
Required employee contribution rates	9.00%	11.50%
Required employer contribution rates	17.30% *	17.30% *
Required Unfunded Accrued Liability Contribution	$9,413,235	

*Effective July 11, 2020, members in the Daly City Police Officers Association and Daly City Police Management Bargaining Unit were required to pay an additional 3.0% for their share of pension costs.

Beginning in fiscal year 2016, CalPERS collects employer contributions for each Plan as a percentage of payroll for the normal cost portion as noted in the rates above and as a dollar amount for contributions toward the unfunded liability (UAL). The dollar amounts are billed on a monthly basis, or the City can elect to make a lump-sum payment at the beginning of the fiscal year. The City's required contributions for the unfunded liability in the Miscellaneous and Safety Plans for the year ended June 30, 2023 were $7,524,116 and $9,413,235, respectively, which were made under the lump-sum payment option.

Employees Covered – The following employees were covered by the benefit terms for each Plan as of the most recent actuarial valuation date of June 30, 2021 and measurement date of June 30, 2022:

	Miscellaneous	Safety
Inactive employees or beneficiaries currently receiving benefits	544	343
Inactive employees entitled to but not yet receiving benefits	406	100
Active employees	276	152
Total	1,226	595

Contributions – Section 20814(c) of the California Public Employees' Retirement Law requires that the employer contribution rates for all public employers be determined on an annual basis by the actuary and shall be effective on the July 1 following notice of a change in the rate. Funding contributions for both Plans are determined annually on an actuarial basis as of June 30 by CalPERS. The actuarially determined rate is the estimated amount necessary to finance the costs of benefits earned by employees during the year, with an additional amount to finance any unfunded accrued liability. The City is required to contribute the difference between the actuarially determined rate and the contribution rate of employees. Employer contribution rates may change if plan contracts are amended. Payments made by the employer to satisfy contribution requirements that are identified by the pension plan terms as plan member contribution requirements are classified as plan member contributions.

The City's Contributions to the Plans for the year ended June 30, 2023 were $10,858,503 for the Miscellaneous Plan and $13,581,978 for the Safety Plan.

B. NET PENSION LIABILITY

The City's net pension liability for each Plan is measured as the total pension liability, less the pension plan's fiduciary net position. The net pension liability of each Plan is measured as of June 30, 2022, using an annual actuarial valuation as of June 30, 2021 rolled forward to June 30, 2022 using standard update procedures. A summary of principal assumptions and methods used to determine the net pension liability is shown below.

Actuarial Assumptions – The total pension liabilities in the June 30, 2021 actuarial valuations were determined using the following actuarial assumptions:

Valuation Date	June 30, 2021
Measurement Date	June 30, 2022
Actuarial Cost Method	Entry-Age Normal Cost Method
Actuarial Assumptions:	
Discount Rate	6.90%
Inflation	2.30%
Payroll Growth	2.80%
Projected Salary Increase	Varies by Entry Age and Service
Investment Rate of Return	6.90% (1)
Mortality	Derived using CalPERS Membership Data for all Funds (2)
Post Retirement Benefit Increase	The lesser of contract COLA or 2.30% until Purchasing Protection Allowance floor on purchasing power applies, 2.30% thereafter

(1) Net of pension plan investment expenses, including inflation

(2) The mortality table used was developed based on CalPERS' specific data. The probabilities of mortality are based on the 2021 CalPERS Experience Study for the period from 2001 to 2019. Pre-retirement and post-retirement mortality rates include generational mortality improvement using 80% of Scale MP-2020 published by the Society of Actuaries. For more details on this table, please refer to the CalPERS Experience Study and Review of Actuarial Assumptions report from November 2021 that can be found on the CalPERS website.

The underlying mortality assumptions and all other actuarial assumptions used in the June 30, 2021 valuation were based on the results of a November 2021 actuarial experience study for the period 2001 to 2019. Further details of the Experience Study can be found on the CalPERS website at www.calpers.ca.gov.

Discount Rate – The discount rate used to measure the total pension liability for each Plan was 6.90%. The projection of cash flows used to determine the discount rate for each Plan assumed that contributions from all plan members in the Public Employees Retirement Fund (PERF) will be made at the current member contribution rates and that contributions from employers will be made at statutorily required rates, actuarially determined. Based on those assumptions, each Plan's fiduciary net position was projected to be available to make all projected future benefit payments of current plan members for all plans in the PERF. Therefore, the long-term expected rate of return on plan investments was applied to all periods of projected benefit payments to determine the total pension liability for each Plan.

The long-term expected rate of return on pension plan investments was determined using a building-block method in which expected future real rates of return (expected returns, net of pension plan investment expense and inflation) are developed for each major asset class.

In determining the long-term expected rate of return, CalPERS took into account both short-term and long-term market return expectations. Using historical returns of all the funds' asset classes, expected compound (geometric) returns were calculated over the next 20 years using a building-block approach. The expected rate of return was then adjusted to account for assumed administrative expenses of 10 basis points.

The expected real rates of return by asset class are as follows:

Asset Class (a)	Assumed Asset Allocation	Real return (a) (b)
Global Equity - Cap-weighted	30.0%	4.54%
Global Equity - Non-cap-weighted	12.00	3.84
Private Equity	13.00	7.28
Treasury	5.00	0.27
Mortgage-backed Securities	5.00	0.50
Investment Grade Corporates	10.00	1.56
High Yeild	5.00	2.27
Emerging Market Debt	5.00	2.48
Private Debt	5.00	3.57
Real Assets	15.00	3.21
Leverage	(5.00)	(0.59)

(a) An expected inflation of 2.30% used for this period.
(b) Figures are based on the 2021 Asset Liability Management study.

Changes of Assumptions – Effective with the June 30, 2021 valuation date (2022 measurement date), the accounting discount rate was reduced from 7.15% to 6.90%. In determining the long-term expected rate of return, CalPERS took into account long-term market return expectations as well as the expected pension fund cash flows. Projected returns for all asset classes are estimated, combined with risk estimates, and are used to project compound (geometric) returns over the long term. The discount rate used to discount liabilities was informed by the long-term projected portfolio return. In addition, demographic assumptions and the inflation rate assumption were changed in accordance with the 2021 CalPERS Experience Study and Review of Actuarial Assumptions.

C. CHANGES IN THE NET PENSION LIABILITY

The changes in the Net Pension Liability for each Plan follow:

Miscellaneous Plan:

	Increase (Decrease)		
	Total Pension Liability	Plan Fiduciary Net Position	Net Pension Liability/(Asset)
Balance at June 30, 2021 (Measurement Date)	$357,259,684	$319,920,437	$37,339,247
Changes in the year:			
Service cost	5,243,267		5,243,267
Interest on the total pension liability	24,450,276		24,450,276
Changes of Benefit Terms			
Changes of Assumptions	4,197,477		4,197,477
Differences between actual and expected experience	(265,160)		(265,160)
Plan to Plan Resource Movement			
Contributions - employer		9,832,902	(9,832,902)
Contributions - employees		2,255,948	(2,255,948)
Net investment income		(24,109,678)	24,109,678
Benefit payments, including refunds of employee contributions	(18,923,625)	(18,923,625)	
Other Miscellaneous Expense			
Administrative Expense		(199,291)	199,291
Net changes	14,702,235	(31,143,744)	45,845,979
Balance at June 30, 2022 (Measurement Date)	$371,961,919	$288,776,693	$83,185,226

Safety Plan:

	Increase (Decrease)		
	Total Pension Liability	Plan Fiduciary Net Position	Net Pension Liability/(Asset)
Balance at June 30, 2021 (Measurement Date)	$379,284,241	$301,348,636	$77,935,605
Changes in the year:			
Service cost	6,709,103		6,709,103
Interest on the total pension liability	26,435,472		26,435,472
Changes of Benefit Terms			
Changes in assumptions	9,574,276		9,574,276
Differences between actual and expected experience	1,705,342		1,705,342
Plan to Plan Resource Movement			
Contributions - employer		12,262,596	(12,262,596)
Contributions - employees		3,050,038	(3,050,038)
Net investment income		(22,624,777)	22,624,777
Benefit payments, including refunds of employee contributions	(21,591,268)	(21,591,268)	
Other Miscellaneous Expense			
Administrative Expense		(187,722)	187,722
Net changes	22,832,925	(29,091,133)	51,924,058
Balance at June 30, 2022 (Measurement Date)	$402,117,166	$272,257,503	$129,859,663
TOTAL - BOTH PLANS	$774,079,085	$561,034,196	$213,044,889

Sensitivity of the Net Pension Liability to Changes in the Discount Rate – The following presents the net pension liability of the City for each Plan, calculated using the discount rate for each Plan, as well as what the City's net pension liability would be if it were calculated using a discount rate that is 1-percentage point lower or 1-percentage point higher than the current rate:

	Miscellaneous	Safety	Total
1% Decrease	5.90%	5.90%	5.90%
Net Pension Liability	$131,565,327	$181,287,814	$312,853,141
Current Discount Rate	6.90%	6.90%	6.90%
Net Pension Liability	$83,185,226	$129,859,663	$213,044,889
1% Increase	7.90%	7.90%	7.90%
Net Pension Liability	$43,180,835	$87,263,334	$130,444,169

Pension Plan Fiduciary Net Position – Detailed information about each pension plan's fiduciary net position is available in the separately issued CalPERS financial reports.

D. PENSION EXPENSE AND DEFERRED OUTFLOWS/INFLOWS OF RESOURCES RELATED TO PENSIONS

Pension expense is the change in net pension liability from the previous fiscal year to the current fiscal year less adjustments. Deferred outflows and deferred inflows of resources related to pensions are certain changes in total pension liabilities and fiduciary net position that are to be recognized in future pension expense. For the year ended June 30, 2023 the City recognized pension expense of $10,445,693 for the Miscellaneous Plan and $17,355,028 for the Safety Plan, for total pension expense of $27,800,721. At June 30, 2023, the City reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

Miscellaneous Plan:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Pension contributions subsequent to measurement date	$10,858,503	
Differences between actual and expected experience	248,218	($154,677)
Changes in assumptions	2,448,528	
Net differences between projected and actual earnings on plan investments	14,524,209	
Total	$28,079,458	($154,677)

Safety Plan:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Pension contributions subsequent to measurement date	$13,581,978	
Differences between actual and expected experience	2,720,059	
Changes in assumptions	6,582,315	
Net differences between projected and actual earnings on plan investments	13,725,829	
Total	$36,610,181	
Total Miscellaneous and Safety Plans	$64,689,639	($154,677)

The amount of $24,440,481 reported as deferred outflows of resources related to contributions subsequent to the measurement date will be recognized as a reduction of the net pension liability in the year ended June 30, 2024. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized as pension expense as follows:

	Annual Amortization		
Year Ended June 30	Miscellaneous Plan	Safety Plan	Total
2024	$4,209,661	$7,159,455	$11,369,116
2025	2,714,862	5,606,492	8,321,354
2026	957,273	1,625,829	2,583,102
2027	9,184,482	8,636,427	17,820,909

E. SUBSEQUENT EVENT - REDUCTION OF CALPERS DISCOUNT RATE

On July 12, 2021, CalPERS reported a preliminary 21.3% net return on investments for fiscal year 2020-21. Based on the thresholds specified in CalPERS Funding Risk Mitigation policy, the excess return of 14.3% prescribes a reduction in investment volatility that corresponds to a reduction in the discount rate used for funding purposes of 0.20%, from 7.00% to 6.80%. Since CalPERS was in the final stages of the four-year Asset Liability Management (ALM) cycle, the CalPERS Board elected to defer any changes to the asset allocation until the ALM process concluded, and the Board could make its final decision on the asset allocation in November 2021.

On November 17, 2021, the board adopted a new strategic asset allocation. The new asset allocation along with the new capital market assumptions, economic assumptions and administrative expense assumption support a discount rate of 6.90% (net of investment expense but without a reduction for administrative expense) for financial reporting purposes. This includes a reduction in the price inflation assumption from 2.50% to 2.30% as recommended in the November 2021 CalPERS Experience Study and Review of Actuarial Assumptions. This study also recommended modifications to retirement rates, termination rates, mortality rates and rates of salary increases that were adopted by the CalPERS Board. These new assumptions are reflected in the GASB 68 accounting valuation reports for the June 30, 2022 measurement date.

NOTE 9.
POST EMPLOYMENT BENEFITS OTHER THAN PENSION

The City provides certain health care benefits for employees who retire directly from the City with at least five years of service with the City and who are vested in the California Public Employees Retirement System (CalPERS). The City participates in the CalPERS health care plan which is governed under the California Public Employees Health and Medical Care Act (PEHMCA). Required retiree medical plan contributions are also governed by PEHMCA for member agencies. The City joined the California Employers' Retiree Benefit Trust (CERBT), an agent multiple-employer plan administered by CALPERS, consisting of an aggregation of single-employer plans. The CERBT issues a publicly available financial report that includes financial statements and required supplementary information. That report may be obtained from the California Public Employees' Retirement System, CERBT, P.O. Box 942703, Sacramento, CA 94229-2703.

For employees hired prior to February 1, 2023, the City contributes up to a fixed dollar amount for retiree medical benefits, which varies by employee bargaining group and coverage level as governed by PEHMCA. Benefits continue for surviving spouses in amounts as required by PEHMCA. Should an eligible retiree opt out of the CalPERS medical plan, they will receive $120 to $125 per month in lieu of contributions to the CalPERS plan.

For employees hired on or after February 1, 2023, the City contributes the PEHMCA minimum, which was $151 in 2023.

As of the June 30, 2022 measurement date, approximately 508 retirees were eligible and were receiving retiree health care benefits from the City and approximately 38 inactive employees entitled to but not yet receiving benefit payments. There were approximately 421 active full time employees that should they meet requirements will be eligible to receive health care benefits upon retirement.

For the year ended June 30, 2023, the City contributed $4,407,355 to the Plan, which was comprised of benefit premiums of $2,505,335, prefunding contributions of $1,000,000 and implied subsidy benefit payments of $902,000.

A. FUNDING POLICY AND ACTUARIAL ASSUMPTIONS

The total OPEB liability was determined as part of a June 30, 2021 actuarial valuation using the entry age normal actuarial cost method. This is a projected benefit cost method, which takes into account those benefits that are expected to be earned in the future as well as those already accrued. The actuarial assumptions included 2.50% inflation rate, 5.75% investment rate of return, 2.75% projected annual salary increase, and a medical trend of 6.50% (Non-Medicare), 5.65% (Medicare-Non-Kaiser) and 4.6% (Medicare-Kaiser) in 2023 decreasing to an ultimate rate of 3.75% in 2076. The actuarial methods and assumptions used include techniques that smooth the effects of short-term volatility in actuarial accrued liabilities and the actuarial value of assets.

Actuarial calculations reflect a long-term perspective and actuarial valuations involve estimates of the value of reported amounts and assumptions about the probability of events far into the future. Actuarially determined amounts are subject to revision at least biannually as results are compared to past expectations and new estimates are made about the future. The City's OPEB unfunded actuarial accrued liability is being amortized as a level percentage of projected payroll using a 30 year closed amortization period for an initial June 30, 2008 Unfunded Accrued Actuarial Liability (UAAL), a 20 year closed amortization period for method assumptions and plan changes and 15 years for gains and losses, with a maximum of a 30 year combined closed period.

B. NET OPEB LIABILITY

Actuarial Methods and Assumptions – The City's net OPEB liability was measured as of June 30, 2022 and the total OPEB liability used to calculate the net OPEB liability was determined by an actuarial valuation dated June 30, 2021.

The long-term expected rate of return on OPEB plan investments was determined using a building-block method in which expected future real rates of return (expected returns, net of OPEB plan investment expense and inflation) are developed for each major asset class. These ranges are combined to produce the long-term expected rate of return by weighting the expected future real rates of return by the target asset allocation percentage and by adding expected inflation. The target allocation and best estimates of arithmetic real rates of return for each major asset class are summarized in the following table:

Asset Class	Target Allocation	Long-Term Expected Real Rate of Return
Global Equity	34%	4.56%
Fixed Income	41%	1.56%
TIPS	5%	-0.08%
Commodities	3%	1.22%
REITs	17%	4.06%
Assumed Long-Term Rate of Inflation		2.50%
Expected Long-Term Net Rate of Return		5.75%

Discount Rate – The discount rate used to measure the total OPEB liability was 5.75%. The projection of cash flows used to determine the discount rate assumed that City contributions will be made at rates equal to the actuarially determined contribution rates. Based on those assumptions, the OPEB plan's fiduciary net position was projected to be available to make all projected OPEB payments for current active and inactive employees and beneficiaries. Therefore, the long-term expected rate of return on OPEB plan investments was applied to all periods of projected benefit payments to determine the total OPEB liability.

Changes of Assumptions – For the measurement date of June 30, 2022, the discount rate increased from 5.5% to 5.75%. In addition, the City changed from CERBT's Investment Strategy 2 to 1 effective August 23, 2022, to take advantage of typically higher returns in Strategy 1.

C. CHANGES IN NET OPEB LIABILITY

The changes in the net OPEB liability follows:

	Increase (Decrease)		
	Total OPEB Liability (a)	**Plan Fiduciary Net Position (b)**	**Net OPEB Liability/(Asset) (a) - (b)**
Balance at June 30, 2022	$57,996,877	$19,724,303	$38,272,574
Changes Recognized for the Measurement Period:			
Service Cost	1,443,352		1,443,352
Interest on the total OPEB liability	3,174,237		3,174,237
Changes in benefit terms			0
Differences between expected and actual experience			0
Changes of assumptions	(1,564,568)		(1,564,568)
Contributions from the employer		4,453,620	(4,453,620)
Net investment income		(2,477,143)	2,477,143
Administrative expenses		(4,993)	4,993
Benefit payments	(3,453,620)	(3,453,620)	0
Net changes	(400,599)	(1,482,136)	1,081,537
Balance at June 30, 2023 (June 30, 2022 Measurement Date)	$57,596,278	$18,242,167	$39,354,111

Detailed information about the OPEB plan's fiduciary net position is available in the separately issued Plan financial report that may be obtained from the CERBT. The benefit payments above include implied subsidy benefit payments in the amount of $923,000.

D. SENSITIVITY OF THE NET OPEB LIABILITY TO CHANGES IN THE DISCOUNT RATE AND HEALTHCARE COST TREND RATES

The following presents the net OPEB liability of the City, as well as what the City's net OPEB liability would be if it were calculated using a discount rate that is 1-percentage-point lower or 1-percentage-point higher than the current discount rate:

Net OPEB Liability/(Asset)		
	Current	
Discount Rate -1% (4.75%)	Discount Rate (5.75%)	Discount Rate +1% 6.75%
$46,049,115	$39,354,111	$33,722,727

The following presents the net OPEB liability of the City, as well as what the City's net OPEB liability would be if it were calculated using healthcare cost trend rates that are 1-percentage-point lower or 1-percentage-point higher than the current healthcare cost trend rates:

Net OPEB Liability/(Asset)		
	Current Healthcare Cost	
1% Decrease	Trend Rates	1% Increase
$35,822,474	$39,354,111	$43,539,502

E. OPEB EXPENSE AND DEFERRED OUTFLOWS/INFLOWS OF RESOURCES RELATED TO OPEB

For the year ended June 30, 2023, the City recognized OPEB expense of $2,431,324. At June 30, 2023, the City reported deferred outflows and inflows of resources related to OPEB from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Employer contributions made subsequent to the measurement date	$4,407,335	
Difference between expected and actual experience		($1,856,937)
Changes in assumptions	369,823	(1,742,629)
Net differences between projected and actual earnings on plan investments	1,685,348	
Total	$6,462,506	($3,599,566)

$4,407,335 reported as deferred outflows of resources related to contributions subsequent to the measurement date will be recognized as a reduction of the OPEB liability in the year ended June 30, 2024. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to OPEB will be recognized as part of OPEB expense as follows:

Year Ended June 30	Annual Amortization
2024	($1,106,787)
2025	(548,002)
2026	(112,668)
2027	390,695
2028	(167,633)

NOTE 10.
DEFERRED COMPENSATION PLAN

City employees may defer a portion of their compensation under a City sponsored deferred compensation plan created in accordance with Internal Revenue Code Section 457. Under this plan, participants are not taxed on the deferred portion of their compensation until distributed to them; distributions may be made only at termination, retirement, death or in an emergency as defined by the Internal Revenue Service.

The Plan is part of the public agency agent multiple-employer defined contribution plan that is administered by CalPERS. Benefit provisions under the Plan are established by City Resolution.

The laws governing deferred compensation plan assets require plan assets to be held by a trust for the exclusive benefit of plan participants and their beneficiaries. Since the assets held under these plans are not the City's property and are not subject to City control, they have been excluded from these financial statements.

The City has no liability for any losses incurred by the Plan and does not participate in any gains, but does have the duty of due care that would be required of an ordinary prudent investor. The City has a contract with Mission Square to manage and invest the assets of the Plan. The administrator pools the assets of the Plan with those of other participants and does not make separate investments for the City. The assets in the Plan are the sole property of the participants or their beneficiaries. Since the assets held under the Plan are not the City's property and are not subject to claims by general creditors of the City, they have been excluded from these financial statements. The Plan requires investments to be stated at fair market value and it requires all gains and losses on Plan investments to accrue directly to participant accounts.

The City adopted a Resolution in November 2020 that required a monthly deferred compensation contribution of $1,000 for the City Manager. Effective January 2023, the City's required monthly deferred compensation contribution was reduced to $500. In addition, in August 2022, the City Council approved a one-time payment of vacation accruals in the amount of $17,250 toward the City Manager's deferred compensation account. The City does not make any other contributions to the Plan. The City's required contributions for the year ended June 30, 2023 totaled $26,250.

NOTE 11.

SELF-INSURANCE

The Self-Insurance Internal Service Fund was established in 1979 to provide for payment of costs associated with the City's risk management programs. Fund revenues consist of interest earnings, reimbursements of claims paid by the Fund and charges to other funds. The latter is intended to match the charges for insurance premiums for coverage in excess of self-insured amounts, estimated payments resulting from self-insurance programs, operating expenses and the provision of reserves for pending and possible future claims.

The City has a self-insured retention for the first $500,000 of general and automobile liability claims and maintains a $50,000 deductible for property losses. Losses in excess of the retention up to $25,000,000 on general and automobile liability are covered by purchased excess insurance. Prior to July 1, 2022, the City's a self-insured retention for general and automobile liability claims was $250,000 and losses in excess of the retention up to $10,000,000 were covered by purchased excess insurance. The City purchases combined property, boiler and machinery and automobile comprehensive insurance covering all but the deductible on the full value of City property. Effective July 1, 2022, the City also has a law enforcement liability policy with a deductible of $350,000 and coverage of up to $5 million per occurrence. Settlements have never exceeded insurance coverage. The City expenses the incurred liabilities for claims in cases where such amounts are reasonably determinable and where the likelihood of liability exists. Included are estimates for incurred but not reported claims, which are calculated based on claims experience.

The City is a member of Public Risk Innovation, Solutions, and Management (PRISM), a joint powers authority (JPA) which provides excess workers' compensation liability claims coverage above the City's self-insured retention of $350,000 per occurrence. Losses above the self-insured retention are pooled with excess reinsurance purchased to provide coverage to statutory limits. During the fiscal year ended June 30, 2023, the City contributed $614,232 to PRISM for current year coverage. Audited financial statements for PRISM are available from PRISM at 75 Iron Point Circle, Suite 200, Folsom, CA 95630.

The City's present value liability for uninsured claims including a provision for claims incurred but not reported using a discount rate of 2% was computed as follows based on claims experience for the years ended June 30, 2023 and 2022:

	2023	2022
Beginning balance of claims payable	$10,487,000	$10,150,000
Increase in estimated claims liability	2,336,204	3,587,995
Claims paid	(2,750,204)	(3,250,995)
Ending balance of claims payable	$10,073,000	$10,487,000
Current Portion	$2,622,041	$2,544,159

The undiscounted claims totaled $11,088,000 at June 30, 2023.

NOTE 12.
NET POSITION AND FUND BALANCE

A. NET POSITION

Net Position is the excess of all the City's assets and deferred outflows over all its liabilities and deferred inflows, regardless of fund. Net Position is divided into three captions. These captions apply only to Net Position and are described below:

Net Investment in Capital Assets describes the portion of Net Position which is represented by the current net book value of the City's capital assets, less the outstanding balance of any debt issued to finance these assets.

Restricted describes the portion of Net Position which is restricted as to use by the terms and conditions of agreements with outside parties, governmental regulations, laws, or other restrictions which the City cannot unilaterally alter. These principally include developer fees received for use on capital projects, debt service requirements and amounts required to be set aside for low and moderate income housing.

Unrestricted describes the portion of Net Position which is not restricted as to use.

B. GOVERNMENTAL FUND BALANCES

The City's fund balances are classified in accordance with generally accepted accounting principles, Fund Balance Reporting and Governmental Fund Type Definitions, which requires the City to classify its fund balances based on spending constraints imposed on the use of resources.

For programs with multiple funding sources, the City prioritizes and expends funds in the following order: Restricted, Committed, Assigned, and Unassigned. Each category in the following hierarchy is ranked according to the degree of spending constraint.

Nonspendables represents balances set aside to indicate items do not represent available, spendable resources even though they are a component of assets. Fund balances required to be maintained intact, such as Permanent Funds, and assets not expected to be converted to cash, such as prepaids, notes receivable, and land held for redevelopment are included. However, if proceeds realized from the sale or collection of nonspendable assets are restricted, committed or assigned, then Nonspendable amounts are required to be presented as a component of the applicable category.

Restricted fund balances have external restrictions imposed by creditors, grantors, contributors, laws, regulations, or enabling legislation which requires the resources to be used only for a specific purpose. Encumbrances and nonspendable amounts subject to restrictions are included along with spendable resources.

Committed fund balances have constraints imposed by formal action of the City Council by resolution which may be altered only by formal action in the same manner. Encumbrances and nonspendable amounts subject to council commitments are included along with spendable resources.

Assigned fund balances are amounts constrained by the City's intent to be used for a specific purpose, but are neither restricted nor committed. Intent is expressed by the City Council by resolution or its designee (City Manager) and may be changed at the discretion of the City Council by resolution. This category includes encumbrances; Nonspendables, when it is the City's intent to use proceeds or collections for a specific purpose, and residual fund balances, if any, of Special Revenue, Capital Projects and Debt Service Funds which have not been restricted or committed.

Unassigned fund balance represents residual amounts that have not been restricted, committed, or assigned. This includes the residual general fund balance and residual fund deficits, if any, of other governmental funds.

Detailed classifications of the City's Fund Balances, as of June 30, 2023, are below:

Fund Balance Classifications	General Fund	Gas Tax	Grants	Measures A and W	Capital Projects	Other Governmental Funds	Total
Nonspendables:							
Items not in spendable form:							
Inventories	$16,554	$28,151					$44,705
Petty cash	7,357						7,357
Prepaids	252,055						252,055
Leases receivable	268,322						268,322
Loan receivable from Successor Agency	10,907,153						10,907,153
Total Nonspendable	11,451,441	28,151					11,479,592
Restricted for:							
Pension benefits	4,477,007						4,477,007
Gas Tax Projects		8,658,517					8,658,517
Capital Projects	1,000,000			$11,394,499	$13,318,328		25,712,827
Affordable Housing						$5,178,412	5,178,412
Low and Moderate Income Housing Assets						4,189,548	4,189,548
Linda Vista Benefit Assessment						586,005	586,005
Traffic Safety						112,635	112,635
Grants			$453,878				453,878
Total Restricted	5,477,007	8,658,517	453,878	11,394,499	13,318,328	10,066,600	49,368,829
Assigned to:							
Capital Projects					15,664,989		15,664,989
Other Contracts	754,432						754,432
Total Assigned	754,432				15,664,989		16,419,421
Unassigned:							
Contingency Fund	1,000,000						1,000,000
Operating Reserve	19,500,000						19,500,000
Unassigned	40,051,062						40,051,062
Total Unassigned	60,551,062						60,551,062
Total Fund Balances	$78,233,942	$8,686,668	$453,878	$11,394,499	$28,983,317	$10,066,600	$137,818,904

C. MINIMUM FUND BALANCE POLICY

The City Council adopted a General Fund Reserve Policy in July 2020 to establish target reserve levels and the methodology for calculating reserve levels. The Policy also establishes criteria for the use of reserves and a process to replenish reserves.

The Policy requires the City to strive to maintain the following fund balances:

1) Contingency Fund

   The City shall maintain a minimum Contingency Fund reserve equal to $1,000,000 within its General Fund to provide a financial cushion to cover revenue shortfalls resulting from unexpected economic changes or recessionary periods or to provide funds in the event of major unplanned expenditures the City could face as a result of natural or man-made disasters such as earthquakes, windstorms, landslides, floods, wildfires, natural gas leaks, or terrorist attacks.

   The balance of the Contingency Fund Reserve was $1,000,000 at June 30, 2023 and is reported as a component of General Fund unassigned fund balance.

2) General Fund Operating Reserve

   The City shall maintain a minimum General Fund operating reserve equal to two months (17%), and a targeted reserve equal to three months (25%), of General Fund annual operating expenditures plus recurring (i.e., not one-time) transfers to other funds for that fiscal year. These reserves will be used to provide adequate cash flow and budget contingencies.

   The balance of the Operating Reserve was $19.5 million at June 30, 2023 and is reported as a component of General Fund unassigned fund balance.

If reserves are projected to fall below, or unexpectedly fall below, the minimum levels as set by this policy, the City shall include within its annual budget a plan to restore reserves to the minimum levels within two years based on its long-range financial forecast. Such a plan may include, but not be limited to, revenue enhancements, service delivery changes, expenditure controls/cost shifts, and/or service level reductions. At no time shall reserves be planned to fall below zero for any operating or capital fund.

D. NET POSITION RESTRICTED FOR QUALIFIED CAPITAL OUTLAY

The City established a Reserve for Qualified Capital Outlay in the Sanitation District Enterprise Fund and transferred into it amounts from fiscal years 2019 to 2023 necessary to ensure compliance with State Gann Limit provisions. These funds will be used solely to pay for Gann Limit excludable capital expenses. To qualify, they must be for assets with a value greater than $100,000 and a useful life of at least 10 years.

E. RESTATEMENT

The City implemented the provisions of Governmental Accounting Standards Board Statement No. 96, *Subscription-Based Information Technology Arrangement (SBITA)*, during the year ended June 30, 2023. As a result, the City determined that beginning the balances of subscription assets and subscription liabilities were $3,704,316 and as of July 1, 2022 restated and increased the respective balances in that amount, and the net effect on beginning net position was zero. See the SBITA disclosure in Note 14.

NOTE 13.
LOANS AND NOTES RECEIVABLE

Housing Rehabilitation Program - The City administers a housing rehabilitation program using Housing and Community Development Block Grant (CDBG) and Cal Home funds that is accounted for in the Community Block Grant Special Revenue Fund and Grants Special Revenue Fund. Under this program, individuals with incomes below a certain level are eligible to receive low interest loans, secured by deeds of trust or mobile home liens, for construction work on their homes. Although these loans and notes are expected to be repaid, their balance has been offset by unavailable revenue as they are not expected to be repaid during the next fiscal year.

During fiscal year 2023, the City made loans to three participants under this program and the CDBG and Cal HOME loan program activity is as follows:

Beginning Balance	$1,423,472
New loans	88,194
Loan repayments	(117,138)
Loans forgiven	(4,039)
Ending Balance	$1,390,489

Daly City Partnership Loan – In October 2021, the City made a loan of $200,000 to the Daly City Partnership, a nonprofit corporation, to administer the services provided for the rental support and case management services for very low income residents negative impacted by the COVID-19 pandemic, by supporting cash flow during the administration of those programs. The loan was repaid during the year ended as of June 30, 2023.

NOTE 14.
SUBSCRIPTION-BASED INFORMATION TECHNOLOGY ARRANGEMENTS

A. POLICIES

A subscription-based information technology arrangement (SBITA) is a contract that conveys control of the right to use another party's (a SBITA vendor's) IT software, alone or in combination with tangible capital assets (the underlying IT assets), as specified in the contract for a period of time in an exchange or exchange-like transaction.

At the commencement of a SBITA, the City initially measures the subscription liability at the present value of payments expected to be made during the contract term. Subsequently, the subscription liability is reduced by the principal portion of payments made. The subscription asset is initially measured as the initial amount of the subscription liability, adjusted for payments made at or before the SBITA commencement date, plus certain initial direct costs. Subsequently, the subscription asset is amortized on a straight-line basis over shorter of the subscription term or the useful life of the underlying IT assets. The City recognizes subscription assets with an initial, individual value of $25,000 or more.

Key estimates and judgments related to SBITAs include how the City determines (1) the discount rate it uses to discount the expected subscription payments to present value, (2) subscription term, and (3) subscription payments as follows:

- The City uses the interest rate charged by the IT vendor as the discount rate. When the interest rate charged by the IT vendor is not provided, the City generally uses its estimated incremental borrowing rate as the discount rate for subscription liabilities.

- The subscription term includes the noncancellable period of the subscription.

The City monitors changes in circumstances that would require a remeasurement of its subscription and will remeasure the subscription asset and liability if certain changes occur that are expected to significantly affect the amount of the subscription liability.

Subscription assets are reported with other capital assets and subscription liabilities are reported on the statement of net position.

B. SUBSCRIPTION LIABILITIES

A summary of the City's SBITA transaction activities for the fiscal year ended June 30, 2023, are as follows:

	Balance June 30, 2022 (as restated)	Additions	Retirements	Balance June 30, 2023
Governmental Activities				
Subscription Liabilities				
Axon Enterprises	$2,613,259		$270,545	$2,342,714
Tyler Technologies	557,927		91,927	466,000
Microsoft Enterprise Enrollment		$1,328,754	218,930	1,109,824
Superion	533,130		168,246	364,884
Total Subscription Liabilities	$3,704,316	$1,328,754	$749,648	$4,283,422

In May 2021, the City entered into a five-year SBITA for the use of body-worn camera-related cloud services. The agreement automatically renews for an additional five years, but the vendor may increase the cost of services by up to 3% per year during the renewal period. An initial subscription liability was recorded in the amount of $2,613,259 as of July 1, 2022. As of June 30, 2023, the balance of the subscription liability was $2,342,714. The City is required to make annual principal and interest payments of $282,544 to $327,547. The software has a nine-year estimated useful life. The value of the right-to-use asset as of the end of the current fiscal year was $2,613,259 and had accumulated amortization of $293,076.

In August 2020, and amended in November 2021, the City entered into a five-year SBITA for the use of community development and cashiering software. Due to a delay in the implementation, the amendment revised the commencement date of the agreement to November 1, 2021. The agreement automatically renews for one year, at the vendor's current service rate. An initial subscription liability was recorded in the amount of $557,927 as of July 1, 2022. As of June 30, 2023, the balance of the subscription liability was $466,000. The City is required to make annual principal and interest payments of $94,488. The software has a six-year estimated useful life. The value of the right-to-use asset as of the end of the current fiscal year was $557,927 and had accumulated amortization of $104,611.

In December 2022, the City entered into a three-year SBITA for the use of Microsoft Enterprise cloud services. The agreement can be renewed for an additional three year term. An initial subscription liability was recorded in the amount of $1,328,754 during the current fiscal year. As of June 30, 2023, the balance of the subscription liability was $1,109,824. The City is required to make annual principal and interest payments of $225,032. The software has a six-year estimated useful life. The value of the right-to-use asset as of the end of the current fiscal year was $1,328,754 and had accumulated amortization of $221,459.

In May 2020, the City entered into a one-year SBITA for the use of finance enterprise software. The agreement automatically renews for successive one year terms. An initial subscription liability was recorded in the amount of $533,130 as of July 1, 2022. As of June 30, 2023, the balance of the subscription liability was $364,884. The City is required to make annual principal and interest payments of $179,229. The software has a three-year estimated useful life. The value of the right-to-use asset as of the end of the current fiscal year was $533,130 and had accumulated amortization of $177,710.

The future principal and interest subscription liability payments as of June 30, 2023, were as follows:

For the Year Ended June 30	Principal	Interest	Total
2024	$761,625	$19,668	$781,293
2025	774,085	16,170	790,255
2026	589,447	12,617	602,064
2027	600,630	9,910	610,540
2028	612,119	7,153	619,272
Thereafter	945,516	8,782	954,298
Totals	$4,283,422	$74,300	$4,357,722

NOTE 15.
ACTIVITIES OF THE SUCCESSOR AGENCY TO THE FORMER REDEVELOPMENT AGENCY

The activities of the Successor Agency are reported in the Successor Agency to the Redevelopment Agency Private-Purpose Trust Fund as the activities are under the control of the Oversight Board. The City provides administrative services to the Successor Agency to wind down the affairs of the former Redevelopment Agency.

Information presented in the following footnotes represents assets and liabilities of the Successor Agency.

A. CASH

Cash and investments of the Successor Agency as of June 30, 2023 are discussed in Note 1H above. Information presented in the following footnotes represents other assets and liabilities of the Successor Agency as of June 30, 2023.

B. LONG RANGE PROPERTY MANAGEMENT PLAN APPROVAL

On December 14, 2015 the Successor Agency received confirmation from the DOF that the DOF had reviewed and approved the Successor Agency's Long Range Property Management Plan (LRPMP).

C. LOANS BETWEEN THE CITY AND THE SUCCESSOR AGENCY

Due to the dissolution of the Redevelopment Agency, loans payable, totaling $23,842,357, from the Redevelopment Agency to the General Fund were written off as of June 30, 2012. In May 2016 the State Department of Finance (DOF) confirmed and approved repayment of the loan payment from the former Redevelopment Agency to the City General Fund totaling $13,775,503, payable at the statutory interest rate of 3% of the outstanding amount. In October 2016, the City received confirmation and approval of an additional repayment of the loan from the former Redevelopment Agency to the City General Fund totaling $4,579,613. These loans are recorded as a loan receivable in the City's General Fund and is classified as nonspendable fund balance as it cannot be appropriated against until funds are received from the State. The balance of the loans as of June 30, 2023 is $10,907,153.


DALY CITY
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GATEWAY
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REQUIRED SUPPLEMENTARY INFORMATION

AGENT MULTIPLE-EMPLOYER DEFINED BENEFIT PENSION PLANS AND OPEB PLANS:

SCHEDULE OF CHANGES IN THE NET PENSION LIABILITY AND RELATED RATIOS

This schedule reports the beginning and ending balances of the total pension liability, the plan assets available for pension benefits (called plan net position), and the net pension liability, as well as the change in those amounts during the year presented by cause (similar to the note disclosure). It also reports the total pension liability, plan net position, net pension liability, a ratio of plan net position divided by the total pension liability, the payroll amount for current employees in the plan (covered payroll), and a ratio of the net pension liability divided by covered-employee payroll.

SCHEDULE OF CONTRIBUTIONS – PENSION PLANS

This schedule reports the agent multiple-employer's contributions to the plan which are actuarially determined, the employer's actual contributions, the difference between the actual and actuarially determined contributions, and a ratio of the actual contributions divided by covered payroll.

SCHEDULE OF CHANGES IN THE NET OPEB LIABILITY AND RELATED RATIOS

This schedule reports the beginning and ending balances of the total OPEB liability, the plan assets available for OPEB benefits (called plan net position), and the net OPEB liability, as well as the change in those amounts during the year presented by cause (similar to the note disclosure). It also reports the total OPEB liability, plan net position, net OPEB liability, a ratio of plan net position divided by the total OPEB liability, the payroll amount for current employees in the plan (covered-employee payroll), and a ratio of the net OPEB liability divided by covered-employee payroll.

SCHEDULE OF CONTRIBUTIONS – OPEB PLAN

This schedule reports the agent multiple-employer's contributions to the plan which are actuarially determined, the employer's actual contributions, the difference between the actual and actuarially determined contributions (ADC) or contractually required contributions if the ADC has not been calculated, and a ratio of the actual contributions divided by covered-employee payroll.

SCHEDULE OF CHANGES IN THE NET PENSION LIABILITY AND RELATED RATIOS
As of fiscal year ending June 30, 2023
Last 10 Years*
SCHEDULE OF CHANGES IN THE NET PENSION LIABILITY AND RELATED RATIOS

	MISCELLANEOUS								
Measurement Period	**2013-2014**	**2014-2015**	**2015-2016**	**2016-2017**	**2017-2018**	**2018-2019**	**2019-2020**	**2020-2021**	**2021-2022**
Total Pension Liability									
Service Cost	$4,928,638	$4,355,451	$4,356,641	$4,961,492	$4,820,144	$4,846,377	$4,734,206	$4,750,071	$5,243,267
Interest	19,456,167	20,028,375	20,453,457	21,126,222	21,405,533	22,557,657	23,372,961	24,305,480	24,450,276
Differences between expected and actual experience		(5,096,599)	(6,329,013)	(1,376,656)	1,006,212	5,081,458	432,569	2,730,394	(265,160)
Changes in assumptions		(4,888,600)		17,607,198	(9,036,830)				4,197,477
Changes in benefits									
Benefit payments, including refunds of employee contributions	(11,304,889)	(12,134,586)	(12,862,999)	(13,610,749)	(14,549,197)	(15,864,061)	(16,891,285)	(18,715,236)	(18,923,625)
Net change in total pension liability	13,079,916	2,264,041	5,618,086	28,707,507	3,645,862	16,621,431	11,648,451	13,070,709	14,702,235
Total pension liability - beginning	262,603,681	275,683,597	277,947,638	283,565,724	312,273,231	315,919,093	332,540,524	344,188,975	357,259,684
Total pension liability - ending (a)	$275,683,597	$277,947,638	$283,565,724	$312,273,231	$315,919,093	$332,540,524	$344,188,975	$357,259,684	$371,961,919
Plan fiduciary net position									
Contributions - employer	$3,860,928	$3,732,343	$4,446,777	$5,539,675	$6,152,860	$7,068,468	$8,214,918	$8,924,993	$9,832,902
Contributions - employee	2,090,754	1,959,273	2,019,542	2,110,207	2,068,466	2,144,408	2,252,506	2,129,297	2,255,948
Net investment income	34,374,839	5,074,277	1,142,662	24,378,978	19,945,939	16,443,055	12,936,801	59,983,132	(24,109,678)
Benefit payments, including refunds of employee contributions	(11,304,889)	(12,134,586)	(12,862,999)	(13,610,749)	(14,549,197)	(15,864,061)	(16,891,285)	(18,715,236)	(18,923,625)
Other miscellaneous income (expense)					(708,784)	585			
Administrative Expense		(255,289)	(138,235)	(326,924)	(373,237)	(179,872)	(368,964)	(267,582)	(199,291)
Plan to Plan Resource Movement		(493)			(585)	54,276			
Net change in plan fiduciary net position	29,021,632	(1,624,475)	(5,392,253)	18,091,187	12,535,462	9,666,859	6,143,976	52,054,604	(31,143,744)
Plan fiduciary net position - beginning	199,423,445	228,445,077	226,820,602	221,428,349	239,519,536	252,054,998	261,721,857	267,865,833	319,920,437
Plan fiduciary net position - ending (b)	$228,445,077	$226,820,602	$221,428,349	$239,519,536	$252,054,998	$261,721,857	$267,865,833	$319,920,437	$288,776,693
Net pension liability - ending (a)-(b)	$47,238,520	$51,127,036	$62,137,375	$72,753,695	$63,864,095	$70,818,667	$76,323,142	$37,339,247	$83,185,226
Plan fiduciary net position as a percentage of the total pension liability	82.86%	81.61%	78.09%	76.70%	79.78%	78.70%	77.83%	89.55%	77.64%
Covered payroll	$24,443,972	$22,658,681	$22,823,982	$23,568,915	$22,688,822	$24,144,928	$24,817,517	$24,973,064	$27,629,117
Net pension liability as percentage of covered payroll	193.25%	225.64%	272.25%	308.68%	281.48%	293.31%	307.54%	149.52%	301.08%

Notes to Schedule:

Benefit changes. The figures above do not include any liability impact that may have resulted from plan changes which occurred after June 30. This applies for voluntary benefit changes as well as any offers of Two Years Additional Service Credit (a.k.a. Golden Handshakes).

Changes in assumptions. In 2016, 2018, 2019, 2020 and 2021 there were no changes. In 2017, the accounting discount rate reduced from 7.65 percent to 7.15 percent. In 2022, the accounting discount rate reduced from 7.15% to 6.90%. In 2015, amounts reported reflect an adjustment of the discount rate from 7.5 percent (net of administrative expense) to 7.65 (without a reduction for pension plan administrative expense). In 2014, amounts reported were based on the 7.5 percent discount rate. All other assumptions for the June 30, 2014 measurement date were the same as those used for the June 30, 2015 and 2016 measurement dates.

* Fiscal year 2015 was the 1st year of implementation.

Source: CalPERS Accounting Valuation

SCHEDULE OF CHANGES IN THE NET PENSION LIABILITY AND RELATED RATIOS
As of fiscal year ending June 30, 2023
Last 10 Years*

SCHEDULE OF CHANGES IN THE NET PENSION LIABILITY AND RELATED RATIOS

	SAFETY								
Measurement Period	**2013-2014**	**2014-2015**	**2015-2016**	**2016-2017**	**2017-2018**	**2018-2019**	**2019-2020**	**2020-2021**	**2021-2022**
Total Pension Liability									
Service Cost	$5,018,136	$4,776,984	$4,859,775	$5,566,167	$5,314,299	$5,562,199	$5,837,397	$5,977,808	$6,709,103
Interest	19,532,405	20,368,130	21,118,384	21,794,377	22,455,535	23,732,977	24,739,728	25,785,538	26,435,472
Differences between expected and actual experience		(455,068)	(1,021,524)	293,934	(978,042)	7,441,738	3,245,246	3,789,911	1,705,342
Changes in assumptions		(4,770,631)		17,425,044	(632,875)				9,574,276
Changes in benefits									
Benefit payments, including refunds of employee contributions	(12,996,278)	(13,776,270)	(14,939,167)	(15,643,224)	(17,110,200)	(17,828,231)	(19,366,927)	(20,254,165)	(21,591,268)
Net change in total pension liability	11,554,263	6,143,145	10,017,468	29,436,298	9,048,717	18,908,683	14,455,444	15,299,092	22,832,925
Total pension liability - beginning	264,421,131	275,975,394	282,118,539	292,136,007	321,572,305	330,621,022	349,529,705	363,985,149	379,284,241
Total pension liability - ending (a)	$275,975,394	$282,118,539	$292,136,007	$321,572,305	$330,621,022	$349,529,705	$363,985,149	$379,284,241	$402,117,166
Plan fiduciary net position									
Contributions - employer	$4,225,009	$4,630,110	$5,309,673	$6,087,507	$6,986,096	$8,259,177	$9,741,720	$10,622,105	$12,262,596
Contributions - employee	2,632,654	1,864,455	1,917,899	1,935,079	2,062,297	2,040,072	2,186,070	2,777,982	3,050,038
Net investment income	33,622,839	4,997,920	1,208,758	23,497,877	18,994,354	15,591,708	12,209,629	56,328,465	(22,624,777)
Benefit payments, including refunds of employee contributions	(12,996,278)	(13,776,270)	(14,939,167)	(15,643,224)	(17,110,200)	(17,828,231)	(19,366,927)	(20,254,165)	(21,591,268)
Administrative Expense		(249,064)	(134,719)	(316,566)	(358,363)	(171,174)	(349,203)	(251,859)	(187,722)
Other Miscellaneous Expense					(680,537)	556			
Plan to Plan Resource Management		493		341	(556)	(54,276)			
Net change in plan fiduciary net position	27,484,224	(2,532,356)	(6,637,556)	15,561,014	9,893,091	7,837,832	4,421,289	49,222,528	(29,091,133)
Plan fiduciary net position - beginning	196,098,570	223,582,794	221,050,438	214,412,882	229,973,896	239,866,987	247,704,819	252,126,108	301,348,636
Plan fiduciary net position - ending (b)	$223,582,794	$221,050,438	$214,412,882	$229,973,896	$239,866,987	$247,704,819	$252,126,108	$301,348,636	$272,257,503
Net pension liability - ending (a)-(b)	$52,392,600	$61,068,101	$77,723,125	$91,598,409	$90,754,035	$101,824,886	$111,859,041	$77,935,605	$129,859,663
Plan fiduciary net position as a percentage of the total pension liability	81.02%	78.35%	73.39%	71.52%	72.55%	70.87%	69.27%	79.45%	67.71%
Covered payroll	$19,652,763	$19,567,377	$19,784,134	$19,829,558	$20,477,192	$21,410,816	$22,001,988	$23,722,063	$26,760,075
Net pension liability as percentage of covered payroll	266.59%	312.09%	392.86%	461.93%	443.20%	475.58%	508.40%	328.54%	485.27%

Notes to Schedule:

Benefit changes. The figures above do not include any liability impact that may have resulted from plan changes which occurred June 30. This applies for voluntary benefit changes as well as any offers of Two Years Additional Service Credit (a.k.a. Golden Handshakes).

Changes in assumptions. In 2016, 2018, 2019, 2020 and 2021 there were no changes. In 2017, the accounting discount rate reduced from 7.65 percent to 7.15 percent. In 2022, the accounting discount rate reduced from 7.15% to 6.90%.In 2015, amounts reported reflect an adjustment of the discount rate from 7.5 percent (net of administrative expense) to 7.65 (without a reduction for pension plan administrative expense). In 2014, amounts reported were based on the 7.5 percent discount rate. All other assumptions for the June 30, 2014 measurement date were the same as those used for the June 30, 2015 and 2016

* Fiscal year 2015 was the 1st year of implementation.

Source: CalPERS Accounting Valuation

SCHEDULE OF CHANGES IN THE NET PENSION LIABILITY AND RELATED RATIOS
As of fiscal year ending June 30, 2023
Last 10 Years*
SCHEDULE OF CONTRIBUTIONS

	MISCELLANEOUS								
Fiscal Year Ended June 30	2015	2016	2017	2018	2019	2020	2021	2022	2023
Actuarially determined contribution	$4,637,116	$6,771,305	$5,540,220	$6,146,305	$7,064,967	$8,236,678	$8,901,914	$9,382,915	$10,858,503
Contributions in relation to the actuarially determined contributions	(4,637,116)	(6,771,305)	(5,540,220)	(6,146,305)	(7,064,967)	(8,236,678)	(8,901,914)	(9,382,915)	(10,858,503)
Contribution deficiency (excess)									
Covered payroll	$22,658,681	$22,823,982	$23,568,915	$22,688,822	$24,144,928	$24,817,517	$24,973,064	$27,629,117	$28,935,160
Contributions as a percentage of covered payroll	20.47%	29.67%	23.51%	27.09%	29.26%	33.19%	35.65%	33.96%	37.53%
Notes to Schedule									
Valuation date:	6/30/2012	6/30/2013	6/30/2014	6/30/2015	6/30/2016	6/30/2017	6/30/2018	6/30/2019	6/30/2020

SCHEDULE OF CHANGES IN THE NET PENSION LIABILITY AND RELATED RATIOS
As of fiscal year ending June 30, 2023
Last 10 Years*
SCHEDULE OF CONTRIBUTIONS

	SAFETY								
Fiscal Year Ended June 30	2015	2016	2017	2018	2019	2020	2021	2022	2023
Actuarially determined contribution	$4,225,009	$5,309,673	$6,090,350	$6,985,429	$8,263,084	$9,742,714	$10,620,215	$12,263,576	$13,351,978
Contributions in relation to the actuarially determined contributions	(4,225,009)	(5,309,673)	(6,090,350)	(6,985,429)	(8,263,084)	(9,742,714)	(10,620,215)	(12,263,576)	(13,351,978)
Contribution deficiency (excess)									
Covered payroll	$19,567,377	$19,784,134	$19,829,558	$20,477,192	$21,410,816	$22,001,988	$23,722,063	$26,760,075	$26,939,202
Contributions as a percentage of covered payroll	21.59%	26.84%	30.71%	34.11%	38.59%	44.28%	44.77%	45.83%	49.56%
Notes to Schedule									
Valuation date:	6/30/2012	6/30/2013	6/30/2014	6/30/2015	6/30/2016	6/30/2017	6/30/2018	6/30/2019	6/30/2020

City of Daly City, Agent Multiple-Employer Defined Benefit OPEB Plan
As of fiscal year ending June 30, 2023
Last 10 Years*
SCHEDULE OF CHANGES IN THE NET OPEB LIABILITY AND RELATED RATIOS

Measurement Date Ended June 30	2017	2018	2019	2020	2021	2022
Total OPEB Liability						
Service Cost	$1,470,697	$1,514,818	$1,560,263	$1,455,663	$1,480,458	$1,443,352
Interest	3,449,729	3,567,790	3,690,181	3,500,744	3,541,517	3,174,237
Changes in benefit terms	-	-	-	-	-	
Differences between expected and actual experience	-	-	(4,588,272)	-	(1,048,749)	
Changes of assumptions	-	-	(281,571)	(865,013)	581,149	(1,564,568)
Benefit payments	(2,980,461)	(3,170,657)	(3,168,930)	(3,445,074)	(3,482,594)	(3,453,620)
Net change in total OPEB liability	1,939,965	1,911,951	(2,788,329)	646,320	1,071,781	(400,599)
Total OPEB liability - beginning	55,215,189	57,155,154	59,067,105	56,278,776	56,925,096	57,996,877
Total OPEB liability - ending (a)	$57,155,154	$59,067,105	$56,278,776	$56,925,096	$57,996,877	$57,596,278
Plan fiduciary net position						
Contributions - employer	$5,980,461	$4,170,657	$3,168,930	$5,445,074	$5,482,594	$4,453,620
Contributions - employee	-	-	-	-	-	
Net investment income	557,870	604,302	799,047	653,960	2,914,658	(2,477,143)
Administrative expense	(4,247)	(18,096)	(2,447)	(6,040)	(5,425)	(4,993)
Benefit payments	(2,980,461)	(3,170,657)	(3,168,930)	(3,445,074)	(3,482,594)	(3,453,620)
Net change in plan fiduciary net position	3,553,623	1,586,206	796,600	2,647,920	4,909,233	(1,482,136)
Plan fiduciary net position - beginning	6,230,721	9,784,344	11,370,550	12,167,150	14,815,070	19,724,303
Plan fiduciary net position - ending (b)	$9,784,344	$11,370,550	$12,167,150	$14,815,070	$19,724,303	$18,242,167
Net OPEB liability - ending (a)-(b)	$47,370,810	$47,696,555	$44,111,626	$42,110,026	$38,272,574	$39,354,111
Plan fiduciary net position as a percentage of the total OPEB liability	17.12%	19.25%	21.62%	26.03%	34.01%	31.67%
Covered-employee payroll	$50,082,473	$49,471,054	$50,975,693	$51,740,099	$54,458,885	$63,519,016
Net OPEB liability as a percentage of covered-employee payroll	94.59%	96.41%	86.53%	81.39%	70.28%	61.96%

* Fiscal year 2018 was the first year of implementation.

City of Daly City, Agent Multiple-Employer Defined Benefit OPEB Plan
As of fiscal year ending June 30, 2023
Last 10 Years*
SCHEDULE OF CONTRIBUTIONS

Fiscal Year Ended June 30,	2023	2022	2021	2020	2019	2018
Actuarially determined contributions	$4,441,000	$5,021,000	$4,873,000	$5,264,000	$5,109,000	$4,185,306
Contractually required contributions (a)						
Contributions in relation to the contractually required or actuarially determined contributions	(4,407,335)	(4,453,620)	(5,482,594)	(5,445,074)	(3,168,930)	(4,185,306)
Contribution deficiency (excess)	$33,665	$567,380	($609,594)	($181,074)	$1,940,070	$0
Covered-employee payroll	$63,958,980	$63,519,016	$54,458,885	$51,740,099	$50,975,693	$49,471,054
Contributions as a percentage of covered-employee payroll	6.89%	7.01%	10.07%	10.52%	6.22%	6.22%

* Fiscal year 2018 was the first year of implementation.

(a) The City did not obtain an actuarially determined contribution calculation in fiscal year 2018, therefore the contractually required contributions were reported.

GENERAL FUND

The General Fund is the general operating fund of the City. It is used to account for all financial resources traditionally associated with governments which are not required to be accounted for in a separate fund. It comprises of the following activities: General, Special Deposits, and Traffic Enforcement.

CITY OF DALY CITY
GENERAL FUND
COMBINING FUND BALANCE SHEET
JUNE 30, 2023

	General	Special Deposits	Traffic Enforcement	Total General Fund
ASSETS				
Cash and investments	$65,122,676	$12,264,547	$681,785	$78,069,008
Restricted cash and investments	4,477,007			4,477,007
Accounts receivable, net	8,304,025	130,277	2,222	8,436,524
Due from other funds	360,842			360,842
Prepaids	252,055			252,055
Inventories	16,554			16,554
Loan receivable				
Loan receivable from Successor Agency	10,907,153			10,907,153
Leases receivable	8,948,142			8,948,142
Total Assets	$98,388,454	$12,394,824	$684,007	$111,467,285
LIABILITIES				
Accounts payable	$2,160,943	$5,359,866		$7,520,809
Accrued payroll	1,049,321			1,049,321
Deposits payable		6,585,211		6,585,211
Unearned revenue	9,398,182			9,398,182
Total Liabilities	12,608,446	11,945,077		24,553,523
DEFERRED INFLOWS OF RESOURCES				
Related to leases	8,679,820			8,679,820
FUND BALANCES				
Fund Balance				
Nonspendable	11,451,441			11,451,441
Restricted	5,477,007			5,477,007
Assigned	754,432			754,432
Unassigned	59,417,308	449,747	$684,007	60,551,062
Total Fund Balances	77,100,188	449,747	684,007	78,233,942
Total Liabilities, and Fund Balances	$98,388,454	$12,394,824	$684,007	$111,467,285

CITY OF DALY CITY
GENERAL FUND
COMBINING FUND SCHEDULE OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE
FOR THE YEAR ENDED JUNE 30, 2023

	General	Special Deposits	Traffic Enforcements	Total General Funds
REVENUES				
Property tax	$48,895,101			$48,895,101
Sales tax	25,774,755			25,774,755
Utility users tax	6,934,379			6,934,379
Franchise fees	5,016,118			5,016,118
Other taxes	8,268,611			8,268,611
Licenses and permits	2,672,412			2,672,412
Fines and forfeitures	2,617,134		$11,608	2,628,742
Rents and interest	3,066,973			3,066,973
Federal programs and grants	6,263,152			6,263,152
Receipts from other agencies	1,099,328			1,099,328
Charges and fees	6,515,002	$14,785		6,529,787
Miscellaneous	1,650,664	3,807		1,654,471
Total Revenues	118,773,629	18,592	11,608	118,803,829
EXPENDITURES				
Current:				
General government	14,184,886	1,550		14,186,436
Public safety	70,309,622			70,309,622
Public works	6,222,955			6,222,955
Culture and recreation	14,868,172	3,150		14,871,322
Economic and community development	4,809,084			4,809,084
Debt service:				
Principal	333,164			333,164
Interest	26,870			26,870
Total Expenditures	110,754,753	4,700		110,759,453
EXCESS (DEFICIENCY) OF REVENUES OVER EXPENDITURES	8,018,876	13,892	11,608	8,044,376
OTHER FINANCING SOURCES (USES)				
Transfers in	3,484,848			3,484,848
Transfers (out)	(3,340,398)			(3,340,398)
Total Other Financing Sources (Uses)	144,450			144,450
NET CHANGES IN FUND BALANCES	8,163,326	13,892	11,608	8,188,826
BEGINNING FUND BALANCES	68,936,862	435,855	672,399	70,045,116
ENDING FUND BALANCES	$77,100,188	$449,747	$684,007	$78,233,942


DALY CITY
CALIFORNIA
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MAJOR GOVERNMENTAL FUNDS, OTHER THAN GENERAL FUND AND SPECIAL REVENUE FUNDS

The Capital Projects Fund is used to account for financial resources to be used for the acquisition, construction or rehabilitation of major capital assets other than those financed by Proprietary Funds.

CITY OF DALY CITY
CAPITAL PROJECTS FUND
SCHEDULE OF REVENUES, EXPENDITURES
AND CHANGES IN FUND BALANCE
BUDGET AND ACTUAL
FOR THE YEAR ENDED JUNE 30, 2023

	Budget	Actual	Variance Positive (Negative)
REVENUES			
Rents and interest	$75,000	$555,266	$480,266
Federal programs and grants	$6,671,010	239,807	(6,431,203)
Receipts from other agencies	6,262,576	432,324	(5,830,252)
Charges and fees	2,231,695	1,681,511	(550,184)
Miscellaneous	560,000	1,536,169	976,169
Total Revenues	15,800,281	4,445,077	(11,355,204)
EXPENDITURES			
Capital projects	27,159,720	2,501,363	24,658,357
Total Expenditures	27,159,720	2,501,363	24,658,357
EXCESS (DEFICIENCY) OF REVENUES OVER EXPENDITURES	(11,359,439)	1,943,714	13,303,153
OTHER FINANCING SOURCES (USES)			
Transfers in	1,233,451	301,873	(931,578)
Transfers (out)	(4,220,216)	(360,579)	3,859,637
Total Other Financing Sources (Uses)	(2,986,765)	(58,706)	2,928,059
NET CHANGE IN FUND BALANCES	($14,346,204)	1,885,008	$16,231,212
BEGINNING FUND BALANCE		27,098,309	
ENDING FUND BALANCE		$28,983,317	

NONMAJOR GOVERNMENTAL FUNDS

SPECIAL REVENUE FUNDS

Special Revenue Funds are used to account for the proceeds of specific revenue sources (other than special assessments, expendable trusts, or major capital projects) that are legally restricted to expenditures for specified purposes or for which separate accounting is required by administrative action.

The City's Special Revenue Funds are as follows:

- Affordable Housing – to account for the activities of the Daly City Housing Development Finance Agency.

- Community Block Grant - to account for monies received by the City as a participant in the federal Community Development Block Grant (CDBG) program.

- Linda Vista Benefit Assessment - to account for the charges and for the costs of maintenance of storm drains in the Linda Vista Subdivision.

- Traffic Safety – to account for grant funds and vehicle impound fees authorized by State law specifically to provide traffic safety programs.

- Low and Moderate Income Housing Assets – to account for the activities of the Housing Successor Agency to the Daly City Redevelopment Agency.

CITY OF DALY CITY
NONMAJOR GOVERNMENTAL FUNDS
COMBINING BALANCE SHEET
JUNE 30, 2023

	SPECIAL REVENUE FUNDS					
	Affordable Housing	Community Block Grant	Linda Vista Benefit Assessment	Traffic Safety	Low and Moderate Income Housing Assets	Total Nonmajor Governmental Funds
ASSETS						
Cash and investments	$5,183,077		$586,005	$112,635	$823,852	$6,705,569
Accounts receivable, net		$533,125				533,125
Notes receivable		921,477				921,477
Property held for development					3,366,888	3,366,888
Total Assets	$5,183,077	$1,454,602	$586,005	$112,635	$4,190,740	$11,527,059
LIABILITIES						
Accounts payable		$168,073				$168,073
Accrued payroll	$664	4,210			$1,192	6,066
Due to other funds		360,842				360,842
Deposits payable	4,001					4,001
Total Liabilities	4,665	533,125			1,192	538,982
DEFERRED INFLOWS OF RESOURCES						
Unavailable revenue - loans		921,477				921,477
FUND BALANCES						
Restricted	5,178,412		$586,005	$112,635	4,189,548	10,066,600
Total Fund Balances	5,178,412		586,005	112,635	4,189,548	10,066,600
Total Liabilities, Deferred Inflows of Resources and Fund Balances	$5,183,077	$1,454,602	$586,005	$112,635	$4,190,740	$11,527,059

CITY OF DALY CITY
NONMAJOR GOVERNMENTAL FUNDS
COMBINING STATEMENT OF REVENUES, EXPENDITURES
AND CHANGES IN FUND BALANCES
FOR THE YEAR ENDED JUNE 30, 2023

	SPECIAL REVENUE FUNDS					
	Affordable Housing	Community Block Grant	Linda Vista Benefit Assessment	Traffic Safety	Low and Moderate Income Housing Assets	Total Nonmajor Governmental Funds
REVENUES						
Sales tax						
Rents and interest	$95,740		$10,466		$12,196	$118,402
Federal programs and grants	65,378	$1,794,755			562	1,860,695
Charges and fees			44,378	$33,360		77,738
Miscellaneous	3,450	171,627				175,077
Total Revenues	164,568	1,966,382	54,844	33,360	12,758	2,231,912
EXPENDITURES						
Public safety				17,967		17,967
Public works			24,401			24,401
Economic and community development	87,912	1,543,262			131,945	1,763,119
Debt service:						
Principal		418,000				418,000
Interest		5,121				5,121
Total Expenditures	87,912	1,966,383	24,401	17,967	131,945	2,228,608
EXCESS (DEFICIENCY) OF REVENUES OVER EXPENDITURES	76,656	(1)	30,443	15,393	(119,187)	3,304
OTHER FINANCING SOURCES (USES)						
Transfers in					247,126	247,126
Total Other Financing Sources (Uses)					247,126	247,126
NET CHANGE IN FUND BALANCES	76,656	(1)	30,443	15,393	127,939	250,430
BEGINNING FUND BALANCES	5,101,756	1	555,562	97,242	4,061,609	9,816,170
ENDING FUND BALANCES	$5,178,412		$586,005	$112,635	$4,189,548	$10,066,600

CITY OF DALY CITY
BUDGETED NONMAJOR GOVERNMENTAL FUNDS
COMBINING SCHEDULE OF REVENUES, EXPENDITURES
AND CHANGES IN FUND BALANCES
BUDGET AND ACTUAL
FOR THE YEAR ENDED JUNE 30, 2023

	AFFORDABLE HOUSING			COMMUNITY BLOCK GRANT		
	Budget	Actual	Variance Positive (Negative)	Budget	Actual	Variance Positive (Negative)
REVENUES						
Sales tax						
Rents and interest	$50,000	$95,740	$45,740			
Federal programs and grants	1,307,350	65,378	(1,241,972)	$2,342,937	$1,794,755	($548,182)
Receipts from other agencies						
Charges and fees	3,473,085		(3,473,085)			
Miscellaneous		3,450	3,450	140,595	171,627	31,032
Total Revenues	4,830,435	164,568	(4,665,867)	2,483,532	1,966,382	(517,150)
EXPENDITURES						
Public Safety						
Services and supplies						
Capital outlay						
Other charges						
Total Public Safety						
Public Works						
Services and supplies						
Capital outlay						
Other charges						
Total Public Works						
Economic and Community Development						
Salaries and benefits	54,576	53,548	1,028	547,896	298,196	249,700
Services and supplies	97,496	34,364	63,132	476,961	309,309	167,652
Other charges	5,441,983		5,441,983	791,302	586,347	204,955
Capital outlay				355,490	349,410	6,080
Debt Service:						
Principal				418,000	418,000	
Interest				5,121	5,121	
Total Economic and Community Development	5,594,055	87,912	5,506,143	2,594,770	1,966,383	628,387
Total Expenditures	5,594,055	87,912	5,506,143	2,594,770	1,966,383	628,387
EXCESS (DEFICIENCY) OF REVENUES OVER EXPENDITURES	(763,620)	76,656	840,276	(111,238)	(1)	111,237
OTHER FINANCING SOURCES (USES)						
Transfers in						
Total Other Financing Sources (Uses)						
NET CHANGE IN FUND BALANCES	($763,620)	76,656	$840,276	($111,238)	(1)	$111,237
BEGINNING FUND BALANCES		5,101,756			1	
ENDING FUND BALANCES		$5,178,412				

LINDA VISTA BENEFIT ASSESSMENT			TRAFFIC SAFETY			LOW AND MODERATE INCOME HOUSING ASSETS		
Budget	Actual	Variance Positive (Negative)	Budget	Actual	Variance Positive (Negative)	Budget	Actual	Variance Positive (Negative)
$6,921	$10,466	$3,545				$5,000	$12,196	$7,196
							562	562
44,381	44,378	(3)	$7,080	$33,360	$26,280			
			100		(100)	16,000		(16,000)
51,302	54,844	3,542	7,180	33,360	26,180	21,000	12,758	(8,242)
			28,556	12,927	15,629			
			1,146		1,146			
			5,450	5,040	410			
			35,152	17,967	17,185			
22,866	22,696	170						
4,000	1,204	2,796						
500	501	(1)						
27,366	24,401	2,965						
						100,181	100,750	(569)
						630,304	31,195	599,109
						730,485	131,945	598,540
27,366	24,401	2,965	35,152	17,967	17,185	730,485	131,945	598,540
23,936	30,443	6,507	(27,972)	15,393	43,365	(709,485)	(119,187)	590,298
						247,126	247,126	
						247,126	247,126	
$23,936	30,443	$6,507	($27,972)	15,393	$43,365	($462,359)	127,939	$590,298
	555,562			97,242			4,061,609	
	$586,005			$112,635			$4,189,548	


DALY CITY
CALIFORNIA
INCORPORATED MARCH 27 1911
GATEWAY
TO THE
PENINSULA

INTERNAL SERVICE FUNDS

Internal Service Funds are used to finance and account for special activities and services performed by a designated department for other departments in the City on a cost reimbursement basis.

The concept of major funds does not extend to internal service funds because they do not do business with outside parties. For the Statement of Activities, the net revenues or expenses of each internal service fund are eliminated by netting them against the operations of the other City departments which generated them. The remaining balance sheet items are consolidated with these same funds in the Statement of Net Position. However, internal service funds are still presented separately in the Fund financial statements.

The City's Internal Service Funds are:

- Motor Vehicles - to account for the purchase and maintenance of all motor vehicles provided as a service to City departments.

- Central Services - to account for and allocate costs related to providing mail messenger services for City departments.

- PBX - to account for services provided for the operation and maintenance of the City's telephone system.

- Building Maintenance - to account for services provided for the maintenance of City facilities.

- Information Services - to account for the distribution of computer hardware, software and operating costs to various City departments.

- Self-Insurance - to account for the costs of workers compensation, automotive, and general liability claims against the City.

- PERS Contributions - to account for the long-term debt, prepaid PERS contributions and repayments from benefiting City funds and departments resulting from the City’s PERS Obligation Bond issue.

- Pension UAL - to account for funding set-aside towards the City’s pension unfunded actuarial liability.

CITY OF DALY CITY
INTERNAL SERVICE FUNDS
COMBINING STATEMENT OF NET POSITION
JUNE 30, 2023

	Motor Vehicles	Central Services	PBX	Building Maintenance
ASSETS				
Current Assets:				
Cash and investments	$7,027,446	$350,801	$435,458	$3,470,974
Cash with fiscal agent				
Accounts receivable, net	31,657			
Inventories	134,959			59,826
Prepaids	1,830,457			
Total Current Assets	9,024,519	350,801	435,458	3,530,800
Capital Assets:				
Land				
Buildings	35,817			
Equipment	20,654,925		1,025,840	132,467
Furniture and fixtures				16,490
Subscription assets				
Construction in progress				
Total Capital Assets	20,690,742		1,025,840	148,957
Less Accumulated Depreciation	(12,386,195)		(966,145)	(89,937)
Net Capital Assets	8,304,547		59,695	59,020
Total Assets	17,329,066	350,801	495,153	3,589,820
DEFERRED OUTFLOWS OF RESOURCES				
Related to OPEB	113,144	33,278		252,910
LIABILITIES				
Current Liabilities:				
Accounts payable	163,010	5,627	5,210	65,795
Accrued payroll	13,685	2,397		39,486
Interest payable	56,792			
Accrued claims payable				
Leases payable	421,769			
Subscription liability				
PERS obligation bonds				
Total Current Liabilities	655,256	8,024	5,210	105,281
Long-Term Liabilities:				
Compensated absences	379,531			626,777
Accrued claims payable				
Net OPEB Liability	689,001	202,647		1,540,120
Leases payable	2,495,543			
Subscription liability				
Total Long-Term Liabilities	3,564,075	202,647		2,166,897
Total Liabilities	4,219,331	210,671	5,210	2,272,178
DEFERRED INFLOWS OF RESOURCES				
Related to OPEB	63,020	18,535		140,869
NET POSITION				
Net investment in capital assets	7,217,692		59,695	59,020
Restricted for debt service				
Unrestricted	5,942,167	154,873	430,248	1,370,663
Total Net Position (Deficit)	$13,159,859	$154,873	$489,943	$1,429,683

Information Services	Self-Insurance	PERS Contributions	Pension UAL	Total
$5,294,006	$19,768,276	$9,451,116	$2,000,000	$47,798,077
		118,160		118,160
150	75,688			107,495
				194,785
				1,830,457
5,294,156	19,843,964	9,569,276	2,000,000	50,048,974
	378,343			378,343
				35,817
4,425,616				26,238,848
46,614				63,104
2,419,811				2,419,811
179,992				179,992
7,072,033	378,343			29,315,915
(4,883,231)				(18,325,508)
2,188,802	378,343			10,990,407
7,482,958	20,222,307	9,569,276	2,000,000	61,039,381
73,221	6,656			479,209
48,120	112,638	254,725		655,125
20,157	5,664			81,389
		21,250		78,042
	2,622,041			2,622,041
				421,769
489,837				489,837
		4,325,000		4,325,000
558,114	2,740,343	4,600,975		8,673,203
246,656	258,207			1,511,171
	7,450,959			7,450,959
445,824	40,529			2,918,121
				2,495,543
1,450,871				1,450,871
2,143,351	7,749,695			15,826,665
2,701,465	10,490,038	4,600,975		24,499,868
40,778	3,707			266,909
248,094	378,343			7,962,844
		118,160		118,160
4,565,842	9,356,875	4,850,141	2,000,000	28,670,809
$4,813,936	$9,735,218	$4,968,301	$2,000,000	$36,751,813

CITY OF DALY CITY
INTERNAL SERVICE FUNDS
COMBINING STATEMENT OF REVENUES, EXPENSES AND
CHANGES IN FUND NET POSITION
FOR THE YEAR ENDED JUNE 30, 2023

	Motor Vehicles	Central Services	PBX	Building Maintenance
OPERATING REVENUES				
Charges to City departments	$6,680,141	$265,797	$301,556	$5,904,856
Other revenues	305,226			4,921
Total Operating Revenues	6,985,367	265,797	301,556	5,909,777
OPERATING EXPENSES				
Salaries and benefits	1,448,865	110,535		3,599,243
Services and supplies	1,918,574	126,176	61,985	1,539,156
Utilities	21,439	365	153,559	283,786
Insurance	866,748	328		10,423
Claims and settlements				
Depreciation	1,125,105		31,146	7,073
Other charges	6,543	4,867		5,366
Total Operating Expenses	5,387,274	242,271	246,690	5,445,047
Operating Income (Loss)	1,598,093	23,526	54,866	464,730
NONOPERATING REVENUES (EXPENSES)				
Intergovernmental	4,344	408		187,559
Interest income	138,902	6,451	6,992	62,521
Gain on sale of capital assets	59,771			
Loss on sale of capital assets				
Interest expense	(72,898)			
Total Nonoperating Revenues (Expenses)	130,119	6,859	6,992	250,080
Income (Loss) Before Transfers	1,728,212	30,385	61,858	714,810
Transfers in		24,955		2,445
Transfers out	(475,769)	(14,445)	(6,711)	(361,605)
Net Transfers	(475,769)	10,510	(6,711)	(359,160)
Change in Net Position	1,252,443	40,895	55,147	355,650
BEGINNING NET POSITION (DEFICITS)	11,907,416	113,978	434,796	1,074,033
ENDING NET POSITION (DEFICITS)	$13,159,859	$154,873	$489,943	$1,429,683

Information Services	Self-Insurance	PERS Contributions	Pension UAL	Total
$3,579,679	$8,978,475	$4,901,354		$30,611,858
14,831	476,379			801,357
3,594,510	9,454,854	4,901,354		31,413,215
1,745,502	699,033			7,603,178
646,509	434,757	6,158		4,733,315
79,073	1,063			539,285
413	3,350,552			4,228,464
	2,336,204			2,336,204
1,273,518				2,436,842
158,153	9,650			184,579
3,903,168	6,831,259	6,158		22,061,867
(308,658)	2,623,595	4,895,196		9,351,348
5,234	10,195			207,740
92,421	309,017	116,713		733,017
				59,771
(265,122)				(265,122)
(11,111)		(467,135)		(551,144)
(178,578)	319,212	(350,422)		184,262
(487,236)	2,942,807	4,544,774		9,535,610
76,276			$2,000,000	2,103,676
(192,788)	(105,275)	(1,000,000)		(2,156,593)
(116,512)	(105,275)	(1,000,000)	2,000,000	(52,917)
(603,748)	2,837,532	3,544,774	2,000,000	9,482,693
5,417,684	6,897,686	1,423,527		27,269,120
$4,813,936	$9,735,218	$4,968,301	$2,000,000	$36,751,813

CITY OF DALY CITY
INTERNAL SERVICE FUNDS
COMBINING STATEMENT OF CASH FLOWS
FOR THE YEAR ENDED JUNE 30, 2023

	Motor Vehicles	Central Services	PBX	Building Maintenance
CASH FLOWS FROM OPERATING ACTIVITIES				
Receipts from customers	$6,977,144	$265,797	$301,556	$5,909,847
Payments to suppliers	(4,711,560)	(131,822)	(215,690)	(1,930,022)
Payments to employees	(1,280,843)	(120,533)		(3,475,350)
Claims paid				
Cash Flows from (used for) Operating Activities	984,741	13,442	85,866	504,475
CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES				
Principal paid on noncapital debt				
Interest paid on noncapital debt				
Intergovernmental	4,344	408		187,559
Interfund receipts		24,955		2,445
Interfund payments	(475,769)	(14,445)	(6,711)	(361,605)
Cash Flows from (used for) Noncapital Financing Activities	(471,425)	10,918	(6,711)	(171,601)
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES				
Acquisition of capital assets	(2,420,949)			
Proceeds from sale of capital assets	59,771			
Issuance of lease	1,830,457			
Principal paid on subscription liabilities				
Interest paid on subscription liabilities				
Principal paid on capital debt	(200,711)			
Interest paid on capital debt	(34,377)			
Cash Flows from (used for) Capital and Related Financing Activities	(765,809)			
CASH FLOWS FROM INVESTING ACTIVITIES				
Interest income (expense)	138,902	6,451	6,992	62,521
Net Cash Flows	(113,591)	30,811	86,147	395,395
Cash and investments at beginning of period	7,141,037	319,990	349,311	3,075,579
Cash and investments at end of period	$7,027,446	$350,801	$435,458	$3,470,974
Reconciliation of operating income (loss) to net cash flows from operating activities:				
Operating income (loss)	$1,598,093	$23,526	$54,866	$464,730
Adjustments to reconcile operating income (loss) to net cash flows from operating activities:				
Depreciation	1,125,105		31,146	7,073
Change in assets and liabilities:				
Receivables, net	(8,223)			70
Inventories	(5,844)			4,700
Prepaids	(1,830,457)			
Accounts payable	(61,955)	(86)	(146)	(95,991)
Accrued claims payable				
Accrued payroll	5,556	178		3,409
Compensated absences	197,063			197,815
OPEB related items	(34,597)	(10,176)		(77,331)
Cash Flows from (used for) Operating Activities	$984,741	$13,442	$85,866	$504,475
NONCASH TRANSACTIONS				
Subscription assets				
Subscription liabilities				
Retirement of capital assets				

Information Services	Self-Insurance	PERS Contributions	Pension UAL	Total
$3,594,360	$9,404,088	$4,901,354		$31,354,146
(1,067,474)	(3,698,040)	(2,500)		(11,757,108)
(1,681,841)	(490,860)			(7,049,427)
	(2,750,204)			(2,750,204)
845,045	2,464,984	4,898,854		9,797,407
		(3,925,000)		(3,925,000)
		(486,420)		(486,420)
5,234	10,195			207,740
76,276			$2,000,000	2,103,676
(192,788)	(105,275)	(1,000,000)		(2,156,593)
(111,278)	(95,080)	(5,411,420)	2,000,000	(4,256,597)
(100,595)				(2,521,544)
				59,771
				1,830,457
(479,103)				(479,103)
(11,111)				(11,111)
				(200,711)
				(34,377)
(590,809)				(1,356,618)
92,421	309,017	116,713		733,017
235,379	2,678,921	(395,853)	2,000,000	4,917,209
5,058,627	17,089,355	9,965,129		42,999,028
$5,294,006	$19,768,276	$9,569,276	$2,000,000	$47,916,237
($308,658)	$2,623,595	$4,895,196		$9,351,348
1,273,518				2,436,842
(150)	(50,766)			(59,069)
				(1,144)
				(1,830,457)
(183,326)	97,982	3,658		(239,864)
	(414,000)			(414,000)
5,847	1,353			16,343
80,200	208,857			683,935
(22,386)	(2,037)			(146,527)
$845,045	$2,464,984	$4,898,854		$9,797,407
$1,328,754				$1,328,754
($1,328,754)				($1,328,754)
($265,122)				($265,122)


DALY CITY
CALIFORNIA
INCORPORATED MARCH 27 1911
GATEWAY
TO THE
PENINSULA

CUSTODIAL FUNDS

Custodial Funds account for assets held by the City as agent for individuals, governmental entities, and nonpublic organizations. Custodial funds are required to be presented separately from the Government-wide and Fund financial statements.

These funds include the following:

- Billing Services – a custodial fund to account for the cash temporarily held by the City in its role as billing agent for garbage collection services provided by Republic Services Group.

- Supporters of Senior Center – a custodial fund to reflect cash held by the City in its role as fiscal agent for the Supporters of Doelger Senior Center, a private nonprofit organization benefiting seniors in Daly City. The Supporters stablish how the sources can be expended and approve disbursements from the account.

CITY OF DALY CITY
CUSTODIAL FUNDS
COMBINING STATEMENT OF NET POSITION
JUNE 30, 2023

	Billing Services	Supporters of Senior Center	Total
ASSETS			
Current Assets:			
Cash and investments	$1,527,126	$524,011	$2,051,137
Accounts receivable, net	2,806,675	90,000	2,896,675
Total Assets	4,333,801	614,011	4,947,812
LIABILITIES			
Current Liabilities:			
Accounts payable	4,333,801	2,279	4,336,080
Total Liabilities	4,333,801	2,279	4,336,080
NET POSITION			
Restricted for other organizations		611,732	611,732
Total Net Position (Deficit)		$611,732	$611,732

CITY OF DALY CITY
CUSTODIAL FUNDS
COMBINING STATEMENT OF CHANGES IN NET POSITION
FOR THE YEAR ENDED JUNE 30, 2023

	Billing Services	Supporters of Senior Center	Total
ADDITIONS			
Receipts from other agencies		$90,000	$90,000
Total Additions		90,000	90,000
DEDUCTIONS			
Culture and recreation		1,397	1,397
Total Deductions		1,397	1,397
Change in Net Position		88,603	88,603
BEGINNING NET POSITION		523,129	523,129
ENDING NET POSITION (DEFICITS)		$611,732	$611,732


DALY CITY
CALIFORNIA
INCORPORATED MARCH 27 1911
GATEWAY
TO THE
PENINSULA

STATISTICAL SECTION

This part of the City's Annual Comprehensive Financial Report presents detailed information as a context for understanding what the information in the financial statements, note disclosures, and required supplementary information says about the City's overall financial health. In contrast to the financial section, the statistical section information is not subject to independent audit.

Financial Trends
These schedules contain trend information to help the reader understand how the City's financial performance and well-being have changed over time:

1. Net Position by Component
2. Changes in Net Position
3. Fund Balances of Governmental Funds
4. Changes in Fund Balance of Governmental Funds

Revenue Capacity
These schedules contain information to help the reader assess the City's most significant local revenue source, the property tax:

1. Assessed Value of Taxable Real Property
2. Direct and Overlapping Property Tax Rates
3. Principal Property Tax Payers
4. Property Tax Levies and Collections

Debt Capacity
These schedules present information to help the reader assess the affordability of the City's current levels of outstanding debt and the City's ability to issue additional debt in the future:

1. Ratio of Outstanding Debt by Type
2. Ratio of General Bonded Debt Outstanding
3. Computation of Direct and Overlapping Debt
4. Computation of Legal Bonded Debt Margin
5. Water Utility District

Demographic and Economic Information
These schedules offer demographic and economic indicators to help the reader understand the environment within which the City's financial activities take place:

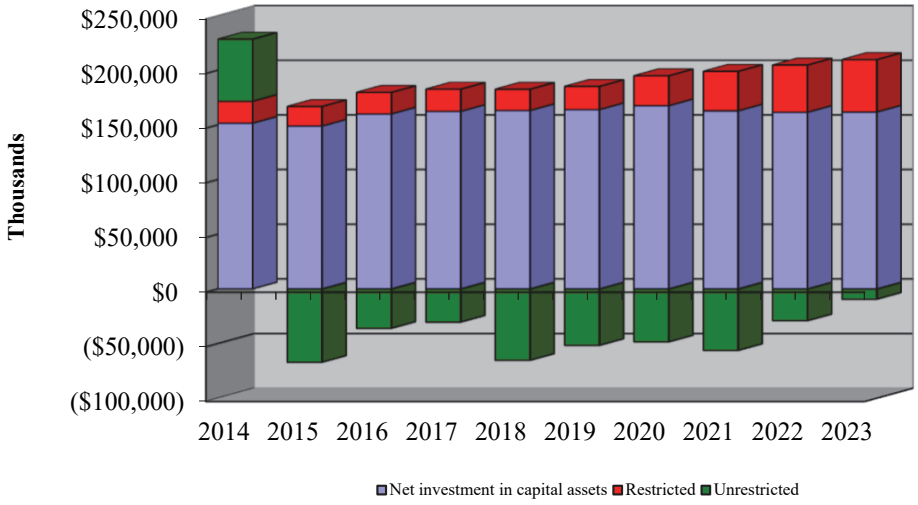
1. Demographic and Economic Statistics
2. Principal Employers

Operating Information
These schedules contain service and infrastructure data to help the reader understand how the information in the City's financial report relates to the services the City provides and the activities it performs:

1. Full-Time City Government Employees by Function
2. Operating Indicators by Function/Program
3. Capital Asset Statistics by Function/Program

Sources
Unless otherwise noted, the information in these schedules is derived from the Annual Comprehensive Financial Reports for the relevant year.

CITY OF DALY CITY
Net Position by Component
Last Ten Fiscal Years
(Accrual Basis of Accounting)



	2014	2015	2016	2017	2018
Governmental activities					
Net investment in capital assets	$84,272,501	$82,583,587	$94,823,140	$97,821,524	$97,958,640
Restricted	20,021,555	17,933,727	19,744,996	20,315,097	19,491,867
Unrestricted	22,495,121	(88,028,802)	(64,966,915)	(62,902,410)	(92,551,797)
Total governmental activities net position	$126,789,177	$12,488,512	$49,601,221	$55,234,211	$24,898,710
Business-type activities					
Net investment in capital asset	$67,235,990	$66,278,166	$65,118,626	$64,499,223	$65,137,866
Restricted	11,229	11,231	11,250	11,250	11,281
Unrestricted	34,392,335	20,914,381	28,846,650	32,508,857	27,207,951
Total business-type activities net position	$101,639,554	$87,203,778	$93,976,526	$97,019,330	$92,357,098
Primary government					
Net investment in capital assets	$151,508,491	$148,861,753	$159,941,766	$162,320,747	$163,096,506
Restricted	20,032,784	17,944,958	19,756,246	20,326,347	19,503,148
Unrestricted	56,887,456	(67,114,421)	(36,120,265)	(30,393,553)	(65,343,846)
Total primary government net position	$228,428,731	$99,692,290	$143,577,747	$152,253,541	$117,255,808

	2019	2020	2021	2022	2023
Governmental activities					
Net investment in capital assets	$97,757,236	$100,413,948	$96,788,966	$96,249,039	$96,664,081
Restricted	21,237,769	27,367,081	36,133,323	41,351,763	45,536,946
Unrestricted	(76,426,827)	(76,136,850)	(87,745,203)	(74,481,450)	(64,018,657)
Total governmental activities net position	$42,568,178	$51,644,179	$45,177,086	$63,119,352	$78,182,370
Business-type activities					
Net investment in capital assets	$66,160,150	$67,108,189	$66,028,084	$65,244,523	$65,069,161
Restricted	11,387	11,325	11,324	1,886,963	2,442,739
Unrestricted	24,735,488	27,617,595	31,433,874	45,343,377	54,584,785
Total business-type activities net position	$90,907,025	$94,737,109	$97,473,282	$112,474,863	$122,096,685
Primary government					
Net investment in capital assets	$163,917,386	$167,522,137	$162,817,050	$161,493,562	$161,733,242
Restricted	21,249,156	27,378,406	36,144,647	43,238,726	47,979,685
Unrestricted	(51,691,339)	(48,519,255)	(56,311,329)	(29,138,073)	(9,433,872)
Total primary government net position	$133,475,203	$146,381,288	$142,650,368	$175,594,215	$200,279,055

CITY OF DALY CITY
Changes in Net Position
Last Ten Fiscal Years
(Accrual Basis of Accounting)

	For the Fiscal Year Ended June 30,			
	2014	2015	2016	2017
Expenses				
Governmental activities:				
General government	$10,889,822	$9,669,627	$10,685,635	$7,972,197
Public safety	42,704,694	43,774,625	45,867,228	63,616,023
Public works	5,597,137	7,579,522	8,196,165	7,573,579
Streets and infrastructure	3,318,214	3,466,347	4,014,914	3,335,132
Culture and recreation	13,350,277	11,621,738	12,263,494	10,221,420
Economic and community development	3,592,174	4,718,470	4,099,948	3,083,160
Nondepartmental				
Interest on long term debt	166,114	172,642	40,000	
Total governmental activities expenses	79,618,432	81,002,971	85,167,384	95,801,511
Business-type activities:				
Water	13,337,352	14,451,497	16,082,814	14,954,595
Civic center	841,901	853,913	892,003	800,786
Transfer station	165,477	178,290	37,579	206,918
Sanitation district	18,262,624	18,629,686	14,325,333	16,357,133
Total business-type activities expenses	32,607,354	34,113,386	31,337,729	32,319,432
Total primary government expenses	$112,225,786	$115,116,357	$116,505,113	$128,120,943
Program Revenues				
Governmental activities:				
Charges for services:				
General government	$1,034,252	$5,054,225	$4,074,661	$3,850,838
Public safety	4,454,105	5,403,840	6,490,600	6,833,086
Public works	1,036,109	1,528,698	2,524,779	994,308
Streets and infrastructure	1,135,335	1,283,105	1,528,812	1,432,015
Culture and recreation	2,812,145	2,989,174	3,162,473	2,906,739
Economic and community development	2,243,212	4,961,729	6,162,433	4,645,536
Operating grants and contributions	7,901,753	8,467,395	6,311,937	6,293,562
Capital grants and contributions	325,832	3,355,718	2,492,055	1,824,697
Total governmental activities program revenues	20,942,743	33,043,884	32,747,750	28,780,781
Business-type activities:				
Charges for services:				
Water	18,095,452	18,731,931	16,645,244	17,186,882
Civic center	834,950	976,374	695,906	676,391
Transfer station	375,000	375,000	281,250	
Sanitation district	16,676,480	18,416,575	19,695,887	19,284,396
Operating grants and contributions				
Total business-type activities program revenues	35,981,882	38,499,880	37,318,287	37,147,669
Total primary government program revenues	$56,924,625	$71,543,764	$70,066,037	$65,928,450
Net (Expense)/Revenue				
Governmental activities	($58,675,689)	($47,959,087)	($52,419,634)	($67,020,730)
Business-type activities	3,374,528	4,386,494	5,980,558	4,828,237
Total primary government net expense	($55,301,161)	($43,572,593)	($46,439,076)	($62,192,493)

(a) Beginning in fiscal year 2020, Streets and Infrastructures is reported with Public Works.

For the Fiscal Year Ended June 30,					
2018	2019	2020	2021	2022	2023
$11,936,041	$12,476,872	$12,998,948	$13,339,758	$14,340,037	$14,303,115
55,603,978	56,118,396	65,368,018	67,486,476	58,797,739	70,765,037
10,963,753	12,218,279	14,216,669	17,734,741	16,152,556	15,855,694
2,198,287	1,955,081 (a)	(a)			
12,412,166	12,446,541	12,597,628	10,761,931	14,579,848	16,742,550
5,194,603	4,107,836	4,649,920	5,193,416	7,500,998	6,884,119
1,373,040	1,230,480	1,160,227	820,486	729,892	578,865
99,681,868	100,553,485	110,991,410	115,336,808	112,101,070	125,129,380
17,406,932	15,811,469	17,107,407	16,761,016	15,284,885	18,874,866
961,868	792,490	832,870	863,506	935,680	997,790
266,241	234,590	28,709	(213)		
22,460,549	23,578,769	26,304,502	28,264,570	20,832,712	30,021,570
41,095,590	40,417,318	44,273,488	45,888,879	37,053,277	49,894,226
$140,777,458	$140,970,803	$155,264,898	$161,225,687	$149,154,347	$175,023,606
$4,459,835	$664,292	$743,003	$422,110	$724,161	$625,126
7,140,073	5,780,948	6,619,952	5,371,364	5,430,260	5,273,795
1,304,594	1,355,782	4,062,420	4,113,341	4,118,081	3,559,037
1,705,245	1,244,532 (a)	(a)			
3,115,467	2,859,075	2,105,126	502,031	1,495,986	2,127,987
4,582,767	3,900,404	4,704,318	4,054,903	4,171,831	3,287,643
6,774,088	11,518,920	17,017,844	18,280,149	18,038,910	16,099,060
1,233,529	5,520,111	4,597,424	2,472,075	7,696,982	6,952,706
30,315,598	32,844,064	39,850,087	35,215,973	41,676,211	37,925,354
18,879,659	20,671,704	23,385,773	23,672,903	25,984,982	27,892,142
589,569	801,304	844,360	881,616	1,341,880	1,318,174
21,507,323	22,712,582	22,679,620	23,364,666	23,623,875	25,132,013
				2,119,416	2,062,587
40,976,551	44,185,590	46,909,753	47,919,185	53,070,153	56,404,916
$71,292,149	$77,029,654	$86,759,840	$83,135,158	$94,746,364	$94,330,270
($69,366,270)	($67,709,421)	($71,141,323)	($80,120,835)	($70,424,859)	($87,204,026)
(119,039)	3,768,272	2,636,265	2,030,306	16,016,876	6,510,690
($69,485,309)	($63,941,149)	($68,505,058)	($78,090,529)	($54,407,983)	($80,693,336)

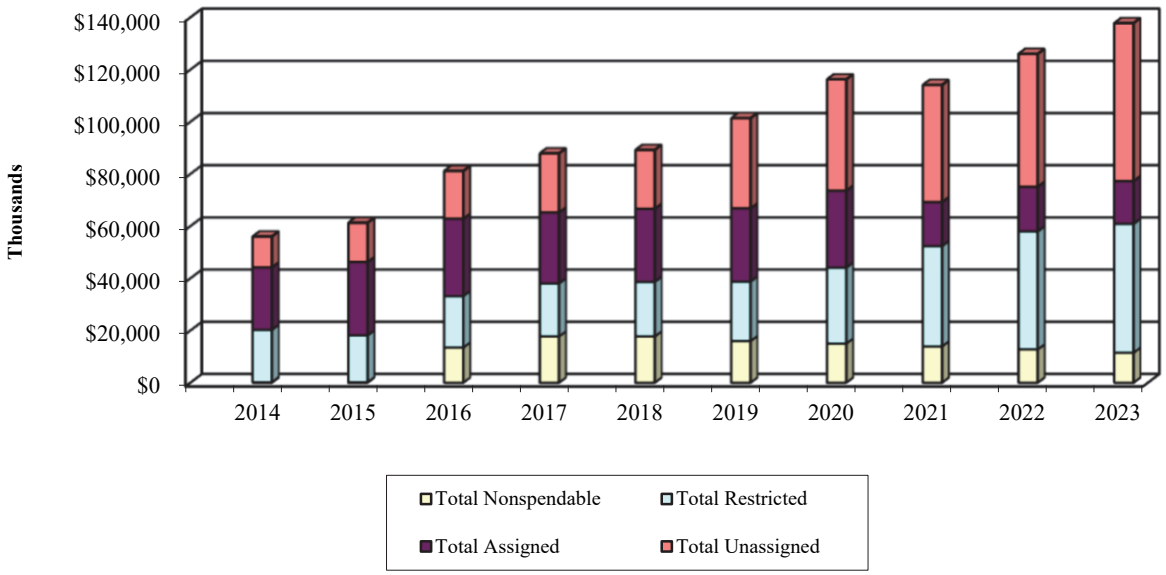
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CITY OF DALY CITY
Changes in Net Position
(continued)
Last Ten Fiscal Years
(Accrual Basis of Accounting)

	For the Fiscal Year Ended June 30,			
	2014	2015	2016	2017
General Revenues and Other Changes in Net Position				
Governmental activities:				
Taxes:				
Property taxes	$26,609,070	$29,327,703	$29,591,108	$31,417,252
Sales taxes	12,594,335	12,379,135	13,688,644	13,805,186
Utility users tax	6,422,821	6,399,410	6,099,207	6,299,448
Franchise fees	3,663,247	3,675,411	3,828,424	3,878,461
Other taxes	5,247,886	5,322,471	5,761,695	6,017,318
Motor vehicle in-lieu		44,416		
Investment earnings	925,838	467,009	828,112	700,994
Other revenues	3,936,433	1,061,054	1,110,702	1,379,422
Transfers	2,853,466	2,983,597	2,060,161	4,616,272
Gain/(Loss) on sale of property		(3,003,763)	41,913	
Extraordinary or Special item			26,522,377	
Total government activities	62,253,096	58,656,443	89,532,343	68,114,353
Business-type activities:				
Property taxes	1,558,773	1,713,895	1,754,195	1,859,194
Investment earnings	493,501	265,045	385,674	196,380
Other revenues	918,589	2,350,952	712,482	775,265
Gain/(Loss) on sale of property	5,065			
Transfers	(2,853,466)	(2,983,597)	(2,060,161)	(4,616,272)
Extraordinary item or special item				4,579,613
Total business-type activities	122,462	1,346,295	792,190	2,794,180
Total primary government	$62,375,558	$60,002,738	$90,324,533	$70,908,533
Change in Net Position				
Governmental activities	$3,577,407	$10,697,356	$37,112,709	$1,093,623
Business-type activities	3,496,990	5,732,789	6,772,748	7,622,417
Total primary government	$7,074,397	$16,430,145	$43,885,457	$8,716,040

For the Fiscal Year Ended June 30,					
2018	2019	2020	2021	2022	2023
$33,069,899	$36,699,766	$37,261,483	$33,949,879	$45,611,135	$48,895,101
15,232,989	17,699,000	16,371,691	18,566,645	24,157,170	25,774,755
5,977,178	5,906,694	5,769,697	5,912,945	6,008,575	6,934,379
4,022,440	4,178,006	4,536,241	4,255,982	4,909,174	5,016,118
6,408,495	6,854,372	7,278,295	7,300,774	7,587,013	8,268,611
1,058,264	3,113,786	4,581,480	(109,320)	(4,574,540)	3,529,876
1,614,584	1,685,805	1,360,090	1,150,745	2,059,402	2,454,244
2,188,873	1,524,773	3,058,347	2,282,058	2,574,893	1,393,960
217,111	11,639		344,034	34,303	
69,789,833	77,673,841	80,217,324	73,653,742	88,367,125	102,267,044
1,957,737	2,172,460	2,254,033	2,335,681	2,415,701	2,620,296
268,803	1,096,328	1,518,068	7,164	(1,374,982)	1,067,422
914,539	742,688	478,919	643,228	517,376	815,175
		1,146	1,852	1,503	2,199
(2,188,873)	(1,524,773)	(3,058,347)	(2,282,058)	(2,574,893)	(1,393,960)
952,206	2,486,703	1,193,819	705,867	(1,015,295)	3,111,132
$70,742,039	$80,160,544	$81,411,143	$74,359,609	$87,351,830	$105,378,176
$423,563	$9,964,420	$9,076,001	($6,467,093)	$17,942,266	$15,063,018
833,167	6,254,975	3,830,084	2,736,173	15,001,581	9,621,822
$1,256,730	$16,219,395	$12,906,085	($3,730,920)	$32,943,847	$24,684,840

CITY OF DALY CITY
Fund Balances of Governmental Funds
Last Ten Fiscal Years
(Modified Accrual Basis of Accounting)



	2014	2015	2016	2017	2018
General Fund					
Nonspendable	$186,129	$194,403	$13,453,512	$17,721,519	$17,684,920
Restricted					3,016,958
Assigned	12,103,389	12,220,256	12,098,569	12,111,209	12,047,395
Unassigned	11,838,923	15,059,052	18,329,649	22,681,817	22,589,341
Total General Fund	$24,128,441	$27,473,711	$43,881,730	$52,514,545	$55,338,614
All Other Governmental Funds					
Nonspendable			$2,211	$6,998	$29,668
Restricted	$20,021,531	$17,933,698	19,742,741	20,304,044	17,897,042
Assigned	11,873,724	15,906,433	17,525,314	15,076,221	15,972,732
Unassigned				2,072	
Total all other governmental funds	$31,895,255	$33,840,131	$37,270,266	$35,389,335	$33,899,442
All Governmental Funds					
Total Nonspendable	$186,129	$194,403	$13,455,723	$17,728,517	$17,714,588
Total Restricted	20,021,531	17,933,698	19,742,741	20,304,044	20,914,000
Total Assigned	23,977,113	28,126,689	29,623,883	27,187,430	28,020,127
Total Unassigned	11,838,923	15,059,052	18,329,649	22,683,889	22,589,341
Total All Governmental Funds	$56,023,696	$61,313,842	$81,151,996	$87,903,880	$89,238,056

(a) The change in total fund balance for the General Fund and other governmental funds is explained in Management's Discussion and Analysis.

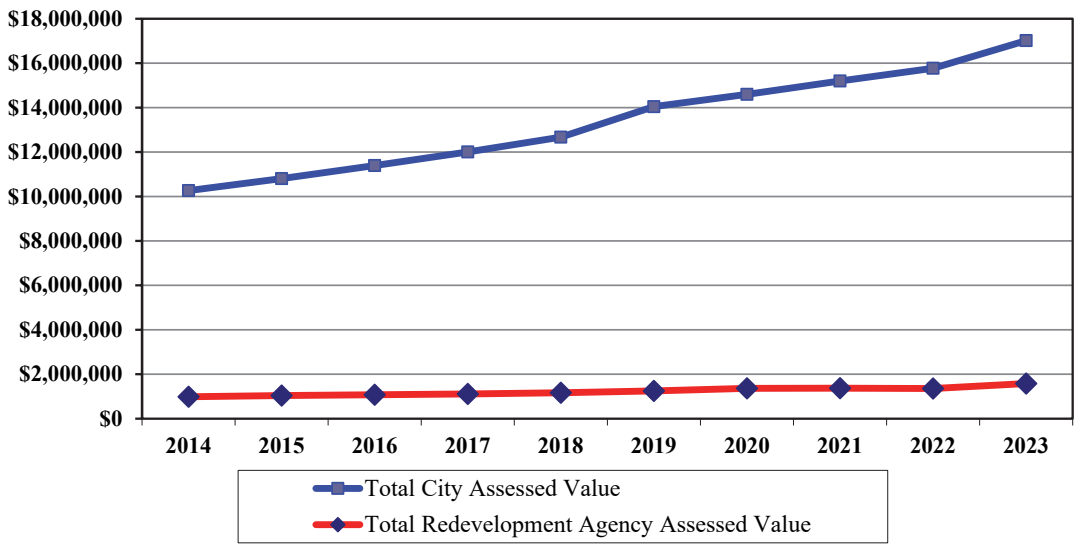
For the Fiscal Year Ended June 30,					
2019	**2020**	**2021**	**2022**	**2023**	
$15,927,953	$14,955,064	$13,875,487	$12,728,449	$11,451,441	
3,198,748	3,382,363	3,746,447	5,332,892	5,477,007	
12,291,473	12,663,807	375,051	1,055,425	754,432	
34,684,815	42,666,860	44,913,148	50,928,350	60,551,062	
$66,102,989	$73,668,094	$62,910,133	$70,045,116	$78,233,942	(a)
$29,738	$34,625	$25,184	$24,801	$28,151	
19,592,976	25,695,472	34,689,298	39,903,527	43,891,822	
15,753,688	16,870,159	16,491,889	16,069,890	15,664,989	
(86,950)		(114)			
$35,289,452	$42,600,256	$51,206,257	$55,998,218	$59,584,962	(a)
$15,957,691	$14,989,689	$13,900,671	$12,753,250	$11,479,592	
22,791,724	29,077,835	38,435,745	45,236,419	49,368,829	
28,045,161	29,533,966	16,866,940	17,125,315	16,419,421	
34,597,865	42,666,860	44,913,034	50,928,350	60,551,062	
$101,392,441	$116,268,350	$114,116,390	$126,043,334	$137,818,904	

CITY OF DALY CITY
Changes in Fund Balance of Governmental Funds
Last Ten Fiscal Years
(Modified Accrual Basis of Accounting)

	For the Fiscal Year Ended June 30,			
	2014	2015	2016	2017
Revenues				
Taxes	$58,493,320	$60,767,789	$61,030,589	$63,536,267
Licenses, permits and fees	1,697,703	2,679,745	2,889,367	3,023,889
Fines and forfeitures	2,301,580	2,740,510	3,442,372	3,850,382
Use of money and property	1,864,656	1,499,885	1,841,802	1,636,285
Intergovernmental revenues	3,511,403	6,092,246	4,218,152	5,526,235
Charges for services	7,757,549	12,763,912	14,632,874	9,771,337
Other	4,615,471	5,307,064	5,527,147	4,989,727
Total Revenues	80,241,682	91,851,151	93,582,303	92,334,122
Expenditures				
Current:				
General government	10,882,785	9,495,891	10,777,041	10,067,504
Public safety	42,737,888	44,972,711	49,047,952	50,681,833
Public works	4,712,465	7,053,586	7,589,698	8,480,954
Culture and recreation	11,932,443	10,085,356	10,569,151	10,802,067
Community development	3,896,212	4,917,443	4,306,935	4,340,191
Capital projects	4,149,538	4,359,239	5,726,698	10,019,069
Debt service:				
Principal repayment	227,000	244,000	260,000	279,000
Interest and fiscal charges	170,919	235,066	28,730	41,216
Total Expenditures	78,709,250	81,363,292	88,306,205	94,711,834
Excess (deficiency) of revenues over (under) expenditures	1,532,432	10,487,859	5,276,098	(2,377,712)
Other Financing Sources (Uses)				
Sale of property		(3,003,763)	1,600	262,490
Amount paid to State		(3,750,000)		
Transfers in	5,523,006	6,306,265	5,561,713	6,633,748
Transfers out	(5,369,677)	(4,750,215)	(4,776,760)	(2,346,255)
Total other financing sources (uses)	153,329	(5,197,713)	786,553	4,549,983
Extraordinary items				
Assets transferred to/liabilities assumed by Successor Agency				4,579,613
Net Change in fund balances	$1,685,761	$5,290,146	$6,062,651	$6,751,884
Debt service as a percentage of noncapital expenditures	0.5%	0.6%	0.3%	0.3%

For the Fiscal Year Ended June 30,					
2018	2019	2020	2021	2022	2023
$66,939,056	$75,573,768	$75,484,516	$74,390,755	$96,655,679	$103,763,854
2,727,875	2,970,667	3,013,080	2,981,237	3,015,932	2,672,412
3,678,828	3,379,319	3,700,904	3,040,526	2,329,138	2,628,742
2,040,295	3,831,438	5,007,732	564,446	(2,672,633)	4,100,403
5,378,283	8,922,550	14,405,495	13,652,973	14,248,317	11,555,716
9,992,458	11,417,260	12,764,998	9,035,012	9,958,944	9,446,298
6,785,029	2,293,810	1,936,781	2,824,687	4,853,670	3,426,969
97,541,824	108,388,812	116,313,506	106,489,636	128,389,047	137,594,394
10,259,919	9,076,400	10,354,151	12,823,394	13,442,306	14,274,854
51,147,772	54,547,977	56,894,801	63,791,207	68,828,825	70,593,526
8,895,892	9,173,452	9,588,658	9,426,845	9,984,304	10,962,873
10,637,826	11,624,964	11,946,087	10,196,627	13,350,626	15,300,173
5,115,492	4,531,036	4,841,980	5,476,383	7,476,122	6,777,669
6,927,154	7,201,911	10,683,817	9,639,122	6,155,124	8,573,451
298,000	319,000	341,000	365,000	458,851	751,164
38,672	35,165	29,838	23,020	18,134	31,991
93,320,727	96,509,905	104,680,332	111,741,598	119,714,292	127,265,701
4,221,097	11,878,907	11,633,174	(5,251,962)	8,674,755	10,328,693
179,922	11,639		379,095		
4,030,049	6,278,010	8,486,521	13,712,986	17,645,383	7,740,180
(7,096,892)	(6,014,171)	(5,243,786)	(10,992,079)	(14,393,194)	(6,293,303)
(2,886,921)	275,478	3,242,735	3,100,002	3,252,189	1,446,877
$1,334,176	$12,154,385	$14,875,909	($2,151,960)	$11,926,944	$11,775,570
0.4%	0.4%	0.4%	0.4%	0.4%	0.6%

CITY OF DALY CITY
ASSESSED VALUE OF TAXABLE REAL PROPERTY
LAST TEN FISCAL YEARS
(in thousand dollars)



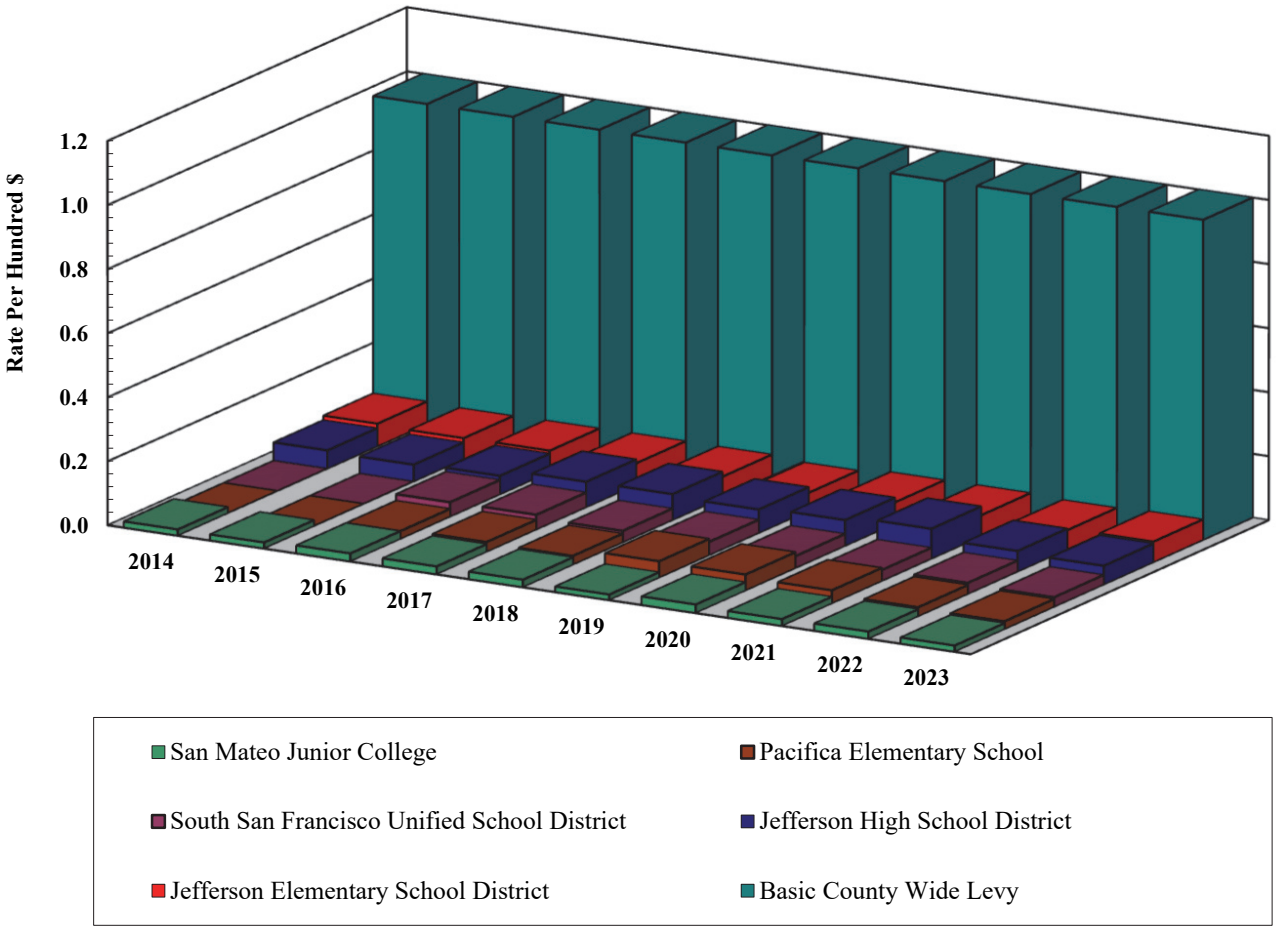
Fiscal Year Ended June 30	City				Redevelopment Agency				Total Direct Tax Rate (2)
	Secured	Unsecured	Exemptions	Total Assessed Value (1)	Secured	Unsecured	Exemptions	Total Assessed Value (1)	
2014	$8,951,230	$227,850	$100,563	$9,279,643	$929,050	$51,354	$6,413	$986,817	1.00%
2015	9,426,340	239,970	99,548	9,765,858	980,736	53,445	6,373	1,040,554	1.00%
2016	9,962,576	257,377	98,669	10,318,622	1,011,512	57,075	6,370	1,074,957	1.00%
2017	10,556,650	238,395	97,391	10,892,436	1,050,088	56,063	6,304	1,112,455	1.00%
2018	11,167,466	240,562	96,204	11,504,232	1,102,164	59,029	6,066	1,167,259	1.00%
2019	12,442,279	258,770	95,428	12,796,477	1,175,698	6,187	6,038	1,247,923	1.00%
2020	12,878,232	259,710	94,427	13,232,369	1,294,087	65,154	6,016	1,365,257	1.00%
2021	13,483,669	252,523	93,566	13,829,758	1,299,577	64,182	5,985	1,369,744	1.00%
2022	14,077,399	243,862	93,499	14,414,760	1,304,636	45,533	5,974	1,356,143	1.00%
2023	15,108,819	234,239	92,707	15,435,765	1,517,826	57,274	6,079	1,581,179	1.00%

(1) The State Constitution requires properties to be assessed at one hundred percent of the most recent purchase price, plus an increment of no more than two percent annually. These values are considered to be full market values.

(2) California cities do not set their own direct tax rate. The State Constitution establishes the rate at 1% and allocates a portion of that amount by an annual calculation to all the taxing entities within a tax rate area.

Source: San Mateo County Controller's Office Annual Publication: Tax Rates and Valuation of Taxable Property

CITY OF DALY CITY
DIRECT AND OVERLAPPING PROPERTY TAX RATES
(Rate per $100 of Assessed Value)
LAST TEN FISCAL YEARS



Fiscal Year	Basic County Wide Levy	Jefferson Elementary School District	Jefferson High School District	San Mateo Junior College	South San Francisco Unified School District	Pacifica Elementary School	Total
2014	1.0000	0.0713	0.0574	0.0194			1.1481
2015	1.0000	0.0662	0.0530	0.0190			1.1382
2016	1.0000	0.0674	0.0583	0.0250	0.0457	0.0250	1.2214
2017	1.0000	0.0680	0.0800	0.0247	0.0467	0.0311	1.2505
2018	1.0000	0.0663	0.0816	0.0235	0.0366	0.0281	1.2361
2019	1.0000	0.0563	0.0739	0.0175	0.0422	0.0517	1.2416
2020	1.0000	0.0667	0.0811	0.0267	0.0381	0.0505	1.2631
2021	1.0000	0.0667	0.0942	0.0213	0.0350	0.0415	1.2587
2022	1.0000	0.0603	0.0650	0.0227	0.0352	0.0288	1.2120
2023	1.0000	0.0647	0.0589	0.0193	0.0306	0.0250	1.1985

Notes: In 1979, State Proposition 13 amended the constitution to provide that the general tax rate be limited to one percent of market value, distributed among all tax agencies. Assessed valuation is set at 100 percent of market value at transfer of title and the tax rate is $1 per $100 of assessed value.

The City of Daly City has 67 tax code areas, many with different rates because of differing school district boundaries. The highest tax rate is shown here.

Source: San Mateo County Controller's Office Annual Publication: Tax Rates and Valuation of Taxable Property

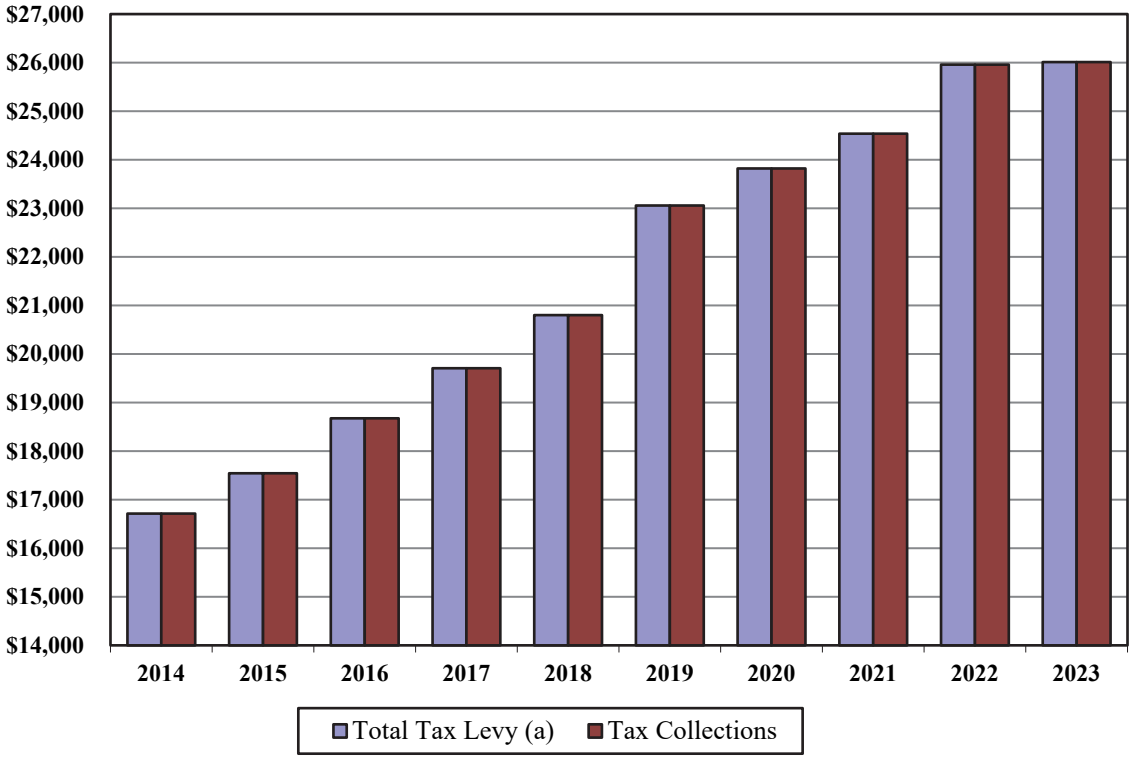
CITY OF DALY CITY
Principal Property Tax Payers
Ten Year History

	2022-23			2013-2014		
Taxpayer	**Taxable Assessed Value**	**Rank**	**Percentage of Total City Taxable Assessed Value**	**Taxable Assessed Value**	**Rank**	**Percentage of Total City Taxable Assessed Value**
Daly City Serramonte Center LLC	$498,183,967	1	3.25%	$183,596,349	1	2.00%
Westlake Assoc Lessee	296,360,733	2	1.93%	124,351,219	3	1.35%
Kimco Westlake Lp	177,973,934	3	1.16%	153,372,592	2	1.67%
SMC Coastside Properties LLC	167,790,000	4	1.09%			
BP3-SF7 2001 JS Owner LLC	122,767,132	5	0.80%			
Skyline Heights Llc	97,069,886	6	0.63%			
Westlake Skyline Plaza LLC	73,285,216	7	0.48%			
SP Peninsula Del Rey LLC	71,026,971	8	0.46%			
Daly City Partners LLC	54,986,692	9	0.36%			
EQR Hillside LP	47,238,197	10	0.31%	40,364,220	8	0.44%
DB Real Estate Pacific Plaza P	-			86,054,399	4	0.94%
Century Theaters Inc Lessee	-			59,884,610	5	0.65%
Wasl Daly City Investors V	-			56,600,651	6	0.62%
Seton Medical Center	-			42,213,102	7	0.46%
Serramonte Corp Center LLC	-			39,826,520	9	0.43%
Daly Skyline Assoc LLC				39,574,436	10	0.43%
Subtotal	$1,606,682,728		10.47%	$825,838,098		9.00%

Total Assessed Valuation:
Fiscal Year 2022-2023 $15,343,058,026
Fiscal Year 2013-2014 $9,179,079,455

Source: San Mateo County Assessor Fiscal Year Combined Tax Rolls
MuniServices, LLC

CITY OF DALY CITY
PROPERTY TAX LEVIES AND COLLECTIONS
LAST TEN FISCAL YEARS
(in thousand dollars)



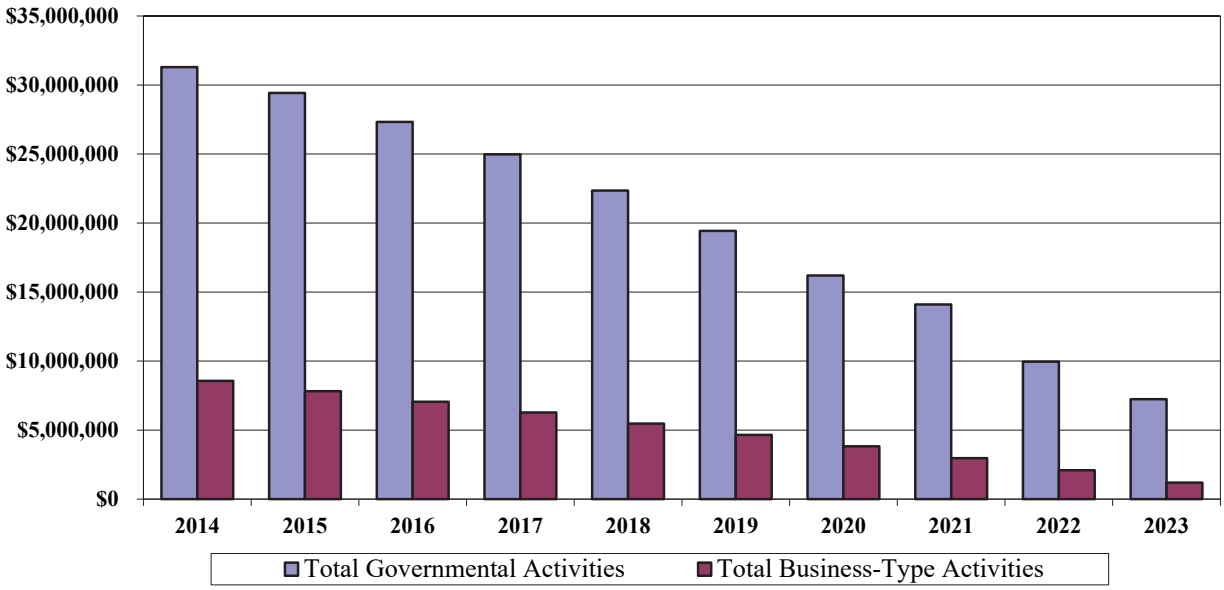
Fiscal Year	Total Tax Levy (a)	Current Tax Collections	Percent of Levy Collected	Delinquent Tax Collections	Total Tax Collections	Percent of Total Tax Collections to Tax Levy
2014	$16,713	$16,713	100.00%		$16,713	100.00%
2015	17,543	17,543	100.00%		17,543	100.00%
2016	18,675	18,675	100.00%		18,675	100.00%
2017	19,707	19,707	100.00%		19,707	100.00%
2018	20,800	20,800	100.00%		20,800	100.00%
2019	23,057	23,057	100.00%		23,057	100.00%
2020	23,820	23,820	100.00%		23,820	100.00%
2021	24,536	24,536	100.00%		24,536	100.00%
2022	25,959	25,959	100.00%		25,959	100.00%
2023	26,011	26,011	100.00%		26,011	100.00%

Source: City of Daly City

NOTE: Current tax collections beginning in 1993 have been reduced by a mandatory tax reallocation imposed by the State of California

(a) Beginning fiscal year 1995, the County began providing the City 100% of its tax levy under the "Teeter Plan", an agreement which allows the County to keep all interest and delinquenc charges collected.

CITY OF DALY CITY
Ratio of Outstanding Debt by Type
Last Ten Fiscal Years



	Governmental Activities			
Fiscal Year	Leases Payable	HUD Section 108 Loan	PERS Pension Obligation Bonds	Total
2014		$2,914,000	$28,380,000	$31,294,000
2015		2,670,000	26,755,000	29,425,000
2016		2,410,000	24,915,000	27,325,000
2017		2,131,000	22,845,000	24,976,000
2018		1,833,000	20,520,000	22,353,000
2019		1,514,000	17,920,000	19,434,000
2020		1,173,000	15,025,000	16,198,000
2021	$1,483,056	808,000	11,810,000	14,101,056
2022	1,287,566	418,000	8,250,000	9,955,566
2023	2,917,312		4,325,000	7,242,312

	Business-Type Activities					
Fiscal Year	Water Revenue Bond	State Water Resources Board Loan	Total	Total Primary Government	Percentage of Personal Income (a)	Per Capita (a)
2014	$5,815,000	$2,748,449	$8,563,449	$39,857,449	1.33%	$379.32
2015	5,290,000	2,528,282	7,818,282	37,243,282	1.22%	351.98
2016	4,750,000	2,302,610	7,052,610	34,377,610	0.90%	316.73
2017	4,205,000	2,071,298	6,276,298	31,252,298	0.90%	290.09
2018	3,640,000	1,834,202	5,474,202	27,827,202	0.69%	257.98
2019	3,065,000	1,591,179	4,656,179	24,090,179	0.60%	220.76
2020	2,480,000	1,342,080	3,822,080	20,020,080	0.54%	183.43
2021	1,880,000	1,086,754	2,966,754	17,067,810	0.49%	157.16
2022	1,265,000	825,045	2,090,045	16,191,101	0.46%	149.09
2022	640,000	556,791	1,196,791	8,439,103	0.20%	83.17

Note : Debt amounts exclude any premiums, discounts, or other amortization amounts.

Sources: City of Daly City
State of California, Department of Finance (population)

(a) See Demographic Statistics for population and personal income data.

CITY OF DALY CITY
Ratio of General Bonded Debt Outstanding
Last Ten Fiscal Years

Fiscal Year Ended June 30	Pension Obligation Bonds	Less: Amounts Restricted in Pers Contribution Internal Service Fund	Total Net Debt	Percentage of Personal Income (a)	Per Capita (a)
2014	$28,380,000	$24	$28,379,976	0.94%	$270.09
2015	26,755,000	29	26,754,971	0.88%	252.86
2016	24,915,000	44	24,914,956	0.65%	229.55
2017	22,845,000	1,983	22,843,017	0.66%	212.03
2018	20,520,000	23,990	20,496,010	0.51%	190.02
2019	17,920,000	76,072	17,843,928	0.45%	163.52
2020	15,025,000	109,625	14,915,375	0.40%	136.66
2021	11,810,000	549	11,809,451	0.34%	108.74
2022	8,250,000	1,447	8,248,553	0.20%	78.66
2023	4,325,000	118,160	4,206,840	0.10%	41.46

Sources: City of Daly City
State of California, Department of Finance (population)

(a) See Demographic Statistics for population and personal income data.

CITY OF DALY CITY
COMPUTATION OF DIRECT AND OVERLAPPING DEBT
JUNE 30, 2023

2022-2023 Assessed Valuation	$15,435,764,556

OVERLAPPING TAX AND ASSESSMENT DEBT	Total Debt 06/30/23	% Applicable (1)	City's Share of Debt 06/30/23
San Mateo Community College District	$708,837,622	5.351%	$37,929,901
South San Francisco Unified School District	308,886,397	6.995%	21,606,603
Jefferson Union High School District	250,308,562	49.199%	123,149,309
Bayshore School District	9,020,000	82.669%	7,456,744
Brisbane School District	30,481,439	13.906%	4,238,749
Jefferson School District	133,755,000	86.772%	116,061,889
TOTAL OVERLAPPING TAX AND ASSESSMENT DEBT			310,443,195
DIRECT AND OVERLAPPING GENERAL FUND DEBT			
San Mateo County General Fund Obligations	$589,931,687	5.351%	31,567,245
San Mateo County Board of Education Certificates of Participation	6,120,000	5.351%	327,481
San Mateo County Flood Control District Certificates of Participation	13,890,000	26.691%	3,707,380
South San Francisco Unified School District Certificates of Participation	2,770,000	6.995%	193,762
Jefferson Union H.S.D. Certificates of Participation	47,490,000	49.199%	23,364,605
Jefferson Union H.S.D. General Fund Obligations			
City of Daly City Pension Obligation Bonds	**4,325,000**	**100.000%**	**4,325,000**
San Mateo County Mosquito and Vector Control District	3,617,831	5.351%	193,590
City of Daly City Leases Payable	**2,917,312**	**100.000%**	**2,917,312**
TOTAL DIRECT AND OVERLAPPING GENERAL FUND DEBT			66,596,375
TOTAL DIRECT DEBT			**7,242,312**
TOTAL OVERLAPPING DEBT			369,797,258
COMBINED TOTAL DEBT			**$377,039,570** (2)

(1) The percentage of overlapping debt applicable to the city is estimated using taxable assessed property value. Applicable percentages were estimated by determining the portion of the overlapping district's assessed value that is within the boundaries of the city divided by the district's total taxable assessed value.

(2) Excludes tax and revenue anticipation notes, enterprise revenue, mortgage revenue bonds and non-bonded lease obligations.

Ratios to 2022-2023 Assessed Valuation	
Total Overlapping Tax and Assessment Debt	2.01%
Total Direct Debt ($7,242,312)	**0.05%**
Combined Total Debt	2.44%

Source: California Municipal Statistics, Inc.

CITY OF DALY CITY
COMPUTATION OF LEGAL BONDED DEBT MARGIN
JUNE 30, 2023

ASSESSED VALUATION:		
Total property assessed value, net of exempt real property	$15,435,764,556	
BONDED DEBT LIMIT (3.75% OF ASSESSED VALUE) (a)		$578,841,171
AMOUNT OF DEBT SUBJECT TO LIMIT:		
Total Bonded Debt (b)	$640,000	
Less: Revenue Bonds and Certificate of Participation not subject to limit	640,000	
Amount of debt subject to limit		0
LEGAL BONDED DEBT MARGIN		$578,841,171

Fiscal Year	Debt Limit	Total Net Debt Applicable to Limit	Legal Debt Margin	Total net debt applicable to the limit as a percentage of debt limit
		(in thousand dollars)		
2014	$347,987	$0	$347,987	0.00%
2015	366,220	0	366,220	0.00%
2016	386,948	0	386,948	0.00%
2017	408,466	0	408,466	0.00%
2018	431,408	0	431,408	0.00%
2019	479,868	0	479,868	0.00%
2020	492,637	0	492,637	0.00%
2021	515,037	0	515,037	0.00%
2022	540,554	0	540,554	0.00%
2023	578,841	0	578,841	0.00%

NOTE:

(a) California Government Code Section 43605 sets the debt limit at 15%. The Code section was enacted prior to the change in basing assessed value to full market value when it was previously 25% of market value. Thus, the limit shown as 3.75% is one-fourth the limit to account for the adjustment of showing assessed valuation at full cash value.

(b) 2012 Water Revenue Refunding Bond

CITY OF DALY CITY
WATER UTILITY FUND

NUMBER OF CONNECTIONS BY USERS

AS OF JUNE 30,2022		AS OF JUNE 30, 2023	
Category	Number of Connections	Category	Number of Connections
Residential	20,218	Residential	20,114
Multi-Family	1,830	Mulit-Family	1,893
Commercial	778	Commercial	831
City/Government	195	City/Government	194
Traveling Meter	24	Traveling Meter	26
Total Connections	23,045	Total Connections	23,058

WATER UTILITY FUND CERTIFICATES OF PARTICIPATION
HISTORICAL REVENUES, EXPENDITURES AND BOND COVERAGE
LAST TEN FISCAL YEARS

	2014	2015	2016	2017	2018
Gross Revenues (1)	$18,931,871	$20,425,104	$17,186,361	$17,616,918	$19,230,073
Operating Expenses (including depreciation) (2)	13,276,951	14,354,432	15,950,589	15,337,854	17,077,870
Depreciation	(1,261,733)	(1,255,728)	(1,274,779)	(1,342,258)	(1,330,058)
Operating Transfers Out	2,318,226	2,378,434	1,689,464	2,156,009	2,449,304
Total Operating Expenses	14,333,444	15,477,138	16,365,274	16,151,605	18,197,116
Net Revenue Available for Debt	$4,598,427	$4,947,966	$821,087	$1,465,313	$1,032,957
Total Debt Service Requirement	$647,050	$647,750	$651,250	$645,450	$649,100
Coverage	7.11	7.64	1.26	2.27	1.59

Notes: (1) Includes all Water Utility Operating Revenue, and Nonoperating Revenue including Nonoperating Interest Income and Transfers in

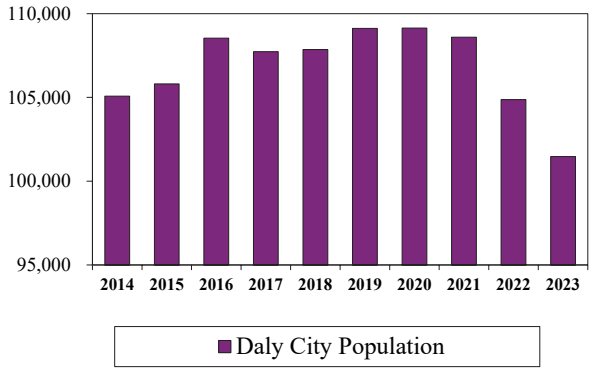
(2) Includes all Water Utility Operating Expenses

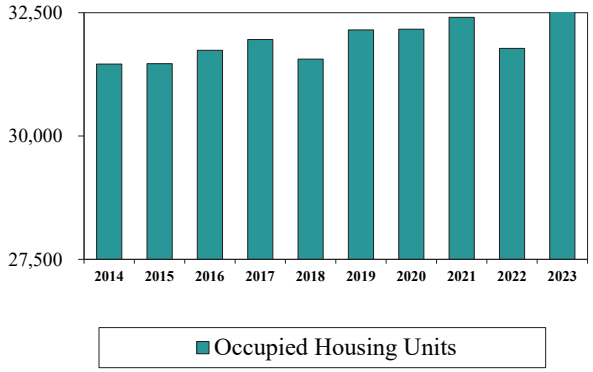
Source: City of Daly City Annual Financial Statements

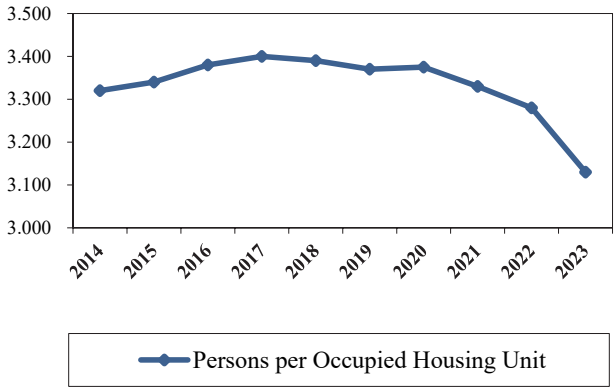
WATER UTILITY FUND CERTIFICATES OF PARTICIPATION
HISTORICAL REVENUES, EXPENDITURES AND BOND COVERAGE
LAST TEN FISCAL YEARS

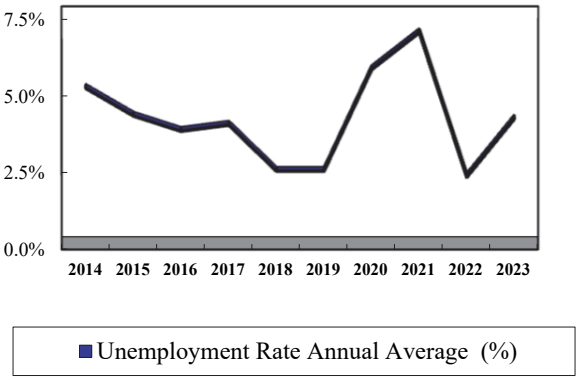
	2019	2020	2021	2022	2023
Gross Revenues (1)	$21,203,909	$24,118,100	$24,002,397	$26,160,774	$29,409,352
Operating Expenses (including depreciation) (2)	15,891,040	17,032,815	16,733,316	15,137,383	18,531,034
Depreciation	(1,258,598)	(1,247,958)	(1,184,182)	(1,226,189)	(1,347,688)
Operating Transfers Out	2,646,419	2,994,662	2,604,001	2,678,853	3,627,155
Total Operating Expenses	17,278,861	18,779,519	18,153,135	16,590,047	20,810,501
Net Revenue Available for Debt	$3,925,048	$5,338,581	$5,849,262	$9,570,727	$8,598,851
Total Debt Service Requirement	$647,801	$645,325	$649,600	$651,575	$649,258
Coverage	6.06	8.27	9.00	14.69	13.24

CITY OF DALY CITY
DEMOGRAPHIC AND ECONOMIC STATISTICS
LAST TEN FISCAL YEARS









Year	Daly City Population as of January (1)	Occupied Housing Units as of January (1)	Persons per Occupied Housing Unit (1)	Unemployment Rate Annual Average (%) (2)	Per Capita Personal Income (3)	Total Personal Income (3) (in thousands)	San Mateo County Population (1)	City Population % of County
2014	105,076	31,460	3.320	5.1%	$28,627	$3,008,011	745,193	14.10%
2015	105,810	31,468	3.340	4.2%	28,753	3,042,355	753,123	14.05%
2016	108,538	31,738	3.380	3.7%	35,320	3,833,562	765,895	14.17%
2017	107,733	31,957	3.400	3.9%	32,250	3,474,389	770,256	13.99%
2018	107,864	31,560	3.390	2.4%	37,376	4,031,525	774,155	13.93%
2019	109,122	32,151	3.370	2.4%	36,654	3,999,758	774,485	14.09%
2020	109,142	32,167	3.375	5.7%	34,284	3,741,824	773,244	14.11%
2021	108,599	32,407	3.330	6.9%	32,242	3,501,449	765,245	14.19%
2022	104,867	31,777	3.280	2.2%	39,124	4,102,817	737,888	14.21%
2023	101,471	34,049	3.130	4.1%	41,276	4,188,317	737,644	13.76%

Sources:
(1) California State Department of Finance
(2) California Employment Development Department
(3) US Census Bureau

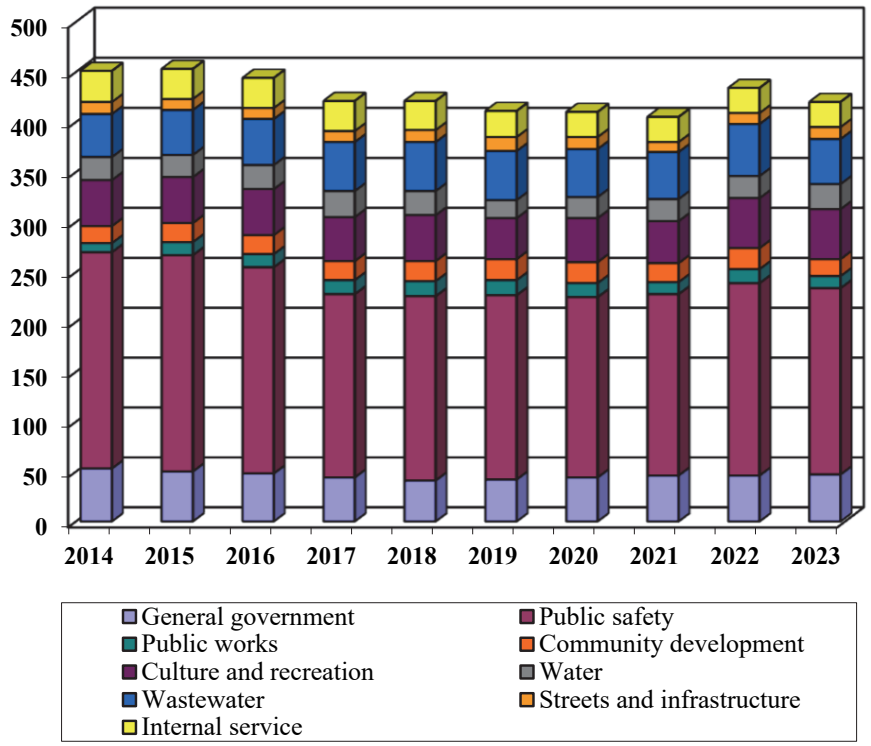
CITY OF DALY CITY
Principal Employers
Ten Year History

Employer	2022-2023 Number of Employees (1)	Rank	Percentage of Total City Employment	2013-2014 Number of Employees (1)	Rank	Percentage of Total City Employment
Seton Medical Center	1,099	1	5.7%	1,326	1	9.5%
Jefferson Elementary School District	588	2	3.1%	604	3	4.3%
City of Daly City	580	3	3.0%	644	2	4.6%
Jefferson Union High School District	574	4	3.0%	511	4	3.7%
Kaiser Permanente (3 Locations)	344	5	1.8%			
GHC of Sunnyvale LLC	312	6	1.6%			
Target Stores - Serramonte	310	7	1.6%	320	8	2.3%
In-N-Out Burger (2 locations)	250	8	1.3%			
St. Francis Convalescent Pavilion	244	9	1.3%	350	7	2.5%
Home Depot	241	10	1.3%			
Genesys Telecommunications Laboratory				508	5	3.6%
Cow Palace				397	6	2.8%
Pacific Gas & Electric				278	9	2.0%
Macy's				265	10	1.9%
Subtotal	4,542		23.6%	5,203		37.2%
Total Daly City Employment	19,214 (2)			13,990 (3)		

Note: (1) Includes both full-time and part-time employees
(2) Based on ABAG projections & census data
(3) Based on 2012 Economic Census- data only updated every five years

Source: City of Daly City Economic and Community Development Department
U.S. Bureau of Census

CITY OF DALY CITY
Full-Time City Government Employees by Function
Last Ten Fiscal Years



	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Function										
General government	53	50	48	44	41	42	44	46	46	47
Public safety	217	217	207	184	185	185	181	182	193	187
Public works	9	13	13	14	15	15	14	12	14	12
Community development	17	19	19	19	20	21	21	19	21	17
Culture and recreation	46	46	46	44	46	41	44	42	50	50
Water	23	22	24	26	24	18	21	22	22	25
Wastewater	43	45	46	49	49	49	48	47	52	45
Streets and infrastructure	12	11	11	11	12	14	12	10	11	12
Internal service	31	30	30	30	29	26	25	25	25	25
Total	**451**	**453**	**444**	**421**	**421**	**411**	**410**	**405**	**434**	**420**

Source: City of Daly City


DALY CITY
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TO THE
PENINSULA

CITY OF DALY CITY
Operating Indicators by Function/Program
Last Ten Fiscal Years

	Fiscal Year June 30,				
	2014	2015	2016	2017	2018
Function/Program					
Public safety (calendar year data)					
Fire					
Fire calls for service	7,497	7,543	8,046	8,204	7,678
Fire inspections conducted *	2,183	2,183	2,238	2,310	2,373
Police					
Police calls for service	79,999	84,417	86,688	82,376	71,520
Law violations					
Part I crimes*	2,082	1,888	2,020	1,890	1,818
Part II crimes*	4,685	4,899	5,040	4,774	4,523
Group A Offenses*	0	0	0	0	0
Group B Offenses*	0	0	0	0	0
Physical arrests (adults)	2,562	2,931	3,212	3,054	2,531
Physical arrests (juvenile)	207	218	159	160	213
Traffic violations	8,134	7,323	7,515	6,858	4,212
Parking violations	60,301	74,178	96,244	109,025	117,604
Public works					
Street repairs - asphalt patching (sq. ft.)	59,050	32,000	38,000	87,780	110,546
Street slurry seal (ft.)	59,140	46,400	78,125	71,517	52,535
Street resurfacing (ft.)	8,444	3,800	11,476	0	3,451
Traffic signal responses	35	116	127	105	131
Street light responses	225	281	202	214	292
Street signs replaced	455	430	305	950	2,175
Streets swept (miles)	25,054	25,224	25,305	25,260	25,460
Line striping and curb painting (linear ft.)	5,600	5,800	4,800	47,250	21,117
Sidewalks inspected (miles)	0	0	0	0	1
Culture and recreation					
Recreation					
Recreation class participants	13,075	14,000	14,800	15,000	16,000
Youth recreation program participants	5,002	4,657	5,814	5,335	3,472
Volunteer support hours	82,475	63,597	68,085	64,359	55,693
Senior meals served	24,700	35,749	40,942	38,027	35,463
Number of health fair events	2	2	2	2	2
Health fair events attendance	800	800	800	800	800
Facility rentals (non City events)	1,000	956	981	976	1,042
Library					
Volumes in collection - all formats	220,123	220,123	224,431	226,238	228,264
Total volumes borrowed	480,349	480,349	457,642	400,368	368,428
# of uses of electronic resources	60,374	60,413	58,284	37,568	40,240
Youth services program attendance	13,194	16,025	18,967	18,967	17,429
Water					
Water service connections	22,910	22,936	22,964	22,983	23,269
Water main breaks	86	95	64	70	50
Average daily consumption (thousands of gallons)	6,571	5,933	6,220	6,220	5,533
Wastewater					
Storm drain inlets	n/a	n/a	2,181	2,181	2,181
Sewer service connections	22,942	22,995	22,965	22,965	23,141
Sewer main blockages	3	3	2	2	4
Average daily treatment (thousands of gallons)	6,940	6,382	5,510	5,500	5,500

Source: City of Daly City

Note: n/a denotes information not available.

*CA DOJ Summary Reporting changed to the FBI Standard Incident-Based Reporting

**Increase in e-book catalog due to COVID-19 restrictions

***Due to COVID-19 restrictions, many classes and events were canceled, virtual or modified in person

CITY OF DALY CITY
Operating Indicators by Function/Program
Last Ten Fiscal Years

	Fiscal Year June 30,				
	2019	**2020**	**2021**	**2022**	**2023**
Fire					
Fire calls for service	8,580	7,426	8,281	8,429	9,525
Fire inspections conducted*	2,552	1,712	1,647	3,642	2,153
Police					
Police calls for service	73,291	76,880	58,791	51,216	61,245
Law violations					
Part I crimes*	1,779	2,110	2,338	2,325	0
Part II crimes*	4,182	3,306	3,641	1,987	0
Group A Offenses*	0	0	0	0	4,982
Group B Offenses*	0	0	0	0	916
Physical arrests (adults)	2,427	2,459	1,616	1,458	2,313
Physical arrests (juvenile)	168	141	47	43	94
Traffic violations	4,410	6,026	2,448	2,573	3,790
Parking violations	109,526	87,238	85,576	69,136	78,435
Street repairs - asphalt patching (sq. ft.)	217,615	320,000	36,543	42,500	103,128
Street slurry seal (linear ft.)	73,894	85,008	77,616	0	68,857
Street resurfacing (linear ft.)	0	5,195	8,124	0	0
Traffic signal responses	130	126	131	126	42
Street light responses	186	188	256	327	351
Street signs replaced	600	476	350	325	78
Streets swept (miles)	25,260	25,320	21,100	25,200	25,150
Line striping and curb painting (linear ft.)	43,311	51,985	52,592	290	154,636
Sidewalks inspected (miles)	1	1	1	1	1
Recreation***					
Recreation class participants	15,500	9,378	2,060	12,607	16,107
Youth recreation program participants	5,139	2,948	790	1,934	4,053
Volunteer support hours	46,480	32,784	786	8,420	26,752
Senior meals served	35,707	34,356	33,810	54,440	46,336
Number of health fair events	4	0	0	0	1
Health fair events attendance	800	0	0	0	300
Facility rentals (non City events)	955	674	44	326	569
Library					
Volumes in collection - all formats**	227,245	489,720	466,267	638,843	508,045
Total volumes borrowed	392,978	299,586	202,477	335,007	354,089
# of uses of electronic resources	49,107	43,887	60,345	76,446	86,314
Youth services program attendance	17,503	6,578	3,080	7,479	13,998
Water service connections	23,133	23,140	23,131	23,341	23,055
Water main breaks	88	75	103	93	83
Average daily consumption (thousands of gallons)	5,575	6,150	5,665	5,510	5,405
Storm drain inlets	2,181	2,181	2,181	2,181	2,181
Sewer service connections	23,394	23,350	23,368	23,476	24,315
Sewer main blockages	2	3	5	4	3
Average daily treatment (thousands of gallons)	5,500	5,800	5,007	5,250	5,315

CITY OF DALY CITY
Capital Asset Statistics by Function/Program
Last Ten Fiscal Years

	Fiscal Year June 30,				
	2014	2015	2016	2017	2018
Function/Program					
Public safety					
Fire stations	5	5	5	5	5
Police stations	1	1	1	1	1
Police patrol vehicles	31	31	31	32	31
Public works					
Miles of streets	112	112	112	112	112
Street lights	3,200	3,200	3,200	3,200	3,563
Traffic signals (# of intersections)	40	40	40	40	41
Miles of storm drains	70	70	70	70	70
Culture and recreation					
Parks and recreation					
City parks	19	19	19	19	19
City parks acreage	200	200	200	200	200
Park trees	2,300	4,144	4,135	3,655	3,655
Playgrounds	26	26	26	26	26
Picnic areas	23	23	23	23	23
Tot lots	7	7	7	7	7
Dog off-leash areas	2	2	2	2	2
Street landscaped medians (miles)	21	21	21	21	21
Roadway landscaping acreage	500	500	500	500	500
Street trees	2,675	3,067	3,048	3,598	3,598
Community centers and clubhouses	12	12	12	12	12
Senior centers	1	1	1	1	1
Gymnasiums	3	3	3	3	3
Tennis courts	9	9	9	9	9
Artificial turf sports fields	1	1	1	1	1
Outdoor basketball courts	15	15	15	15	15
Baseball/softball diamonds	8	8	8	8	8
Soccer/football fields	1	1	1	1	1
Night sport lighted facilities	6	6	6	6	6
Library					
City Libraries (# of branches)	4	4	4	4	4
Water					
Miles of water mains	187	187	187	199	199
Fire hydrants	1,497	1,497	1,497	1,505	1,505
Storage capacity (thousands of gallons)	24,490	23,512	23,512	23,512	23,512
Wastewater					
Number of treatment plants	1	1	1	1	1
Miles of sanitary sewers	177	177	177	177	177
Miles of combined sewers	14	14	14	14	14
Treatment capacity (thousands of gallons)					
Dry weather	8,000	8,000	8,000	8,000	8,000
Wet weather	25,000	25,000	25,000	19,000	19,000

Source: City of Daly City

Note:

(1) In FY 2014-15, the City completed a digitized inventory of all City owned street trees as well as in City parks with updated numbers

CITY OF DALY CITY
Capital Asset Statistics by Function/Program
Last Ten Fiscal Years

	Fiscal Year June 30,				
	2019	2020	2021	2022	2023
Function/Program					
Public safety					
Fire stations	5	5	5	5	5
Police stations	1	1	1	1	1
Police patrol vehicles	31	31	32	33	32
Public works					
Miles of streets	112	112	112	112	112
Street lights	3,574	3,402	3,678	3,678	3,681
Traffic signals (# of intersections)	41	41	42	42	42
Miles of storm drains	70	70	70	70	70
Culture and recreation					
Parks and recreation					
City parks	18	18	18	18	18
City parks acreage	200	200	200	200	200
Park trees	3,865	3,865	3,862	3,869	3,874
Playgrounds	26	26	26	26	26
Picnic areas	23	23	23	23	23
Tot lots	7	7	7	7	7
Dog off-leash areas	2	2	2	2	2
Street landscaped medians (miles)	21	21	21	21	21
Roadway landscaping acreage	500	500	500	500	500
Street trees	3,190	3,196	4,043	3,476	4,032
Community centers and clubhouses	11	11	11	11	12
Senior centers	1	1	1	1	1
Gymnasiums	3	4	4	4	4
Tennis courts	10	10	10	10	10
Artificial turf sports fields	1	1	1	1	1
Outdoor basketball courts	15	15	15	15	15
Baseball/softball diamonds	8	8	8	8	8
Soccer/football fields	1	1	1	1	1
Night sport lighted facilities	6	6	6	6	6
Library					
City Libraries (# of branches)	4	4	4	4	4
Water					
Miles of water mains	199	199	199	199	199
Fire hydrants	1,505	1,505	1,505	1,505	1,505
Storage capacity (thousands of gallons)	23,512	23,512	23,512	23,512	23,512
Wastewater					
Number of treatment plants	1	1	1	1	1
Miles of sanitary sewers	180	180	180	180	180
Miles of combined sewers	17	17	17	17	17
Treatment capacity (thousands of gallons)					
Dry weather	7,500	7,500	7,500	7,500	7,500
Wet weather	19,000	19,000	19,000	19,000	19,000


DALY CITY
CALIFORNIA
INCORPORATED MARCH 27 1911
GATEWAY
TO THE
PENINSULA

City Council Meeting Agenda Report Item # ____

Meeting Date: January 22, 2024

Subject: Authorize the City Manager to Execute an Addendum Agreement with the South San Francisco Unified School District

Recommended Action

Authorize the City Manager to accept and appropriate an agreement addendum with the South San Francisco Unified School District for the afterschool services at Junipero Serra Elementary School.

Background

Since 1994, the City, through the Department of Recreation Services, has offered an Afterschool Youth Recreation Program (AYRP) at Junipero Serra Elementary School in the South San Francisco Unified School District. The program is held each school day, afterschool until 5:30 p.m. and includes homework assistance, enrichment classes, recreational activities, and a daily snack. At the August 14, 2023 City Council meeting, the Council approved an agreement which set forth the respective obligation and responsibilities of the City and the District in providing AYRP services at the above location for the School Year 2023-2024. The District, through their Expanded Learning Opportunities Program (ELOP) funds, reimburses the City for expenses associated with AYRP. The original agreement allocated $50,400 in revenue to cover these expenses.

Fiscal Impact

The addendum will allocate an additional $15,120 in revenue, allowing for more students to enroll under ELOP Funds. The additional funds will be received into account 01-131-141-3743, totaling $65,520. The District shall not charge the City any fees, usage or maintenance, or any facility fee, for the use of their premises to administer AYRP.

Summary/Conclusion

The Afterschool Youth Recreation Program is an essential resource to our community. Thus, it is recommended that the City Council authorize the City Manager to execute the agreement addendum with the South San Francisco Unified School Districts for School Year 2023 -2024.

Staff is available to provide any additional information desired by the Mayor or Councilmembers.

Respectfully Submitted,

Jennifer Der
Senior Recreation Services Supervisor

Denise Brown
Director of Recreation Services

City Council Meeting Agenda Report Item # _____

Meeting Date: January 22, 2024

Subject: Approve Recommended Position Changes in the Library Department and the Department of Recreation Services

Recommended Action

Staff recommends that the City Council adopt a resolution approving the recommended position changes in the Library Department and the Department of Recreation Services.

Background/Discussion

On September 25, 2023, the City Council approved reorganizing The Department of Library and Recreation Services into two departments - the Daly City Public Library and the Department of Recreation Services. As part of the reorganization, the Library Department received an Administrative Assistant II classification, consistent with the Department of Recreation Services staffing.

The Library Department and the Department of Recreation Services have continued to evaluate the administrative staffing needs of the department over the last 3 months. With the reorganization, the Administrative Assistant II duties have needed to evolve to perform confidential and complex administrative tasks to include coordinating the implementation of new projects, programs, administrative procedures, and prepare and complete reports for special projects.

Staff is recommending that the Administrative Assistant II (Range U 045 of the Miscellaneous/ Unrepresented salary schedule) positions in the Library Department and Department of Recreation Services be replaced with Administrative Assistant III positions (Range U 054 of the Miscellaneous/Unrepresented salary schedule).

Staff Recommendation

Staff recommends that the City Council approve the proposed position changes.

Fiscal Impact

The proposed staffing change will change the anticipated salary savings for the reorganization from approximately $85,000 to $50,000.

Summary/Conclusion

Staff recommends that the City Council adopt a resolution approving the recommended position changes. Staff is available to provide any additional information desired by the Mayor or Councilmembers.

Respectfully submitted,







Thomas J. Piccolotti City Manager	Timothy J. Nevin Director of Finance & Administrative Services	Natalie Sakkal Director of Human Resources

City Council Meeting Agenda Report **Item # _____**

Meeting Date: January 22, 2024

Subject: Approve Salary Reassignments for Specific Executive Management Positions

Recommended Action
Staff recommends that the City Council adopt a resolution approving salary reassignment for specific executive management positions.

Discussion
Staff is recommending salary reassignments for the following Executive Management employees:

1) Fire Chief and Deputy Fire Chief

Effective November 2020, Resolution 20-179 provided a 7.5% Holiday-In-Lieu Pay to the Deputy Fire Chief and Fire Chief in recognition of the essential nature of services they perform for the community. In October 2021 CalPERS conducted a compensation compliance review of the Deputy Fire Chief's salary and made an initial determination that the holiday-in-lieu pay did not qualify as "compensation earnable" under the Public Employees' Retirement Law contending the Deputy Fire Chief position did not require scheduled staffing without regard to holidays. The City has appealed CalPERS' determination and is awaiting a final decision on this matter.

In order to avoid potential uncertainties regarding whether holiday in lieu pay is compensation earnable, staff is recommending eliminating the 7.5% Holiday-In-Lieu pay for the Fire Chief and Deputy Fire Chiefs and replacing it with a 7.5% salary increase. Staff is recommending reassigning the Fire Chief salary from Range M455 to Range M471 and Deputy Fire Chief from Range M420 to Range M434 of the Executive Management salary schedule effective the first full pay period following City Council adoption of this resolution.

2) Chief of Police

To address significant compaction between the Chief of Police and Deputy Police Chief, staff is recommending the Chief of Police be assigned to Range M471 of Executive Management salary schedule, effective the first full pay period following City Council adoption of this resolution.

Fiscal Impact
The proposed range adjustment to the Fire Chief and Deputy Fire Chief salary will result in a negligible change to the General Fund budget for FY 2024.

The proposed adjustment to the Chief of Police position will result in a cost of $800 biweekly for Fiscal Year 2024. The Chief of Police position is currently vacant. Should it be filled there is sufficient funding in the department's salary and benefits budget to cover the additional salary.

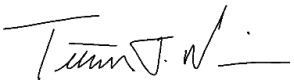
Summary/Conclusion
Staff recommends that the City Council adopt a resolution approving salary reassignment for specific Executive Management employees.

Staff is available to provide any additional information desired by the Mayor or Councilmembers.

Respectfully submitted,



Thomas J. Piccolotti
City Manager



Timothy J. Nevin
Director of Finance &
Administrative Services



Natalie Sakkal
Director of Human Resources

Meeting Date: January 22, 2024

Subject: Adopt Resolution Authorizing Execution of Amendment to the Employment Agreement of the City Manager

Recommended Action

Staff recommends that the City Council adopt a resolution authorizing execution of amendment to the Employment Agreement of the City Manager.

Background

On January 23, 2023, Thomas J. Piccolotti was appointed by the City Council as City Manager with an initial employment contract term through January 23, 2025. He has 33 years of local government experience, with 24 years with the City of Daly City and has extensive experience dealing with challenges facing local government management.

Over the past year and a half, Mr. Piccolotti has been an inspiring and effective leader serving as City Manager for the City of Daly City. In addition to providing much needed stability to the organization, he has continued the development of a successful Management Team and encourages collaboration at all levels of the organization with an emphasis and a priority on customer service. He has continued to strengthen his rapport and familiarity with the City Council, Daly City Community and has built effective relationships with a broad-based constituency.

The City Manager's forward-looking leadership style has assisted him in successfully executing the vision of the Council with many important projects, such as Hillside Park All Abilities Playground (Magical Bridge), a public private partnership for the renovation of Marchbank Park, the Vista Grande Drainage Basin Improvement Project, the Margate Well Project, secured grant funding for the installation of AEDS throughout City facilities and the upgrade of the City's new Finance/Human Resources Enterprise Resource Planning System and the initiation of several clean energy, sustainable capital projects that are in design and/or will be coming to bid in 2024.

Discussion

The contract amendment terms are proposed as follows:

1. TERM.

    a. Initial Term. The Initial Term ("Initial Term") of this Agreement shall be for a period of forty-eight months (48) months commencing on January 23, 2023 and continuing until January 23, 2027.

2. COMPENSATION.

   a. Base Salary. As compensation for services rendered under this Agreement, Piccolotti shall receive an initial bi-weekly salary of $14,495.00, effective January 23, 2023 and 6% increase of base bi-weekly salary effective January 23, 2024, with a 5% increase of the base bi-weekly salary effective January 23, 2025 and January 23, 2026. City Manager shall have the option to defer increases for each effective year.

   b. Bi-Annual Reports. City Manager shall provide City Council with bi-annual reports on the status of city-wide projects.

Summary/Conclusion

Staff recommends that the City Council adopt resolution authorizing execution of amendment to the Employment Agreement of the City Manager, Thomas J. Piccolotti and adopt a resolution approving amendments to the Employment Agreement, herein reference as "Attachment A".

Staff is available to provide any additional information desired by the Mayor or Councilmembers.

Respectfully submitted,

Rose Zimmerman
City Attorney

Natalie Sakkal
Director of Human Resources

Attachment "A" – Draft Amendment to the Employment Agreement of the City Manager

SUMMARY DRAFT PROPOSED TERMS
CITY MANAGER FIRST AMENDMENT OF CONTRACT

This CITY MANAGER EMPLOYMENT AGREEMENT (the "Agreement") is entered on January 23, 2023 by and between the CITY OF DALY CITY, a municipal corporation ("City") and THOMAS J. PICCOLOTTI, ("Piccolotti" or "Employee") collectively "the Parties." The amendment terms as proposed:

1. TERM.

    a. Initial Term. The Initial Term ("Initial Term") of this Agreement shall be for a period of forty-eight months (48) months commencing on January 23, 2023 and continuing until January 23, 2027.

2. COMPENSATION.

    a. Base Salary. As compensation for services rendered under this Agreement, Piccolotti shall receive an initial bi-weekly salary of $14,495.00, effective January 23, 2023 and 6% increase of base bi-weekly salary effective January 23, 2024, with a 5% increase of the base bi-weekly salary effective January 23, 2025 and January 23, 2026. City Manager shall have the option to defer increases for each effective year. Said salary shall be paid on the dates and in the manner consistent with the payroll procedures in use for City of Daly City employees. Employee's base salary shall be increased by the same percentage and at the same time any discretionary across-the-board increase is granted to the City's Executive Management Group. Thereafter, and subject to a performance evaluation, City may increase Employee's salary by resolution.

    b. Bi-Annual Reports. City Manager shall provide City Council with bi-annual reports on the status of city-wide projects.

All other recitals, paragraphs, subparagraphs and clauses of the Agreement and City Manager Employment Agreement dated January 23, 2023, remain unchanged by the *First Amendment to Employment Agreement*.

DRAFT

City Council Agenda Report

Item # _____

Meeting Date: January 22, 2024

Subject: **Acceptance of Public Access Easement from Giuseppe Ruggiero, Trustee of the Ruggiero Family Revocable Trust, Subject to Exception No. 5, at 400 Castle Street.**

Recommended Action

Staff recommends that the City Council approve and authorize the City Manager to accept the Public Access Easement (PAE) from Giuseppe Ruggiero, Trustee of the Ruggiero Family Revocable Trust, Subject to Exception No. 5, at 400 Castle Street.

Background

The 2020-21 Street Resurfacing project included pavement rehabilitation for streets located in the St. Francis, Hillside, and Serramonte neighborhoods. The streets to be rehabilitated were selected through a comprehensive evaluation of the City's Pavement Management Program, recommendations from the Street Maintenance Division, coordination with other planned City projects, and availability of funds.

As a federal requirement of the pavement rehabilitation work, concrete curb ramps at street intersections within the limits of work were evaluated for current Americans with Disabilities Act (ADA) compliance. If a curb ramp was found to be deficient, the curb ramp was to be designed and constructed to meet current ADA requirements.

In the design of the curb ramp at the southeast corner of Hillside Boulevard and Castle Street, the City's designer, Pavement Engineering, Inc., determined that a PAE was needed to construct a curb ramp in a manner that is ADA compliant. City Staff subsequently reached out to the property owner of 400 Castle Street regarding the need and their consent for a PAE on their property.

Discussion

Acceptance of the PAE will allow for the public's rights of ingress and egress across the property when utilizing the curb ramp at the southeast corner of the Hillside Boulevard and Castle Street.

The attached legal description and plat map for the Public Access Easement Deed have been reviewed and approved by staff and are now ready for City Council acceptance.

Fiscal Impact

There is no fiscal impact associated with these recommendations.

Summary/Conclusion

Staff recommends that the City Council approve and authorize the City Manager to accept the PAE from Giuseppe Ruggiero, Trustee of the Ruggiero Family Revocable Trust, Subject to Exception No. 5, at 400 Castle Street.

Staff is available to provide any additional information desired by the Mayor or Councilmembers.

Respectfully submitted,

Alexander Yuen
Civil Engineering Associate

Richard Chiu, Jr.
Director of Public Works

Attachments:

1. Public Access Easement Deed

RECORDING REQUESTED BY:

City of Daly City

WHEN RECORDED MAIL TO:

City of Daly City
Attn: City Clerk
333 90th Street
Daly City, CA 94015

APN: 006-466-280

PUBLIC ACCESS EASEMENT DEED

THE UNDERSIGNED GRANTOR DECLARES:
Documentary Transfer Tax – EXEMPT – Rev. & Tax. C.A. § 11922
Filing Fee – EXEMPT – Gov. Code § 6103

GIUSEPPE RUGGIERO, TRUSTEE OF THE RUGGIERO FAMILY REVOCABLE TRUST, SUBJECT TO EXCEPTION NO. 5 ("Grantor"), fee owner of the property commonly known as 400 Castle Street, Daly City, CA 94014, Assessor's Parcel Number 006-466-280 ("Property"), **HEREBY GRANTS** to the **CITY OF DALY CITY** ("City"), a municipal corporation, a **PUBLIC ACCESS EASEMENT** over, under, upon and across that certain real property located in the City of Daly City, County of San Mateo, State of California more particularly described and attached hereto as Exhibit A, and depicted on the plat attached hereto as Exhibit B ("Public Access Easement"), for right of ingress and egress across the lands of Grantor for all purposes useful or convenient in connection with or incidental to the exercise of the rights herein.

GRANTOR FURTHER GRANTS TO CITY:

1. The right to review and control the maintenance of any improvements within said easement.

GRANTOR FURTHER ACKNOWLEDGES AND AGREES to the following:

1. Grantor shall not plant any trees or bushes within or erect, construct or install any fence, wall, irrigation or any other type of structure, improvement or private utilities over, across or under said easement without first obtaining written permission from City. Grantor shall keep the easement area clear from any obstructions that will make the area inaccessible for these purposes described herein.

The conveyance of said easement is made for the benefit of all parties who have or may acquire any right, title, or interest in any part of the above-described real property. This conveyance is binding on the Grantor, its heirs, assigns and successors in interest.

Grantor:

GIUSEPPE RUGGIERO, TRUSTEE OF THE RUGGIERO FAMILY REVOCABLE TRUST, SUBJECT TO EXCEPTION NO. 5

By: _____

Name: Martin A. Ruggiero

Its: Sole trustee of the Ruggiero Family Revocable Trust, per "AFFIDAVIT OF DEATH OF TRUSTEE, GIUSEPPE RUGGIERO, AND ACCEPTANCE OF MARTIN A. RUGGIERO TO CONTINUE TO SERVE AS TRUSTEE OF THE RUGGIERO FAMILY REVOCABLE TRUST DATED SEPTEMBER 22, 2010", recorded SEPTEMBER 25, 2017 as INSTRUMENT NO. 2017-083510 of Official Records.

DATED: 6-30, 2023.

A Notary Public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF California)
) SS
COUNTY OF Sonoma)

On 6/30/2023 before me, Chris Waddill, a Notary Public, personally appeared Martin A. Ruggiero,
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature



5060AC

CERTIFICATE OF ACCEPTANCE
(Government Section 27281)

THIS IS TO CERTIFY that the interest in real property conveyed by the Public Access Easement Deed dated _____, 20___ from GIUSEPPE RUGGIERO, TRUSTEE OF THE RUGGIERO FAMILY REVOCABLE TRUST to the City of Daly City, a municipal corporation, is hereby accepted by the undersigned on behalf of the City of Daly City pursuant to the authority conferred by City Council Resolution No. _____ adopted on _____, 20___, and the City of Daly City consents to recordation thereof by its duly authorized officer.

CITY OF DALY CITY, a municipal corporation

Dated: _____, 20___

By: _____
Thomas J. Piccolotti
City Manager

A Notary Public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF _____)
) SS
COUNTY OF _____)

On _____ before me, _____, a Notary Public, personally appeared _____, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature _____

EXHIBIT "A"

LEGAL DESCRIPTION
PUBLIC ACCESS EASEMENT
LANDS OF RUGGIERO (DOC. NO. 2010-112857)
APN 006-466-280

AN EASEMENT SITUATED IN THE CITY OF DALY CITY, COUNTY OF SAN MATEO, STATE OF CALIFORNIA, OVER A PORTION OF THE LANDS OF THE RUGGIERO FAMILY REVOCABLE TRUST AS DESCRIBED IN THAT CERTAIN GRANT DEED FROM GIUSEPPE RUGGIERO TO GIUSEPPE RUGGIERO, TRUSTEE OF THE RUGGIERO FAMILY REVOCABLE TRUST, RECORDED ON SEPTEMBER 29, 2010, AS DOCUMENT NO. 2010-112857, OFFICIAL RECORDS OF SAN MATEO COUNTY; SAID EASEMENT BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWESTERLY CORNER OF LOT 6 IN BLOCK 3, AS SHOWN ON THAT CERTAIN MAP ENTITLED "TERESA TERRACE", FILED FOR RECORD ON DECEMBER 28, 1951 IN BOOK 34 OF MAPS, AT PAGE 16, SAN MATEO COUNTY RECORDS, SAID CORNER BEING ALSO THE INTERSECTION OF THE SOUTHERLY RIGHT-OF-WAY LINE OF CASTLE STREET (60 FEET WIDE) WITH THE EASTERLY RIGHT-OF-WAY LINE OF HILLSIDE BOULEVARD (60 FEET WIDE), ALL AS SHOWN ON SAID MAP; THENCE ALONG THE NORTHERLY LINE OF SAID LOT 6 BEING ALSO THE SOUTHERLY RIGHT-OF-WAY LINE OF CASTLE STREET, NORTH 87°53' EAST, 2.1 FEET; THENCE LEAVING SAID NORTHERLY LINE, ACROSS SAID LOT 6, SOUTH 41°32'30" WEST, 2.75 FEET TO THE WESTERLY LINE OF SAID LOT 6 BEING ALSO THE EASTERLY RIGHT-OF-WAY LINE OF HILLSIDE BOULEVARD. THENCE ALONG SAID WESTERLY LINE, NORTH 7°53'26" WEST, 2.00 FEET TO THE **POINT OF BEGINNING.**

CONTAINING 2 SQUARE FEET, MORE OR LESS.

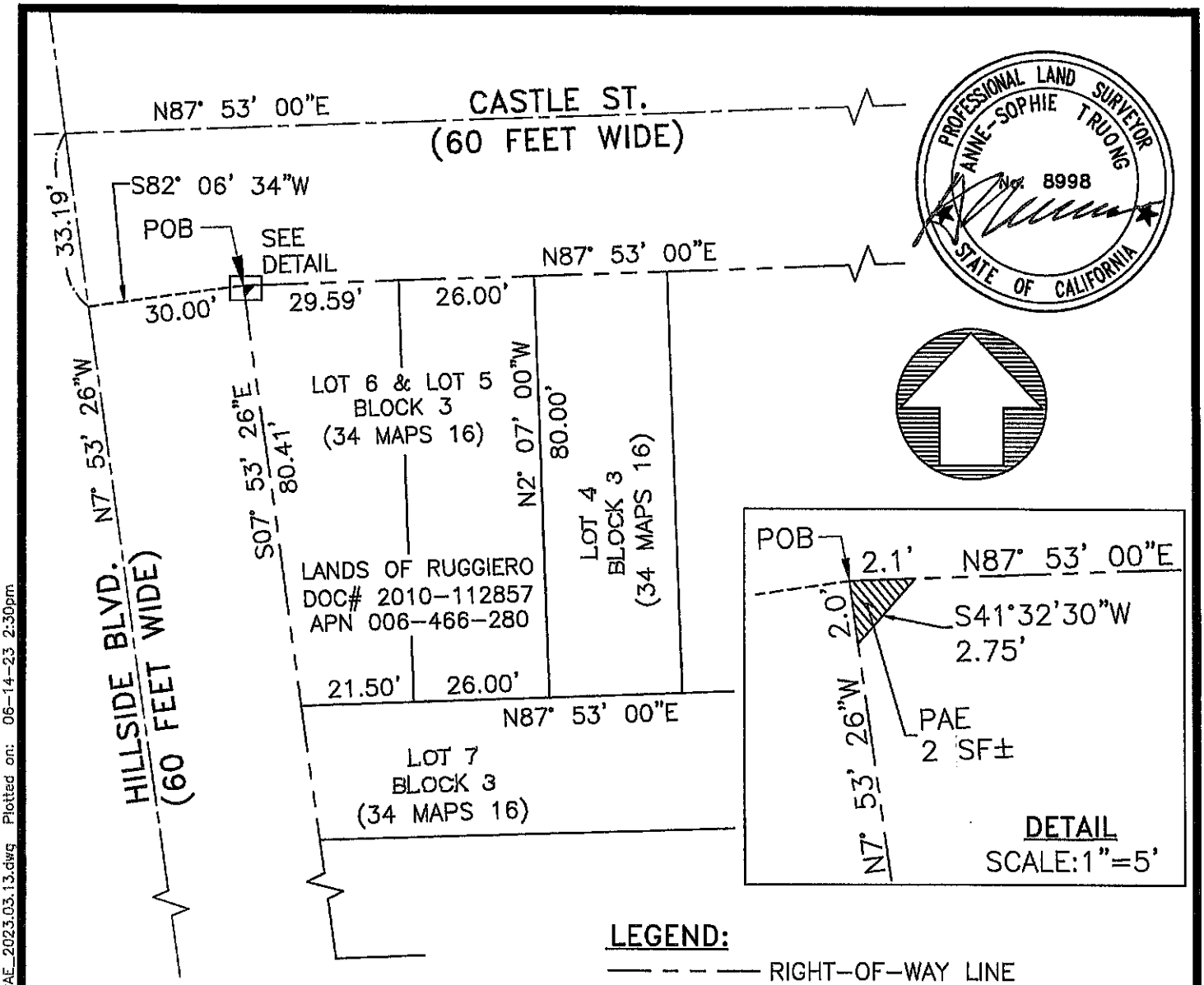
A PLAT, ENTITLED EXHIBIT 'B', IS ATTACHED HERETO AND BY THIS REFERENCE MADE A PART HEREOF.

THIS DESCRIPTION WAS PREPARED BY ME OR UNDER MY SUPERVISION AND IS BASED ON RECORD DATA TAKEN FROM SAID MAP.

ANNE – SOPHIE TRUONG, PLS 8998

6/14/2023
DATE





PROFESSIONAL LAND SURVEYOR
ANNE-SOPHIE TRUONG
No. 8998
STATE OF CALIFORNIA

LEGEND:

- RIGHT-OF-WAY LINE
- CENTERLINE
- EX. LOT LINE
- TIE LINE
- POB POINT OF BEGINNING
- APN ASSESSOR'S PARCEL NUMBER
- DOC# DOCUMENT NUMBER
- PUBLIC ACCESS EASEMENT (PAE)

GRAPHIC SCALE
40 0 20 40 100
SCALE: 1"=30'

NOTE:
THIS PLAT WAS PREPARED FROM RECORD INFORMATION SHOWN ON MAP ENTITLED: TERESA TERRACE, FILED FOR RECORD ON DECEMBER 28, 1951 IN BOOK 34 OF MAPS AT PAGE 16, IN THE OFFICE OF THE COUNTY RECORDER OF SAN MATEO COUNTY.

EXHIBIT 'B'
PLAT TO ACCOMPANY LEGAL DESCRIPTION FOR PUBLIC ACCESS EASEMENT

PREPARED BY:
CSG CONSULTANTS
Employee - Owned
CSG Consultants, Inc.
550 Pilgrim Drive
Foster City, CA 94404
Phone (650) 522-2500
Fax (650) 522-2599

LANDS OF RUGGIERO FAMILY REVOCABLE TRUST
APN 006-466-280
400 CASTLE STREET, DALY CITY, CA

DATE: 05/15/2023
DRAWN BY: ZB | SHEET 2 OF 2

C:\Users\zuzanab\AppData\Local\Temp\AcPublish_77816\23.xxx 400 Castle St.PAE_2023.03.13.dwg Plotted on: 06-14-23 2:30pm

City Council Meeting Agenda Report Item # ____

Meeting Date: January 22, 2024

Subject: **Approve the Use of Federal Asset Forfeiture Funds to Purchase an Unmanned Ground Vehicle for the Police Department**

Recommended Action
Request City Council approve the use of Federal Asset Forfeiture funds to purchase an Unmanned Ground Vehicle (UGV) for use by the Police Department.

Background
A UGV (robot) can be introduced into an environment allowing officers the ability to evaluate and tactically plan a response to a critical incident before committing personnel. This request is to replace our non-functioning Avatar UGV with a new UGV, with the sole purpose of providing situational awareness to officers in uncleared areas.

UVG's are listed in AB 481 – Military Equipment Use (Daly City Municipal Code 9.56), and as such require Council approval for acquisition and use in a law enforcement capacity.

Discussion
Our current Avatar UVG will be removed from service and destroyed, as it is approximately 10-years old and was a purchased through a County grant as a regional asset. It is no longer functioning, and repairs are not an option as the company has since gone out of business.

Staff evaluated several UGV's and selected the Mini Vantage from Transcend Robotics. The 4.5-pound Mini Vantage is a throwable remote-controlled vehicle that can be quickly deployed by hand. It can maneuver over small objects, climb up to 8", and it has a 2-hour runtime. It is only outfitted with a 120-degree color camera, allowing officers the ability to clear an interior space prior to entry. It has a 3-pound payload capacity, which would allow for the ability to deliver a cell phone to a subject for negotiation or communication purposes. The Mini Vantage is not, nor is it designed to be, equipped with any lethal or non-lethal force devices. This UGV would be accessible to patrol and tactical teams to reduce confrontations while responding to critical incidents.

Fiscal Impact
Funding for one Transcend Robotics, Mini Vantage, is available using Federal Asset Forfeiture at a onetime cost not to exceed $18,000.

Summary/Conclusions
Staff is available to provide any additional information desired by the Mayor or Councilmembers.

Respectfully submitted,

Cameron Christensen
Acting Chief of Police

City Council Agenda Report

Item # _____

Meeting Date: January 22, 2024

Subject: Authorizing the City Manager to Approve a Purchase Agreement for a 2024 TYMCO Model 600 Street Sweeper

Recommended Action

Staff recommends that the City Council authorize the City Manager to execute a purchase agreement with TYMCO, Inc. for the purchase a 2024 TYMCO Model 600 street sweeper.

Background

The Public Works Department Maintenance Division manages the street sweeping program for Daly City and sweeps approximately 12,100 curb miles of curbed streets each year. Street sweeping keeps City streets looking well-kept by collecting and removing paper, leaves, and other debris that collects along street curbs. Street sweeping minimizes the risks of blocked storm water facilities that may result in localized flooding during heavy rains and allows Daly City to remain in compliance with local, State, and Federal stormwater regulatory requirements including its National Pollutant Discharge Elimination System (NPDES) permit. Additionally, street sweeping reduces dust and is an effective method of removing metal particles and other hazardous waste products left by passing vehicles.

Discussion

The Public Works Maintenance Division Street Section operates with three street sweepers, two front-line and one backup. The street sweeper identified for replacement is eight (8) years old and at the end of its seven (7) year lifecycle. The purchase of a new sweeper will allow one of the current sweepers to be rotated to the backup position and the new sweeper will be utilized as a front-line sweeper.

HGACBuy is a national cooperative purchasing program of which the City of Daly City is a member. Daly City has purchased vehicles and equipment through HGACBuy in the past. TYMCO, Inc. has a current contract with HGACBuy for its Model 600 street sweeper at a price that has been assessed to be fair, reasonable, and competitive. HGACBuy contract number SW04-20 will be utilized for the purchase of the TYMCO Model 600 street sweeper. The total price for the street sweeper, including tax and delivery, is $398,675.95.

The California Government Code authorizes public agencies to participate in cooperative purchasing programs, like those established by HGACBuy, while still adhering to the City's Municipal Code for the procurement of any supplies, vehicles, and equipment. By utilizing the cooperative purchasing program, the City is able to have a more efficient process of procuring vehicles and equipment.

Fiscal Impact

Sufficient funds to purchase the TYMCO Model 600 street sweeper in the amount of $398,675.95 is available in the Fiscal Year 2023-2024 Motor Vehicle Replacement Fund Account 51-315-453-4558.

Summary/Conclusion

Staff recommends the City Council authorize the City Manager, or his designee, to approve a purchase agreement with TYMCO Inc, for one (1) 2024 TYMCO Model 600 street sweeper utilizing HGACBuy contract pricing, in the amount of $398,675.95.

Staff is available to provide any additional information desired by the Mayor or Councilmembers.

Respectfully submitted,

Jeffrey W. Fornesi
Assistant to the Director of Public Works

Richard Chiu, Jr.
Director of Public Works

Attachments:
1. Tymco HGACBuy Quote Contract No. SW04-20

HGACBuy CONTRACT PRICING WORKSHEET
For MOTOR VEHICLES Only

Contract No.:	SW04-20	Date Prepared:	12/18/2023

This Worksheet is prepared by Contractor and given to End User. If a PO is issued, both documents MUST be faxed to H-GAC @ 713-993-4548. Therefore please type or print legibly.

Buying Agency:	City of Daly City, CA	Contractor:	TYMCO, Inc. (ISSUE P.O. TO TYMCO, Inc.- email below)
Contact Person:	Jose Garcia, Fleet Manager	Prepared By:	Kaye Morgan
Phone:	650-991-8027	Phone:	254-799-5546
Fax:		Fax:	254-799-2722
Email:	jgarcia@dalycity.org	Email:	kaye.morgan@tymco.com

Product Code:	B53	Description:	TYMCO Model 600 Regenerative Air Sweeper

A. Product Item Base Unit Price Per Contractor's H-GAC Contract: $ 182,070.00

B. Published Options - Itemize below - Attach additional sheet(s) if necessary - Include Option Code in description if

Description	Cost	Description	Cost
Hopper Suction Throat Liner w/Wear Flange 600011	$ 1,525.00	Stainless Steel Hopper 600091	$ 23,130.00
Abrasion Protection Package 600036	$ 1,275.00	Gutter Broom Tilt Adjuster - Right 600022	$ 850.00
Hopper Deluge 600043	$ 750.00	A.O.D. Washdown System 60004	$ 2,050.00
Pick-Up Head Curtain Lifter 600087	$ 1,605.00	Auxiliary Hydraulic System 600053	$ 1,130.00
Broom Assist Pick-Up Head 600064	$ 5,265.00	Variable Speed Gutter Brooms 600070	$ 775.00
Traffic Directing Light - LED 600823	$ 1,200.00	Auto Sweep Interrupt w/Overspeed Interrupt 600079	$ 1,025.00
Pick-Up Head Pressure Inlet Water Injection 600060	$ 1,830.00	2023 Freightliner M2-106 Chassis 600706	$ 99,675.00
		QUOTE GOOD FOR 30 DAYS	
		DELIVERY SUBJECT TO TRUCK AVAILABILITY	
		Subtotal From Additional Sheet(s):	
		Subtotal B:	$ 142,085.00

C. Unpublished Options - Itemize below / attach additional sheet(s) if necessary.

Description	Cost	Description	Cost
Low Emission Package	$ 1,500.00	Stainless Steel Blower Housing	$ 15.00
Double DUO Skids w/3" ramps	$ 2,000.00	Water Level Gauge in Cab	$ 600.00
Dump Switch in Cab	$ 200.00	Hopper Screen Vibrator	$ 1,500.00
Amber Bar Light - LED - Cab Mounted	$ 1,800.00	Manuals - John Deere Parts/Service	$ 600.00
Manuals - Truck Parts only (Service Manual Not Avail)	$ 600.00	Stainless Steel Hopper Drain	$ 750.00
2024 Freightliner M2-106 Chassis UPGRADE CARB Compliant:; 220 HP Engine; 23,000# Rear Axle; Single Speed; Aluminum Wheels (6);' Chrome Grill; Chrome Bumper; Chrome Air Intake; BlueTooth Radio System	$ 9,250.00	Provision Camera/Monitor System - 4 cameras. 7" HD Waterproof LCD Monitor RV-804A; AHD Heavy Duty Cameras; Video Splitter Cable PD-1456; 5m AHD Cable PX-1942	$ 2,975.00
		Subtotal C:	$ 21,790.00

Check: Total cost of Unpublished Options (C) cannot exceed 25% of the total of the Base Unit Price plus Published Options (A+B). **For this transaction the percentage is:** 7%

D. Total Cost Before Any Applicable Trade-In / Other Allowances / Discounts (A+B+C) $ 345,945.00

Quantity Ordered: 1 **X Subtotal of A + B + C:** $ 345,945.00 = **Subtotal D:** $ 345,945.00

F. Trade-Ins / Other Allowances / Special Discounts / Freight / Installation

Description	Cost	Description	Cost
Freight/PDI/Inservice	$ 11,500.00	Ext Warranty - Allison Transmission 5 years	$ 850.00
Surcharge - Base Unit	$ 4,550.00		
CA Sales Tax (9.875%)	$ 35,830.95	Subtotal F:	$ 52,730.95

Delivery Date: 210 - 300 Months **G. Total Purchase Price (D+E+F):** $ 398,675.95

CITY OF DALY CITY
CHECK REGISTERS
FOR THE MONTH OF DECEMBER 2023

12/12/2023
CHASE CREDIT CARD - N/A – Electronic Payment

12/15/2023
CHECKS ISSUED - #410365 TO #410711
CANCELED CHECK - NONE
VOID CHECK - NONE

12/21/2023
CHECKS ISSUED - #410712 TO #410841
CANCELED CHECK - NONE
VOID CHECK - NONE

AUDITED_____ FINANCE DIRECTOR

APPROVED_____CITY MANAGER

APPROVED_____MAYOR

APPROVED_____VICE MAYOR

ACCOUNTS PAYABLE CHECK RUN SUMMARY
FISCAL YEAR 2023-2024

	MONTH	TOTAL
2023	July	$ 11,989,463.45
	August	8,064,160.79
	September	8,184,063.05
	October	7,969,955.58
	November	12,150,794.25
	December	7,502,338.17
2024	January	
	February	
	March	
	April	
	May	
	June	
	TOTAL	**$ 55,860,775.29**

DECEMBER 2023 BREAK DOWN OF EXPENSES BY FUND

Fund	Total for Month	Total for Year	% of Total
General Fund	$ 2,702,410.78	$ 20,290,829.18	36.3%
Gas Tax Fund	1,274,850.10	6,587,787.89	11.8%
Utility/Enterprise Funds	3,525,077.29	28,982,158.22	51.9%
Total:	**$ 7,502,338.17**	**$ 55,860,775.29**	100.0%

Document	Payee ID	Payee Name	Date	Amount	Type	Stat	Rel To	Note
CB CHK 00121223	49024	JP MORGAN CHASE BANK N	12/12/23	42,216.74	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	42,216.74	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 42,216.74

Document	Payee ID	Payee Name	Date	Amount	Type	Stat	Rel To	Note
AP CHK 00410365	46218R	24/7 ROOTER & PLUMBING SERV	12/15/23	4,000.00	MW	IS		
AP CHK 00410366	58089	3SI SECURITY SYSTEMS INC	12/15/23	1,869.06	MW	IS		
AP CHK 00410367	25627	A S F ELECTRIC INC	12/15/23	1,575.00	MW	IS		
AP CHK 00410368	57716	A-1 TRUCK DRIVING SCHOOL IN	12/15/23	7,150.00	MW	IS		
AP CHK 00410369	57845	A-CHECK AMERICA LLC	12/15/23	70.47	MW	IS		
AP CHK 00410370	53107R	ABSTRACT WINDOWS	12/15/23	1,199.00	MW	IS		
AP CHK 00410371	50997R	AC HEATING & COOLING SERVIC	12/15/23	263.89	MW	IS		
AP CHK 00410372	56621	ACC BUSINESS	12/15/23	4,268.26	MW	IS		
AP CHK 00410373	57213	ACOUSTICAL SOLUTIONS LLC	12/15/23	5,653.59	MW	IS		
AP CHK 00410374	53561	ACTION TOWING	12/15/23	170.50	MW	IS		
AP CHK 00410375	1514	ADAM HILL COMPANY, THE	12/15/23	2,219.23	MW	IS		
AP CHK 00410376	5034	ADAMSON POLICE PRODUCTS	12/15/23	2,260.85	MW	IS		
AP CHK 00410377	56623	ADVANCED INTEGRATED PEST MA	12/15/23	1,535.00	MW	IS		
AP CHK 00410378	55762	AGE OF LEARNING INC	12/15/23	2,500.00	MW	IS		
AP CHK 00410379	58072	AHKIONG, TUESE	12/15/23	700.00	MW	IS		
AP CHK 00410380	29880	AIRGAS USA LLC	12/15/23	61.65	MW	IS		
AP CHK 00410381	48347	ALAMEDA COUNTY SHERIFF'S OF	12/15/23	937.00	MW	IS		
AP CHK 00410382	1465	ALBERTSONS SAFEWAY	12/15/23	2,749.96	MW	IS		
AP CHK 00410383	50363R	ALCARAZ, URSULA	12/15/23	400.00	MW	IS		
AP CHK 00410384	14004	ALERT PEST CONTROL COMPANY	12/15/23	1,445.00	MW	IS		
AP CHK 00410385	1025	ALHAMBRA	12/15/23	315.25	MW	IS		
AP CHK 00410386	37095	ALL INDUSTRIAL ELECTRIC SUP	12/15/23	2,517.75	MW	IS		
AP CHK 00410387	39657	ALL STAR GLASS	12/15/23	1,055.53	MW	IS		
AP CHK 00410388	37116	ALPHA ANALYTICAL LABORATORI	12/15/23	6,815.00	MW	IS		
AP CHK 00410389	39355	ALTA LANGUAGE SERVICES INC	12/15/23	66.00	MW	IS		
AP CHK 00410390	22125	ALTEC INDUSTRIES INC	12/15/23	105,949.19	MW	IS		
AP CHK 00410391	56231	AMAZON CAPITAL SERVICES INC	12/15/23	4,295.09	MW	IS		
AP CHK 00410392	26914	AMERICAN ASPHALT REPAIR & R	12/15/23	39,100.00	MW	IS		

Document	Payee ID	Payee Name	Date	Amount	Type	Stat	Rel To	Note
AP CHK 00410393	45439JPA	AMERICAN MEDICAL RESPONSE	12/15/23	500.00	MW	IS		
AP CHK 00410394	38846	AMERICAN MESSAGING	12/15/23	30.34	MW	IS		
AP CHK 00410395	56082R	AMERICAN STANDARD ROOFING I	12/15/23	209.00	MW	IS		
AP CHK 00410396	58085R	ANICETE, NICO	12/15/23	460.00	MW	IS		
AP CHK 00410397	48649R	ANTEA GROUP INC USA	12/15/23	8,500.00	MW	IS		
AP CHK 00410398	1101	AT&T	12/15/23	243.78	MW	IS		
AP CHK 00410399	32577	AT&T	12/15/23	537.46	MW	IS		
AP CHK 00410400	32577	AT&T	12/15/23	1,046.42	MW	IS		
AP CHK 00410401	45195	AT&T	12/15/23	850.00	MW	IS		
AP CHK 00410402	47003	AT&T	12/15/23	157.92	MW	IS		
AP CHK 00410403	47003	AT&T	12/15/23	136.52	MW	IS		
AP CHK 00410404	6413	AT&T MOBILITY	12/15/23	141.46	MW	IS		
AP CHK 00410405	6413	AT&T MOBILITY	12/15/23	392.07	MW	IS		
AP CHK 00410406	6413	AT&T MOBILITY	12/15/23	1,616.65	MW	IS		
AP CHK 00410407	6413	AT&T MOBILITY	12/15/23	135.28	MW	IS		
AP CHK 00410408	44649	ATLAS COPCO COMPRESSORS LLC	12/15/23	1,599.26	MW	IS		
AP CHK 00410409	29643	AUTO COLLISION CENTER	12/15/23	3,109.69	MW	IS		
AP CHK 00410410	56541	AW ENTERPRISES INC	12/15/23	1,580.86	MW	IS		
AP CHK 00410411	40254	AWE	12/15/23	7,222.00	MW	IS		
AP CHK 00410412	2495	BARKER BLUE DIGITAL IMAGING	12/15/23	1,643.86	MW	IS		
AP CHK 00410413	7950	BAY AREA AIR QUALITY MANAGE	12/15/23	5,580.00	MW	IS		
AP CHK 00410414	19892	BAY AREA PAVING COMPANY INC	12/15/23	9,874.00	MW	IS		
AP CHK 00410415	8796	BAY CITY BOILER	12/15/23	7,141.88	MW	IS		
AP CHK 00410416	54911	BAYSIDE COLLISION CENTER	12/15/23	450.00	MW	IS		
AP CHK 00410417	19200	BIRITE FOODSERVICE DISTRIBU	12/15/23	4,742.27	MW	IS		
AP CHK 00410418	20204	BKF ENGINEERS	12/15/23	20,215.50	MW	IS		
AP CHK 00410419	22205	BLACKSTONE PUBLISHING	12/15/23	250.00	MW	IS		
AP CHK 00410420	35495	BLUE WATER TOWING & AUTO SE	12/15/23	60.00	MW	IS		

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AP CHK 00410421	17202	BOUND TREE MEDICAL LLC	12/15/23	869.69	MW	IS		
AP CHK 00410422	57279	BOYS AND GIRLS CLUBS OF THE	12/15/23	20,000.00	MW	IS		
AP CHK 00410423	56068	BRADSHAW CONSTRUCTION	12/15/23	8,775.00	MW	IS		
AP CHK 00410424	3349	BROADMOOR LANDSCAPE SUPPLY	12/15/23	554.64	MW	IS		
AP CHK 00410425	3064	BROWN & CALDWELL INC	12/15/23	15,224.01	MW	IS		
AP CHK 00410426	21239R	BROWN, DENISE	12/15/23	255.76	MW	IS		
AP CHK 00410427	48259	BWNVT MOTORS INC	12/15/23	68,948.57	MW	IS		
AP CHK 00410428	24936R	CABATIC, VICTOR	12/15/23	809.00	MW	IS		
AP CHK 00410429	46072R	CABLECOM LLC	12/15/23	3,125.00	MW	IS		
AP CHK 00410430	54295R	CABLECOM LLC	12/15/23	6,250.00	MW	IS		
AP CHK 00410431	36927	CALCON SYSTEMS INC	12/15/23	82,448.29	MW	IS		
AP CHK 00410432	1196	CALIFORNIA WATER SERVICE CO	12/15/23	301.05	MW	IS		
AP CHK 00410433	43533	CAPE	12/15/23	110.00	MW	IS		
AP CHK 00410434	58038	CARDIO PARTNERS INC	12/15/23	7,394.40	MW	IS		
AP CHK 00410435	17888	CARL WARREN & COMPANY INC	12/15/23	1,232.50	MW	IS		
AP CHK 00410436	48351	CAVENDISH SQUARE PUBLISHING	12/15/23	408.82	MW	IS		
AP CHK 00410437	28636	CDW GOVERNMENT INC	12/15/23	4,101.04	MW	IS		
AP CHK 00410438	42277	CEL ANALYTICAL INC	12/15/23	15,493.00	MW	IS		
AP CHK 00410439	40247	CELLEBRITE INC.	12/15/23	7,086.94	MW	IS		
AP CHK 00410440	48009	CENGAGE LEARNING INC / GALE	12/15/23	344.47	MW	IS		
AP CHK 00410441	1403	CENTER FOR INDEPENDENCE	12/15/23	7,455.00	MW	IS		
AP CHK 00410442	24769	CENTER POINT LARGE PRINT	12/15/23	47.25	MW	IS		
AP CHK 00410443	31956	CENTRAL VALLEY BUSINESS FOR	12/15/23	336.02	MW	IS		
AP CHK 00410444	54918R	CFY CONSTRUCTION INC	12/15/23	418.00	MW	IS		
AP CHK 00410445	58079R	CHII TRUST, MAHARBA	12/15/23	10,586.91	MW	IS		
AP CHK 00410446	51204	CINTAS CORPORATION	12/15/23	731.40	MW	IS		
AP CHK 00410447	3678	CINTAS CORPORATION #464	12/15/23	3,044.19	MW	IS		
AP CHK 00410448	35395	CITY AUTO SUPPLY	12/15/23	2,464.44	MW	IS		

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AP CHK 00410449	55905	CITY CONSULTANTS & RESEARCH	12/15/23	425.00	MW	IS		
AP CHK 00410450	25602	CITY OF DALY CITY	12/15/23	85.68	MW	IS		
AP CHK 00410451	40147	CITY TOYOTA	12/15/23	5,889.95	MW	IS		
AP CHK 00410452	56237	CLAREMONT BEHAVIORAL SERVIC	12/15/23	1,384.50	MW	IS		
AP CHK 00410453	18465	CLEARLITE TROPHIES	12/15/23	107.68	MW	IS		
AP CHK 00410454	20689	COIT SERVICES INC	12/15/23	2,133.00	MW	IS		
AP CHK 00410455	42205	COLMA FIREMEN'S SOCIAL CLUB	12/15/23	60.00	MW	IS		
AP CHK 00410456	26650	COLMA POLICE DEPARTMENT	12/15/23	1,000.00	MW	IS		
AP CHK 00410457	47244	COMCAST	12/15/23	94.77	MW	IS		
AP CHK 00410458	48517	COMCAST	12/15/23	157.45	MW	IS		
AP CHK 00410459	48645	COMCAST	12/15/23	86.00	MW	IS		
AP CHK 00410460	49446	COMCAST	12/15/23	118.33	MW	IS		
AP CHK 00410461	49446	COMCAST	12/15/23	108.33	MW	IS		
AP CHK 00410462	51804	COMCAST	12/15/23	407.96	MW	IS		
AP CHK 00410463	56468	COMCAST	12/15/23	20.45	MW	IS		
AP CHK 00410464	56468	COMCAST	12/15/23	217.90	MW	IS		
AP CHK 00410465	56819	COMCAST	12/15/23	192.90	MW	IS		
AP CHK 00410466	57411	COMCAST	12/15/23	167.21	MW	IS		
AP CHK 00410467	12578	COMPLETE LINEN SERVICES INC	12/15/23	140.18	MW	IS		
AP CHK 00410468	2599	CONTINUING EDUCATION OF THE	12/15/23	4,353.80	MW	IS		
AP CHK 00410469	23480	COPWARE INC	12/15/23	2,550.00	MW	IS		
AP CHK 00410470	56253	CORE & MAIN LP	12/15/23	5,193.07	MW	IS		
AP CHK 00410471	30109	CORELOGIC SOLUTIONS LLC	12/15/23	199.59	MW	IS		
AP CHK 00410472	27948	COTTON SHIRES AND ASSOCIATE	12/15/23	6,982.50	MW	IS		
AP CHK 00410473	G-ALLEN2	COURT-ORDERED DEBT COLLECTI	12/15/23	112.48	MW	IS		
AP CHK 00410474	1053	CPS HR CONSULTING	12/15/23	421.30	MW	IS		
AP CHK 00410475	56617R	CRUZ, AURA JOMELIE	12/15/23	721.54	MW	IS		
AP CHK 00410476	48323	CRYSTAL CREAMERY	12/15/23	693.42	MW	IS		

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AP CHK 00410477	28906	CSG CONSULTANTS INC	12/15/23	28,360.95	MW	IS		
AP CHK 00410478	2293	CSMFO	12/15/23	55.00	MW	IS		
AP CHK 00410479	1836	DAILY JOURNAL CORPORATION	12/15/23	663.70	MW	IS		
AP CHK 00410480	1414	DALY CITY CENTRAL CASHIER	12/15/23	1,776.03	MW	IS		
AP CHK 00410481	48520	DALY CITY PARTNERSHIP	12/15/23	34,033.48	MW	IS		
AP CHK 00410482	1793	DALY CITY TOOL MART	12/15/23	241.70	MW	IS		
AP CHK 00410483	51806	DAVID J POWERS & ASSOCIATES	12/15/23	14,693.66	MW	IS		
AP CHK 00410484	1299	DEPARTMENT OF JUSTICE	12/15/23	209.00	MW	IS		
AP CHK 00410485	58087R	DIONES, EDMOND	12/15/23	209.00	MW	IS		
AP CHK 00410486	26138R	DISCOUNT PLUMBING & HEATING	12/15/23	2,000.00	MW	IS		
AP CHK 00410487	54557	DKF SOLUTIONS GROUP LLC	12/15/23	3,999.00	MW	IS		
AP CHK 00410488	58073R	DR TRAFFIC CONTROL LLC	12/15/23	1,000.00	MW	IS		
AP CHK 00410489	57393	DTA	12/15/23	1,184.50	MW	IS		
AP CHK 00410490	56989	DUDEK	12/15/23	2,910.95	MW	IS		
AP CHK 00410491	40801R	DUMANDAN, WILGRACE	12/15/23	721.54	MW	IS		
AP CHK 00410492	1061	DUNN EDWARDS CORPORATION	12/15/23	437.12	MW	IS		
AP CHK 00410493	48177	EAST BAY TIRE CO	12/15/23	1,006.42	MW	IS		
AP CHK 00410494	57650R	EDGE ROOFING	12/15/23	209.00	MW	IS		
AP CHK 00410495	54143	EKI ENVIRONMENT & WATER	12/15/23	3,670.16	MW	IS		
AP CHK 00410496	56187	ELLIS INVESTIGATIONS LAW CO	12/15/23	6,815.00	MW	IS		
AP CHK 00410497	56297	EME ENTERPRISE INC	12/15/23	418.00	MW	IS		
AP CHK 00410498	58068	EMPHASYS SOFTWARE	12/15/23	12,400.00	MW	IS		
AP CHK 00410499	G1DEFIESTA	EMPLOYMENT DEVELOPMENT DEPA	12/15/23	977.56	MW	IS		
AP CHK 00410500	49988	ENTERPRISE RENT A CAR CANAD	12/15/23	239.06	MW	IS		
AP CHK 00410501	56287	EPLUS TECHNOLOGY INC	12/15/23	183.71	MW	IS		
AP CHK 00410502	56435	ESO SOLUTIONS INC	12/15/23	667.58	MW	IS		
AP CHK 00410503	36077	FASTENAL COMPANY	12/15/23	695.20	MW	IS		
AP CHK 00410504	55643	FLORIAN INDUSTRIES INC	12/15/23	3,714.50	MW	IS		

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AP CHK 00410505	11813	FOLGER GRAPHICS	12/15/23	214.26	MW	IS		
AP CHK 00410506	57350	FREYER & LAURETA INC	12/15/23	14,424.30	MW	IS		
AP CHK 00410507	56170	GAVIN'S PAINTING	12/15/23	10,506.28	MW	IS		
AP CHK 00410508	4581	GOLDEN BAY CONSTRUCTION INC	12/15/23	227,634.97	MW	IS		
AP CHK 00410509	55311	GOLDEN STATE EMERGENCY	12/15/23	539.49	MW	IS		
AP CHK 00410510	55945	GOVINVEST INC	12/15/23	13,650.00	MW	IS		
AP CHK 00410511	1754	GRAINGER INC	12/15/23	18,648.20	MW	IS		
AP CHK 00410512	36985	GRAND INDUSTRIES INC	12/15/23	39,800.00	MW	IS		
AP CHK 00410513	56292	GRANICUS LLC	12/15/23	9,464.84	MW	IS		
AP CHK 00410514	1571	GRANITEROCK	12/15/23	1,475.49	MW	IS		
AP CHK 00410515	37554R	GREGORIO, JOYCE	12/15/23	236.12	MW	IS		
AP CHK 00410516	56252	GRISWOLD INDUSTRIES	12/15/23	44,715.34	MW	IS		
AP CHK 00410517	30894	GRM	12/15/23	30.95	MW	IS		
AP CHK 00410518	54101	H & R PLUMBING AND DRAIN CL	12/15/23	2,800.00	MW	IS		
AP CHK 00410519	2223	HACH COMPANY	12/15/23	3,508.93	MW	IS		
AP CHK 00410520	57302	HALEY AND ALDRICH INC	12/15/23	5,370.33	MW	IS		
AP CHK 00410521	27846R	HAMILTON, JASON	12/15/23	5,416.36	MW	IS		
AP CHK 00410522	57852	HAMMEL GREEN AND ABRAHAMSON	12/15/23	18,916.94	MW	IS		
AP CHK 00410523	3702	HARRINGTON INDUSTRIAL PLAST	12/15/23	334.48	MW	IS		
AP CHK 00410524	55667	HAZEN AND SAWYER	12/15/23	39,845.90	MW	IS		
AP CHK 00410525	36841	HEART OF SAN MATEO COUNTY	12/15/23	32,642.00	MW	IS		
AP CHK 00410526	58074R	HERNANDEZ'S CRAFTSMAN CONST	12/15/23	1,000.00	MW	IS		
AP CHK 00410527	17021	HF&H CONSULTANTS LLC	12/15/23	5,100.00	MW	IS		
AP CHK 00410528	9049	HI TECH EVS INC	12/15/23	9,671.61	MW	IS		
AP CHK 00410529	49700	HILL BROTHERS CHEMICAL CO	12/15/23	6,293.54	MW	IS		
AP CHK 00410530	15857	HOME DEPOT CREDIT SERVICES	12/15/23	11,022.81	MW	IS		
AP CHK 00410531	40241R	HUBER, LARRY	12/15/23	250.00	MW	IS		
AP CHK 00410532	41818	HUNTINGTON COURT REPORTERS	12/15/23	705.02	MW	IS		

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AP CHK 00410533	57840	INDUSTRIAL ELECTRICAL CO IN	12/15/23	157.50	MW	IS		
AP CHK 00410534	48933	INFOSEND INC	12/15/23	6,278.49	MW	IS		
AP CHK 00410535	57693	INTERACTIVE RESOURCES INC	12/15/23	35,937.65	MW	IS		
AP CHK 00410536	5560	INTERSTATE GRADING & PAVING	12/15/23	740,088.53	MW	IS		
AP CHK 00410537	56564	INVOICE CLOUD INC	12/15/23	100.00	MW	IS		
AP CHK 00410538	24233	JACOBS ASSOCIATES	12/15/23	89,246.92	MW	IS		
AP CHK 00410539	26328	JAM SERVICES INC	12/15/23	93.81	MW	IS		
AP CHK 00410540	55027	JOHN THE SIGN GUY LLC	12/15/23	3,859.73	MW	IS		
AP CHK 00410541	25311	JOHNSON CONTROLS SECURITY S	12/15/23	516.60	MW	IS		
AP CHK 00410542	37856R	JOHNSON, EVELYN	12/15/23	2,811.38	MW	IS		
AP CHK 00410543	55889	JONES HALL	12/15/23	4,950.00	MW	IS		
AP CHK 00410544	57096	JONES, CLEITUS	12/15/23	3,016.50	MW	IS		
AP CHK 00410545	55898R	JRG ROOFING INC	12/15/23	209.00	MW	IS		
AP CHK 00410546	11281	JWC ENVIRONMENTAL INC	12/15/23	3,857.19	MW	IS		
AP CHK 00410547	21383R	KALAVERAS, MARJORIE	12/15/23	769.50	MW	IS		
AP CHK 00410548	29633	KELLY MOORE PAINT COMPANY I	12/15/23	31.62	MW	IS		
AP CHK 00410549	56294	KELLY SPICERS FACILITIES SO	12/15/23	3,670.65	MW	IS		
AP CHK 00410550	21792	KELLY SPICERS STORES	12/15/23	1,275.10	MW	IS		
AP CHK 00410551	20073	KIMLEY HORN & ASSOCIATES IN	12/15/23	1,210.75	MW	IS		
AP CHK 00410552	51402R	KLATT, JOHN	12/15/23	52.30	MW	IS		
AP CHK 00410553	31870R	KRAUSS, GREGORY	12/15/23	101.03	MW	IS		
AP CHK 00410554	58077R	KYAUK, EDGAR & LILLIAN	12/15/23	344.05	MW	IS		
AP CHK 00410555	1108	L N CURTIS AND SONS	12/15/23	29,468.25	MW	IS		
AP CHK 00410556	13776	LANGUAGE LINE SERVICES	12/15/23	1,778.48	MW	IS		
AP CHK 00410557	40871R	LEE FAMILY CORPORATION	12/15/23	209.00	MW	IS		
AP CHK 00410558	33497	LEGACY MECHANICAL & ENERGY	12/15/23	3,140.00	MW	IS		
AP CHK 00410559	29200	LEGAL SHIELD	12/15/23	400.80	MW	IS		
AP CHK 00410560	45083	LEHR	12/15/23	12,133.99	MW	IS		

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AP CHK 00410561	37094	LEXISNEXIS RISK DATA MANAGE	12/15/23	510.00	MW	IS		
AP CHK 00410562	56842R	LIFETIME ROOFING RENOVATION	12/15/23	418.00	MW	IS		
AP CHK 00410563	16440	LINDE GAS & EQUIPMENT INC	12/15/23	256.70	MW	IS		
AP CHK 00410564	14431	LINDE INC	12/15/23	13,744.25	MW	IS		
AP CHK 00410565	29332	LORAL LANDSCAPING	12/15/23	4,316.25	MW	IS		
AP CHK 00410566	58090R	LUCAS, VIRAY JONA AVIGAIL	12/15/23	250.00	MW	IS		
AP CHK 00410567	53573R	M L S BUILDER INC	12/15/23	500.00	MW	IS		
AP CHK 00410568	52155R	MACHU PICCHU ROOFING INC	12/15/23	209.00	MW	IS		
AP CHK 00410569	26737R	MAGNO, ALIWELYN	12/15/23	400.00	MW	IS		
AP CHK 00410570	58083R	MCCARTHY, KEVIN	12/15/23	100.54	MW	IS		
AP CHK 00410571	15393	MCMASTER-CARR	12/15/23	941.72	MW	IS		
AP CHK 00410572	58081R	MEDINA, WILLIAM	12/15/23	400.00	MW	IS		
AP CHK 00410573	23949	METRO MOBILE COMMUNICATIONS	12/15/23	1,800.00	MW	IS		
AP CHK 00410574	22863	MIDWEST TAPE INC	12/15/23	1,815.26	MW	IS		
AP CHK 00410575	40379R	MIKE PH CONSTRUCTION CO	12/15/23	209.00	MW	IS		
AP CHK 00410576	49436REN	MKD CEDAR HILL LLC	12/15/23	7,376.20	MW	IS		
AP CHK 00410577	58086R	MO, BOHENG	12/15/23	4,667.48	MW	IS		
AP CHK 00410578	16115	MOTION INDUSTRIES INC	12/15/23	3,013.04	MW	IS		
AP CHK 00410579	15210	MUNICIPAL MAINTENANCE EQUIP	12/15/23	1,512.75	MW	IS		
AP CHK 00410580	45221R	NEW HIGH PROTECTION ROOFING	12/15/23	209.00	MW	IS		
AP CHK 00410581	56820	ODP BUSINESS SOLUTIONS LLC	12/15/23	221.77	MW	IS		
AP CHK 00410582	56821	ODP BUSINESS SOLUTIONS LLC	12/15/23	203.80	MW	IS		
AP CHK 00410583	56822	ODP BUSINESS SOLUTIONS LLC	12/15/23	2,123.90	MW	IS		
AP CHK 00410584	56335	OPERATIONAL TECHNICAL SERVI	12/15/23	57,360.50	MW	IS		
AP CHK 00410585	34228	ORLANDI TRAILER INC	12/15/23	624.68	MW	IS		
AP CHK 00410586	3685	OTIS ELEVATOR COMPANY	12/15/23	1,573.00	MW	IS		
AP CHK 00410587	4918	OTIS ELEVATOR COMPANY	12/15/23	200.00	MW	IS		
AP CHK 00410588	55555	OVERDRIVE INC	12/15/23	935.77	MW	IS		

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AP CHK 00410589	42838	PACE SUPPLY CORP	12/15/23	866.20	MW	IS		
AP CHK 00410590	49111	PACIFIC BAY EQUIPMENT	12/15/23	235.85	MW	IS		
AP CHK 00410591	15483	PACIFIC COAST SEED INC	12/15/23	2,849.00	MW	IS		
AP CHK 00410592	32927	PACIFIC FIRE SAFE FIRE EXTI	12/15/23	724.18	MW	IS		
AP CHK 00410593	1216	PACIFIC GAS & ELECTRIC	12/15/23	217,609.09	MW	IS		
AP CHK 00410594	29252	PACIFIC PRODUCE INC	12/15/23	3,295.10	MW	IS		
AP CHK 00410595	50620	PARK ENGINEERING INC	12/15/23	111,830.18	MW	IS		
AP CHK 00410596	56663	PARTS AUTHORITY LLC	12/15/23	4,009.08	MW	IS		
AP CHK 00410597	53495	PAVEMENT ENGINEERING INC	12/15/23	1,000.00	MW	IS		
AP CHK 00410598	3297	PENINSULA LIBRARY SYSTEM	12/15/23	89.50	MW	IS		
AP CHK 00410599	10255MED	PERMANENTE MEDICAL GROUP IN	12/15/23	3,482.00	MW	IS		
AP CHK 00410600	19678	PERS LONG TERM CARE PROGRAM	12/15/23	175.55	MW	IS		
AP CHK 00410601	47044	PETERSON TRUCKS INC	12/15/23	231.64	MW	IS		
AP CHK 00410602	58078R	PHORNTHIP KORKIATNUN & ITTI	12/15/23	3,823.87	MW	IS		
AP CHK 00410603	54331	PIIAN SYSTEMS LLC	12/15/23	7,409.52	MW	IS		
AP CHK 00410604	49027	PLACEWORKS INC	12/15/23	16,495.16	MW	IS		
AP CHK 00410605	57003	PLANTE & MORAN PLLC	12/15/23	6,050.00	MW	IS		
AP CHK 00410606	54759	POLICE STRATEGIES LLC	12/15/23	7,500.00	MW	IS		
AP CHK 00410607	36106	POLYDYNE INC	12/15/23	41,074.37	MW	IS		
AP CHK 00410608	33715	PRISM	12/15/23	39,955.00	MW	IS		
AP CHK 00410609	2364	PROJECT SENTINEL	12/15/23	2,789.40	MW	IS		
AP CHK 00410610	14449	R & S ERECTION OF SAN MATEO	12/15/23	3,668.57	MW	IS		
AP CHK 00410611	48668JPA	RAVNTECH CORPORATION	12/15/23	15,498.23	MW	IS		
AP CHK 00410612	50803	READYREFRESH	12/15/23	95.91	MW	IS		
AP CHK 00410613	1687	RED WING SHOES	12/15/23	700.00	MW	IS		
AP CHK 00410614	14608	REEVES COMPANY INC	12/15/23	126.81	MW	IS		
AP CHK 00410615	56273R	RELIABLE ROOFING & RETRO-FI	12/15/23	836.00	MW	IS		
AP CHK 00410616	1200	REPUBLIC SERVICES OF NORTH	12/15/23	1,657,949.58	MW	IS		

Document	Payee ID	Payee Name	Date	Amount	Type	Stat	Rel To	Note
AP CHK 00410617	46300R	RESCUE ROOFING COMPANY	12/15/23	209.00	MW	IS		
AP CHK 00410618	58039	RNS COMMUNICATIONS INC	12/15/23	9,975.00	MW	IS		
AP CHK 00410619	57922	ROADSAFE TRAFFIC SYSTEMS IN	12/15/23	315.75	MW	IS		
AP CHK 00410620	53532	ROBERT HALF	12/15/23	2,688.00	MW	IS		
AP CHK 00410621	1087	SAFETY KLEEN SYSTEMS INC	12/15/23	30.00	MW	IS		
AP CHK 00410622	53427	SAGE CONSULTING ENGINEERS I	12/15/23	10,536.25	MW	IS		
AP CHK 00410623	38342R	SAKKAL, NATALIE	12/15/23	143.88	MW	IS		
AP CHK 00410624	58082R	SALHA, MOHAMMAD OMAR	12/15/23	554.00	MW	IS		
AP CHK 00410625	51614	SAN MATEO CART SERVICE	12/15/23	750.00	MW	IS		
AP CHK 00410626	12544	SAN MATEO COUNTY CONTROLLER	12/15/23	69,115.60	MW	IS		
AP CHK 00410627	35246	SAN MATEO COUNTY SHERIFFS O	12/15/23	12,967.80	MW	IS		
AP CHK 00410628	G1MARTINEZ	SAN MATEO COUNTY SHERIFF	12/15/23	112.50	MW	IS		
AP CHK 00410629	1790	SAN MATEO COUNTY TRANSIT DI	12/15/23	23,734.52	MW	IS		
AP CHK 00410630	9666	SAN MATEO LAWN MOWER SHOP	12/15/23	3,158.65	MW	IS		
AP CHK 00410631	57658	SAN MATEO RESOURCE CONSERVA	12/15/23	9,204.87	MW	IS		
AP CHK 00410632	55607	SANTANA, BRUNO	12/15/23	3,000.00	MW	IS		
AP CHK 00410633	54717	SANTANA, VALERIA CRISTINA	12/15/23	11,800.00	MW	IS		
AP CHK 00410634	58076R	SANTIAGO, BERNARD G	12/15/23	157.28	MW	IS		
AP CHK 00410635	28343R	SANTIAGO, MARIA ANICIA	12/15/23	400.00	MW	IS		
AP CHK 00410636	57596	SAP AMERICA INC	12/15/23	573.54	MW	IS		
AP CHK 00410637	8446	SBMHCP TRUST FUND	12/15/23	63.09	MW	IS		
AP CHK 00410638	56750	SCL-NORTH	12/15/23	5,438.81	MW	IS		
AP CHK 00410639	37037	SCOTT MACHINE DEVELOPMENT C	12/15/23	53.13	MW	IS		
AP CHK 00410640	1111	SF - WATER	12/15/23	270,549.98	MW	IS		
AP CHK 00410641	1111	SF - WATER	12/15/23	316.00	MW	IS		
AP CHK 00410642	1111	SF - WATER	12/15/23	51,003.52	MW	IS		
AP CHK 00410643	1111	SF - WATER	12/15/23	1,875.00	MW	IS		
AP CHK 00410644	1111	SF - WATER	12/15/23	40,038.61	MW	IS		

Document	Payee ID	Payee Name	Date	Amount	Type	Stat	Rel To	Note
AP CHK 00410645	1111	SF - WATER	12/15/23	38,237.52	MW	IS		
AP CHK 00410646	23742	SHOE DEPOT INC	12/15/23	324.69	MW	IS		
AP CHK 00410647	49695	SHRED IT USA	12/15/23	190.03	MW	IS		
AP CHK 00410648	52666	SHRED WORKS INC	12/15/23	207.00	MW	IS		
AP CHK 00410649	57928R	SIMALEAVICH, DAVID J	12/15/23	500.00	MW	IS		
AP CHK 00410650	51449	SIMPSON GUMPERTZ & HEGER IN	12/15/23	982.50	MW	IS		
AP CHK 00410651	32237	SMART & FINAL STORES LLC	12/15/23	891.05	MW	IS		
AP CHK 00410652	18862R	SMELLY MELS PLUMBING INC	12/15/23	3,274.59	MW	IS		
AP CHK 00410653	2055	SOUTH CITY LUMBER & SUPPLY	12/15/23	413.06	MW	IS		
AP CHK 00410654	55808	SOUTHERN COUNTIES LUBRICANT	12/15/23	5,245.67	MW	IS		
AP CHK 00410655	37940	STANDARD PLUMBING SUPPLY CO	12/15/23	46.75	MW	IS		
AP CHK 00410656	6352	STATE BAR OF CALIFORNIA	12/15/23	510.00	MW	IS		
AP CHK 00410657	9339	STATE WATER RESOURCES CONTR	12/15/23	44,169.00	MW	IS		
AP CHK 00410658	9339	STATE WATER RESOURCES CONTR	12/15/23	3,576.00	MW	IS		
AP CHK 00410659	27810	STEWART CHEVY CAD CHRY JEEP	12/15/23	76.61	MW	IS		
AP CHK 00410660	34747	SWINERTON MANAGEMENT & CONS	12/15/23	20,668.00	MW	IS		
AP CHK 00410661	12617	SYNCOAT	12/15/23	3,850.00	MW	IS		
AP CHK 00410662	45319	T MOBILE USA INC	12/15/23	100.00	MW	IS		
AP CHK 00410663	15590	T SHIRT FEVER	12/15/23	7,648.59	MW	IS		
AP CHK 00410664	58075R	TAN, MARIBEL	12/15/23	640.00	MW	IS		
AP CHK 00410665	37535	TELEPATH CORPORATION	12/15/23	358.00	MW	IS		
AP CHK 00410666	51891	TETRA TECH INC	12/15/23	2,119.00	MW	IS		
AP CHK 00410667	53452	THATCHER COMPANY OF CALIFOR	12/15/23	44,748.80	MW	IS		
AP CHK 00410668	49543	TRB AND ASSOCIATES INC	12/15/23	1,187.50	MW	IS		
AP CHK 00410669	53970	TRIDENT K9 CONSULTING	12/15/23	1,000.00	MW	IS		
AP CHK 00410670	52033	TRIPEPI SMITH & ASSOCIATES	12/15/23	1,845.59	MW	IS		
AP CHK 00410671	58084R	TU, KENNY	12/15/23	1,679.45	MW	IS		
AP CHK 00410672	26803	TURBO DATA SYSTEMS INC	12/15/23	19,049.08	MW	IS		

Document	Payee ID	Payee Name	Date	Amount	Type	Stat	Rel To	Note
AP CHK 00410673	57186	TURNER ADVISEMENT LLC	12/15/23	4,725.00	MW	IS		
AP CHK 00410674	37637	ULINE INC	12/15/23	857.63	MW	IS		
AP CHK 00410675	56630	UNDERGROUND REPUBLIC WATER	12/15/23	2,037.18	MW	IS		
AP CHK 00410676	32209	UNIVAR SOLUTIONS USA INC	12/15/23	6,312.89	MW	IS		
AP CHK 00410677	7873	URBAN FARMER STORE, THE	12/15/23	306.70	MW	IS		
AP CHK 00410678	29329	VERIZON WIRELESS SERVICES L	12/15/23	141.30	MW	IS		
AP CHK 00410679	29329	VERIZON WIRELESS SERVICES L	12/15/23	3,462.92	MW	IS		
AP CHK 00410680	29329	VERIZON WIRELESS SERVICES L	12/15/23	42.10	MW	IS		
AP CHK 00410681	29329	VERIZON WIRELESS SERVICES L	12/15/23	85.11	MW	IS		
AP CHK 00410682	29329	VERIZON WIRELESS SERVICES L	12/15/23	179.01	MW	IS		
AP CHK 00410683	29329	VERIZON WIRELESS SERVICES L	12/15/23	47.10	MW	IS		
AP CHK 00410684	29329	VERIZON WIRELESS SERVICES L	12/15/23	47.10	MW	IS		
AP CHK 00410685	29329	VERIZON WIRELESS SERVICES L	12/15/23	188.40	MW	IS		
AP CHK 00410686	29329	VERIZON WIRELESS SERVICES L	12/15/23	3,268.10	MW	IS		
AP CHK 00410687	29329	VERIZON WIRELESS SERVICES L	12/15/23	499.75	MW	IS		
AP CHK 00410688	29329	VERIZON WIRELESS SERVICES L	12/15/23	304.43	MW	IS		
AP CHK 00410689	29329	VERIZON WIRELESS SERVICES L	12/15/23	2,890.57	MW	IS		
AP CHK 00410690	41056R	VIOLA, ANNA MARIE	12/15/23	769.50	MW	IS		
AP CHK 00410691	57426	VOLER STRATEGIC ADVISORS IN	12/15/23	10,000.00	MW	IS		
AP CHK 00410692	1579	VWR INTERNATIONAL LLC	12/15/23	844.84	MW	IS		
AP CHK 00410693	50485	WAVE BROADBAND	12/15/23	95.95	MW	IS		
AP CHK 00410694	50485	WAVE BROADBAND	12/15/23	1,079.95	MW	IS		
AP CHK 00410695	50485	WAVE BROADBAND	12/15/23	1,295.00	MW	IS		
AP CHK 00410696	50485	WAVE BROADBAND	12/15/23	243.51	MW	IS		
AP CHK 00410697	46961	WEAVER, JOHN	12/15/23	250.00	MW	IS		
AP CHK 00410698	49085	WEST COAST ARBORISTS INC	12/15/23	2,970.00	MW	IS		
AP CHK 00410699	1095	WESTLAKE ECO SOFT-TOUCH	12/15/23	955.70	MW	IS		
AP CHK 00410700	30684	WHITE CAP LP	12/15/23	811.10	MW	IS		

Document	Payee ID	Payee Name	Date	Amount	Type	Stat	Rel To	Note
AP CHK 00410701	56711	WILLIAM K FAISST CONSULTING	12/15/23	8,679.30	MW	IS		
AP CHK 00410702	54330	WILLIAMS SCOTSMAN INC	12/15/23	763.19	MW	IS		
AP CHK 00410703	36417R	WILLIAMS, ANNE	12/15/23	721.54	MW	IS		
AP CHK 00410704	25139	WITMER PUBLIC SAFETY GROUP	12/15/23	42.13	MW	IS		
AP CHK 00410705	58080R	WONG, VERNON	12/15/23	184.41	MW	IS		
AP CHK 00410706	53426	WRECO	12/15/23	22,770.00	MW	IS		
AP CHK 00410707	56850R	YIP, WANDA	12/15/23	209.00	MW	IS		
AP CHK 00410708	58088R	YOUNG, JESSICA	12/15/23	1,028.99	MW	IS		
AP CHK 00410709	12694R	ZALINSKIS, KLAUS	12/15/23	721.54	MW	IS		
AP CHK 00410710	53784R	ZHEN, JIAN LIN	12/15/23	1,244.12	MW	IS		
AP CHK 00410711	55902	ZOOM VIDEO COMMUNICATIONS I	12/15/23	629.58	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	5,246,097.97	Number of Checks Processed:	347
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 5,246,097.97

Document	Payee ID	Payee Name	Date	Amount	Type	Stat	Rel To	Note
AP CHK 00410712	58107R	AKERS, JAMES	12/21/23	17,700.00	MW	IS		
AP CHK 00410713	14004	ALERT PEST CONTROL COMPANY	12/21/23	3,817.00	MW	IS		
AP CHK 00410714	49642	ALL CITY MANAGEMENT SERVICE	12/21/23	8,232.70	MW	IS		
AP CHK 00410715	37095	ALL INDUSTRIAL ELECTRIC SUP	12/21/23	163.30	MW	IS		
AP CHK 00410716	39657	ALL STAR GLASS	12/21/23	672.47	MW	IS		
AP CHK 00410717	42310	AMERINAT	12/21/23	326.70	MW	IS		
AP CHK 00410718	24868	ANIXTER INC	12/21/23	984.58	MW	IS		
AP CHK 00410719	46585	ANTHEM BLUE CROSS	12/21/23	110.70	MW	IS		
AP CHK 00410720	46585	ANTHEM BLUE CROSS	12/21/23	122.90	MW	IS		
AP CHK 00410721	32577	AT&T	12/21/23	7,379.37	MW	IS		
AP CHK 00410722	32577	AT&T	12/21/23	362.21	MW	IS		
AP CHK 00410723	6413	AT&T MOBILITY	12/21/23	1,327.92	MW	IS		
AP CHK 00410724	6413	AT&T MOBILITY	12/21/23	4,835.49	MW	IS		
AP CHK 00410725	6413	AT&T MOBILITY	12/21/23	603.60	MW	IS		
AP CHK 00410726	6413	AT&T MOBILITY	12/21/23	2,333.92	MW	IS		
AP CHK 00410727	29643	AUTO COLLISION CENTER	12/21/23	11,800.03	MW	IS		
AP CHK 00410728	53260	AXON ENTERPRISE INC	12/21/23	73,691.57	MW	IS		
AP CHK 00410729	1232	BAKER & TAYLOR COMPANY INC	12/21/23	9,822.50	MW	IS		
AP CHK 00410730	58097R	BAKER, JESSICA	12/21/23	281.24	MW	IS		
AP CHK 00410731	8796	BAY CITY BOILER	12/21/23	7,142.20	MW	IS		
AP CHK 00410732	48115	BAYSHORE TRANSMISSIONS	12/21/23	4,129.55	MW	IS		
AP CHK 00410733	19200	BIRITE FOODSERVICE DISTRIBU	12/21/23	6,305.78	MW	IS		
AP CHK 00410734	3349	BROADMOOR LANDSCAPE SUPPLY	12/21/23	1,508.25	MW	IS		
AP CHK 00410735	33981	CAGWIN & DORWARD	12/21/23	377.00	MW	IS		
AP CHK 00410736	36927	CALCON SYSTEMS INC	12/21/23	11,550.00	MW	IS		
AP CHK 00410737	1196	CALIFORNIA WATER SERVICE CO	12/21/23	36.89	MW	IS		
AP CHK 00410738	1196	CALIFORNIA WATER SERVICE CO	12/21/23	147.06	MW	IS		
AP CHK 00410739	58103R	CAMICIA, MICHELLE	12/21/23	3,877.17	MW	IS		

Document	Payee ID	Payee Name	Date	Amount	Type	Stat	Rel To	Note
AP CHK 00410740	28636	CDW GOVERNMENT INC	12/21/23	68,268.00	MW	IS		
AP CHK 00410741	31956	CENTRAL VALLEY BUSINESS FOR	12/21/23	1,658.46	MW	IS		
AP CHK 00410742	54918R	CFY CONSTRUCTION INC	12/21/23	418.00	MW	IS		
AP CHK 00410743	33064R	CHAN, ADA	12/21/23	620.34	MW	IS		
AP CHK 00410744	55100R	CHOW, GILLIAN	12/21/23	186.25	MW	IS		
AP CHK 00410745	51204	CINTAS CORPORATION	12/21/23	494.79	MW	IS		
AP CHK 00410746	3678	CINTAS CORPORATION #464	12/21/23	3,010.90	MW	IS		
AP CHK 00410747	25602	CITY OF DALY CITY	12/21/23	3,605.07	MW	IS		
AP CHK 00410748	20689	COIT SERVICES INC	12/21/23	750.00	MW	IS		
AP CHK 00410749	42205	COLMA FIREMEN'S SOCIAL CLUB	12/21/23	180.00	MW	IS		
AP CHK 00410750	12578	COMPLETE LINEN SERVICES INC	12/21/23	140.36	MW	IS		
AP CHK 00410751	14930	COUNTY OF SAN MATEO	12/21/23	246.76	MW	IS		
AP CHK 00410752	17561	COUNTY OF SAN MATEO	12/21/23	593,445.00	MW	IS		
AP CHK 00410753	23257	COUNTY OF SAN MATEO	12/21/23	61,049.91	MW	IS		
AP CHK 00410754	43157JPA	COUNTY OF SAN MATEO	12/21/23	1,781.84	MW	IS		
AP CHK 00410755	48323	CRYSTAL CREAMERY	12/21/23	332.50	MW	IS		
AP CHK 00410756	49483	CSCDA	12/21/23	3,657.75	MW	IS		
AP CHK 00410757	53761	CT WEST	12/21/23	3,000.00	MW	IS		
AP CHK 00410758	19907	CWEA-TCP	12/21/23	113.00	MW	IS		
AP CHK 00410759	1836	DAILY JOURNAL CORPORATION	12/21/23	589.00	MW	IS		
AP CHK 00410760	2285	DALY CITY COLMA CHAMBER OF	12/21/23	15,000.00	MW	IS		
AP CHK 00410761	1793	DALY CITY TOOL MART	12/21/23	102.57	MW	IS		
AP CHK 00410762	47533	DEPARTMENT OF INDUSTRIAL RE	12/21/23	98,793.16	MW	IS		
AP CHK 00410763	57870	DUNNIGAN PSYCHOLOGICAL & TH	12/21/23	625.00	MW	IS		
AP CHK 00410764	14573R	E J BUILDERS	12/21/23	659.00	MW	IS		
AP CHK 00410765	48177	EAST BAY TIRE CO	12/21/23	1,375.29	MW	IS		
AP CHK 00410766	56187	ELLIS INVESTIGATIONS LAW CO	12/21/23	9,625.00	MW	IS		
AP CHK 00410767	19787	FIRST CHOICE COFFEE SERVICE	12/21/23	710.58	MW	IS		

Document	Payee ID	Payee Name	Date	Amount	Type	Stat	Rel To	Note
AP CHK 00410768	56170	GAVIN'S PAINTING	12/21/23	5,880.64	MW	IS		
AP CHK 00410769	48247	GCS ENVIRONMENTAL EQUIPMENT	12/21/23	340.79	MW	IS		
AP CHK 00410770	1754	GRAINGER INC	12/21/23	1,308.89	MW	IS		
AP CHK 00410771	19293	GYM DOCTORS	12/21/23	764.40	MW	IS		
AP CHK 00410772	42304R	HARGENS INC	12/21/23	1,065.17	MW	IS		
AP CHK 00410773	54590	HOME DEPOT PRO, THE	12/21/23	1,823.36	MW	IS		
AP CHK 00410774	56109	HONEY BUCKET	12/21/23	977.79	MW	IS		
AP CHK 00410775	58094R	HUANG, STANLEY	12/21/23	209.00	MW	IS		
AP CHK 00410776	57924	IMPERIAL SUPPLIES LLC	12/21/23	41.33	MW	IS		
AP CHK 00410777	38914	J P COOKE COMPANY	12/21/23	120.90	MW	IS		
AP CHK 00410778	27808	JAMES FORD INC	12/21/23	62,571.41	MW	IS		
AP CHK 00410779	47002MED	KAISER PERMANENTE	12/21/23	3,392.18	MW	IS		
AP CHK 00410780	22450	KAPCO	12/21/23	819.06	MW	IS		
AP CHK 00410781	56294	KELLY SPICERS FACILITIES SO	12/21/23	719.13	MW	IS		
AP CHK 00410782	1108	L N CURTIS AND SONS	12/21/23	121,961.25	MW	IS		
AP CHK 00410783	14431	LINDE INC	12/21/23	6,935.84	MW	IS		
AP CHK 00410784	58102R	LOVE, TOMMY D & ARES MORA	12/21/23	4,109.59	MW	IS		
AP CHK 00410785	58096R	LU, JIE	12/21/23	24.99	MW	IS		
AP CHK 00410786	14277	MAZE & ASSOCIATES INC	12/21/23	8,550.00	MW	IS		
AP CHK 00410787	58098R	MOH, THON	12/21/23	2,000.00	MW	IS		
AP CHK 00410788	16115	MOTION INDUSTRIES INC	12/21/23	2,895.53	MW	IS		
AP CHK 00410789	1050	MOTOROLA SOLUTIONS INC	12/21/23	24,888.50	MW	IS		
AP CHK 00410790	57880R	MP ROOFING	12/21/23	209.00	MW	IS		
AP CHK 00410791	58040	NATIONAL BEDDING COMPANY LL	12/21/23	39,035.25	MW	IS		
AP CHK 00410792	58100R	NG, CHRISTINA	12/21/23	1,995.91	MW	IS		
AP CHK 00410793	25761	NORTHERN SAFETY CO INC	12/21/23	179.56	MW	IS		
AP CHK 00410794	56821	ODP BUSINESS SOLUTIONS LLC	12/21/23	234.83	MW	IS		
AP CHK 00410795	56822	ODP BUSINESS SOLUTIONS LLC	12/21/23	1,216.37	MW	IS		

Document	Payee ID	Payee Name	Date	Amount	Type	Stat	Rel To	Note
AP CHK 00410796	56335	OPERATIONAL TECHNICAL SERVI	12/21/23	20,440.00	MW	IS		
AP CHK 00410797	3685	OTIS ELEVATOR COMPANY	12/21/23	1,957.50	MW	IS		
AP CHK 00410798	1216	PACIFIC GAS & ELECTRIC	12/21/23	310,721.43	MW	IS		
AP CHK 00410799	29252	PACIFIC PRODUCE INC	12/21/23	824.55	MW	IS		
AP CHK 00410800	50620	PARK ENGINEERING INC	12/21/23	48,581.61	MW	IS		
AP CHK 00410801	19627	PARKSON CORPORATION	12/21/23	11,049.67	MW	IS		
AP CHK 00410802	58101R	PENINSULA ROOFING	12/21/23	209.00	MW	IS		
AP CHK 00410803	29738	PENINSULA UNIFORMS & EQUIPM	12/21/23	2,515.08	MW	IS		
AP CHK 00410804	54331	PIIAN SYSTEMS LLC	12/21/23	7,409.42	MW	IS		
AP CHK 00410805	36106	POLYDYNE INC	12/21/23	27,464.29	MW	IS		
AP CHK 00410806	48668JPA	RAVNTECH CORPORATION	12/21/23	556.71	MW	IS		
AP CHK 00410807	55298	RDO EQUIPMENT CO	12/21/23	1,552.91	MW	IS		
AP CHK 00410808	57786	RK ENGINEERING INC	12/21/23	268,891.80	MW	IS		
AP CHK 00410809	58099R	RODRIQUEZ, JON MICHAEL	12/21/23	209.00	MW	IS		
AP CHK 00410810	1087	SAFETY KLEEN SYSTEMS INC	12/21/23	430.21	MW	IS		
AP CHK 00410811	53427	SAGE CONSULTING ENGINEERS I	12/21/23	4,440.00	MW	IS		
AP CHK 00410812	1643	SAN MATEO COUNTY ENVIRONMEN	12/21/23	1,648.20	MW	IS		
AP CHK 00410813	15749	SANTA ROSA JUNIOR COLLEGE	12/21/23	65.50	MW	IS		
AP CHK 00410814	41081R	SCOLES, GREGORY	12/21/23	250.00	MW	IS		
AP CHK 00410815	52666	SHRED WORKS INC	12/21/23	46.00	MW	IS		
AP CHK 00410816	55808	SOUTHERN COUNTIES LUBRICANT	12/21/23	368.43	MW	IS		
AP CHK 00410817	46351	SPECIAL SERVICES GROUP LLC	12/21/23	1,229.58	MW	IS		
AP CHK 00410818	20534	ST FRANCIS ELECTRIC INC	12/21/23	6,400.00	MW	IS		
AP CHK 00410819	58104R	STA MARIA, KAYLA	12/21/23	400.00	MW	IS		
AP CHK 00410820	9339	STATE WATER RESOURCES CONTR	12/21/23	26,552.00	MW	IS		
AP CHK 00410821	56958JPA	STEPFORD	12/21/23	9,275.00	MW	IS		
AP CHK 00410822	45084	STEPFORD INC	12/21/23	87.50	MW	IS		
AP CHK 00410823	57023RJPA	STRATTON, MARGARET	12/21/23	157.40	MW	IS		

Document	Payee ID	Payee Name	Date	Amount	Type	Stat	Rel To	Note
AP CHK 00410824	34747	SWINERTON MANAGEMENT & CONS	12/21/23	18,858.50	MW	IS		
AP CHK 00410825	29237	SYNAGRO WEST LLC	12/21/23	36,901.00	MW	IS		
AP CHK 00410826	15590	T SHIRT FEVER	12/21/23	2,757.34	MW	IS		
AP CHK 00410827	58106R	TAKAYAMA, CYNTHIA	12/21/23	11,000.00	MW	IS		
AP CHK 00410828	58048R	TAMASESE, MOEGAGOGO	12/21/23	400.00	MW	IS		
AP CHK 00410829	13852	TELECOMMUNICATIONS ENGINEER	12/21/23	3,024.50	MW	IS		
AP CHK 00410830	42970JPA	TELECOMMUNICATIONS ENGINEER	12/21/23	15,378.00	MW	IS		
AP CHK 00410831	26803	TURBO DATA SYSTEMS INC	12/21/23	1,922.81	MW	IS		
AP CHK 00410832	37637	ULINE INC	12/21/23	772.72	MW	IS		
AP CHK 00410833	57303	UNIFIED POWER	12/21/23	4,785.45	MW	IS		
AP CHK 00410834	32209	UNIVAR SOLUTIONS USA INC	12/21/23	9,813.16	MW	IS		
AP CHK 00410835	41809	VESTRA RESOURCES INC	12/21/23	687.25	MW	IS		
AP CHK 00410836	36355	WASTEWATER SOLUTIONS INC	12/21/23	4,125.00	MW	IS		
AP CHK 00410837	55677	WESTERN EXTRICATION SPECIAL	12/21/23	2,535.66	MW	IS		
AP CHK 00410838	1095	WESTLAKE ECO SOFT-TOUCH	12/21/23	722.70	MW	IS		
AP CHK 00410839	30684	WHITE CAP LP	12/21/23	555.83	MW	IS		
AP CHK 00410840	17364	WORLD BOOK INC	12/21/23	1,251.53	MW	IS		
AP CHK 00410841	58095R	YEH, THEODORE	12/21/23	447.92	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	2,214,023.46	Number of Checks Processed:	130
Total Hand Written	0.00	Number of Checks Processed:	0
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Total Cancelled	0.00	Number of Checks Processed:	0
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Total EPAYs	0.00	Number of EPAYs Processed:	0

G R A N D T O T A L 2,214,023.46

City Council Meeting Agenda Report Item # ____

Meeting Date: January 22, 2024

Subject: Resolution Admonishing Councilmember DiGiovanni

Recommended Action Consider the City Council resolution admonishing Councilmember DiGiovanni for certain findings made in the investigation report pursuant to a complaint filed by City Manager Thomas Piccolotti dated March 3, 2023.

Background

By a memo to the City Council dated March 3, 2023, the City Manager described recent and repeated acts of unprofessional conduct by Councilmember DiGiovanni experienced by the City Manager and City staff. A copy of the memo is available upon request from the City Clerk. (See Attachment). In the memo, the City Manager alleged abuse, harassment and bullying by Councilmember DiGiovanni against him and City staff.

Upon receipt of the complaint and review by the Ethics Committee, the Human Resources Department retained an independent investigator, Ellis Investigations Corporation, to investigate Councilmember DiGiovanni's alleged acts of abuse, harassment and bullying. The investigation commenced April 7, 2023. The investigator reported its findings on the twenty-one issues to the City Council Ethics Committee, which were subsequently shared in redacted form to protect the confidentiality of witnesses, most of whom were City staff, with the City Council and Councilmember DiGiovanni.

During the course of the investigation, Councilmember DiGiovanni was provided the opportunity to respond to the allegations through a request from the investigator to meet with and interview Councilmember DiGiovanni. Councilmember DiGiovanni refused to participate in the investigation. Upon completion of the investigation report, and after the Ethics Committee's review, the redacted version of the report was shared with the City Council in closed session, because it was prepared under the context of significant exposure to litigation, since it contained alleged acts of abuse by Councilmember DiGiovanni against the City Manager and staff, and claims that Councilmember DiGiovanni created a hostile work environment for the City Manager and City staff. Upon several meetings and direction of the City Council, Councilmember DiGiovanni reviewed the report and afforded the opportunity to meet and confer with the City Council in closed session to address the findings of the report. City Councilmember DiGiovanni chose not to respond or comment to the report.

Based on the thorough investigation of the allegations, including interviews of all witnesses the investigator deemed relevant, the investigator addressed each of the allegations and issues raised, and made findings.

During subsequent Council closed sessions to address the issues raised by the complaint and the investigation report's findings, the City Council took action in closed session to waive the confidentiality of the redacted report in accordance with Cal. Govt. Code Sec. 54963(a). The City Council also directed the City Attorney to prepare the associated resolution for a Council presentation.

Discussion and Council Determination

If the resolution is adopted by a majority of the City Council, then the Council admonishes Councilmember DiGiovanni based on five of the twenty-one findings from the independent investigator's report:

1. Councilmember DiGiovanni used City vehicles for personal purposes that violated City policy on personal use of City vehicles 5/08;
2. Councilmember DiGiovanni kept City vehicles for extended periods in violation of the City policy on personal use of City vehicles 5/08;
3. Councilmember DiGiovanni used City vehicles for political campaign purposes;
4. Improperly demanded police officers and staff to remove patrols from City events in violation of Daly City Municipal Code Sections 2.02.080 and 2.02.090; and
5. Treated City staff unprofessionally and in a hostile manner.

If the resolution is adopted, the Council also urges Councilmember DiGiovanni to apologize to the City Manager and City staff (as a whole) for her unprofessional and hostile behavior, and to attend proper workplace behavior training.

Summary/Conclusion:

Staff is available to provide any additional information desired by the Mayor or Councilmembers.

Respectfully submitted,

Rose Zimmerman
City Attorney

Attachment

Memo from City Manager

Draft Resolution

UPDATED DRAFT
RESOLUTION NO._____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DALY CITY ADMONISHING COUNCILMEMBER PAMELA DIGIOVANNI

WHEREAS, on or about March 3, 2023, the City Manager sent a memo to the City Council describing recent and repeated acts of unprofessional conduct by Councilmember DiGiovanni experienced by the City Manager and City staff. A copy of the memo is available upon request from the City Clerk. In the memo, the City Manager alleged abuse, harassment and bullying by Councilmember DiGiovanni against him and City staff; and

WHEREAS, the City Manager and City Council take all complaints of alleged illegal or inappropriate behavior against or among City staff and the City Council seriously. To that end, upon receipt of the complaint, the Human Resources Department retained an independent investigator, Ellis Investigations Corporation, to investigate the alleged acts of abuse, harassment and bullying by Councilmember DiGiovanni. The investigation commenced April 7, 2023. The investigator reported its findings to the City Council Ethics Committee, which were subsequently shared in redacted form to protect the confidentiality of witnesses most of whom were City staff, with the City Council and Councilmember DiGiovanni; and

WHEREAS, the Investigation Report found that Councilmember DiGiovanni engaged in twenty-one (21) acts of abuse, harassment and bullying of City staff; and

WHEREAS, the City Council identified five (5) major violations that created a hostile work environment by Councilmember DiGiovanni; and

WHEREAS, Councilmember DiGiovanni was provided the opportunity to respond to the allegations through a request from the investigator to meet with and interview Councilmember DiGiovanni, which Councilmember DiGiovanni refused; and

WHEREAS, based on the thorough investigation of the allegations, including interviews of all witnesses the investigator deemed relevant, the investigator addressed each of the allegations and issues raised, and made findings.

NOW, THEREFORE**,** BE IT RESOLVED by the City Council of the City of Daly City that it does hereby rely upon and sustains the following findings of the independent investigator's report, a redacted copy of which is attached hereto and made a part hereof, that Councilmember DiGiovanni:

1. Kept City vehicles for extended periods in violation of the City policy on personal use of City vehicles;

2. Used City vehicles for personal purposes in violation of the City policy on personal use of City vehicles;

3. Used City vehicles for political campaigns purposes;

4. Improperly demanded police officers and staff to remove patrols from City events; and

DRAFT

5. Treated City staff unprofessionally and in a hostile manner.

BE IT FURTHER RESOLVED by the City Council of the City of Daly City that:

1. The City Council admonishes Councilmember DiGiovanni based on the findings above, and for her unprofessional and hostile behavior towards the City Manager and City staff; and

2. The City Council urges Councilmember DiGiovanni to apologize to the City Manager and City staff (as a whole) through virtual platforms, or at a City Council meeting, for treating City staff unprofessionally and in a hostile manner; and

3. The City Council urges Councilmember DiGiovanni to attend anger management in the workplace training and related behavior training in order to treat City staff professionally and

4. The City Council finds that should such behavior continue, the City Council has the right to issue a formal censorship of Councilmember DiGiovanni based upon the findings in the August 15, 2023 Investigation Report.

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 _____, 2024, 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 INTER-OFFICE MEMORANDUM

DATE: March 3, 2023

TO: Mayor Ray Buenaventura
Vice-Mayor Juslyn Manalo
Councilmember Dr. Rod Daus-Magbual
Councilmember Pamela DiGiovanni
Councilmember Glenn Sylvester

FROM: Thomas J. Piccolotti, City Manager
CC: Rose Zimmerman, City Attorney

SUBJECT: Council Communication

Dear Mayor, Vice-Mayor, and Councilmembers,

This memorandum is in response to recent and repeated acts of unprofessional conduct by Councilmember DiGiovanni experienced by myself and City staff, not limited to the City Manager's Office. I will describe the most recent events that precipitated this memorandum but unfortunately there are other similar instances of **abuse, harassment, and bullying**.

On Thursday March 2, 2023, at approximately 1:00pm, Councilmember DiGiovanni came to City Hall and instructed my staff to set her up in the Gateway Garden for a Zoom Meeting. During her interaction with staff, she went into several of what I believe to be inappropriate and unprofessional topics:

- One being that she stated to staff that Supervisor Canepa does not represent Daly City therefore the City Manager should not be allowing him to use the Gateway office on Fridays to meet with residents. She believed it to be a misuse of City Resources.
- She inappropriately made statements about politics stating to my staff that she is going to run a certain individual from Bayshore to get the majority back and "change is coming". She specified an individual who won't be named in this correspondence.
- She then chose to denigrate me with false statements to my staff regarding an incident she caused at the Walkabout on Friday February 17.
- She also stated to a staff member that "I am going to take Tom down."

The staff member that communicated this incident to me was not comfortable responding or asking her to stop because she might focus her ire their direction. This staff member was also concerned about asking her to stop because she is elected and has stated multiple times that she has authority over City staff. A similar concern or discomfort of talking to Councilmember DiGiovanni and asking her to stop has been conveyed to me by other employees of the City at other times over the last six months.

Unfortunately, like the incident discussed above, a repeated pattern of Councilmember DiGiovanni's interaction with my staff, while it may start with a legitimate business item, she usually turns it into a derogatory conversation regarding Council, myself, and my ability to do my job. I know this because my staff has reported it to me on several occasions. I have always maintained a professional demeaner with Councilmember DiGiovanni and it is my duty to assist all the Councilmembers and carry out the vision and actions of the Council as it is legislated. It is becoming increasingly difficult to maintain that professionalism when Councilmember DiGiovanni is chastising and disparaging me to my staff. It puts me and my staff in an uncomfortable position and inhibits our ability to effectively perform City business.

I will provide greater detail on the other two incidents referenced above. On Friday February 17, 2023, at the Walkabout event, Councilmember DiGiovanni approached me in a hostile manner making physical contact with me by putting her hand/finger on my arms/shoulder and told me I need to protect her because Cheryl Catuar was there, was stalking her, and we didn't have enough police protection. My

response was, “Pam this is a positive event, I was invited here and nobody is going to hurt anybody.” Her response to me in an angry tone and in front of witnesses was to repeat “I am your boss” several times and that, “it’s your job to protect me”. She went on to repeatedly say in front of witnesses that I am “biased”. She also referenced the previous day where I was a guest at the HART re-opening at Larcombe Clubhouse where my only interaction with her was “Hello Pam”, but she referenced that interaction as “everyone at the HART event saw what you did to me”. All of this took place while I was trying to walk up front as I was asked to talk to the people present by the Chamber of Commerce. I was shaken as I had to speak to the group. Additionally, contrary to her claim that Cheryl Catuar was stalking her, **Daly City’s Acting Police Chief Cameron Christensen** who was also invited to the event, conveyed to me that he observed Councilmember DiGiovanni following and “stalking” Ms. Catuar for approximately 45 minutes. After Councilmember DiGiovanni chastised me in front of approximately 100 people regarding my duty to protect her she went to **Acting Police Chief Christensen** and began to denigrate me as biased and incapable of doing my job.

The second comment referenced above is a continuation of a conversation I had in January with Councilmember DiGiovanni. She questioned why Supervisor Canepa and his staff were at City Hall. I explained that as the Supervisor of District 5 and like many past Supervisors like William Schumacher, Mike Nevin, Adrienne Tissier, and David Canepa, I am allowing the Supervisor to meet with constituents, so they do not have to drive all the way to Redwood City to meet with him. She claimed to me then that Supervisor Canepa does not represent Daly City but that he only represents unincorporated Broadmoor. Yesterday, as referenced above, she repeated that false claim to my staff.

These types of interactions with City Staff and myself was the reason for my September 28th memorandum to Council. I have several documented instances of Councilmember DiGiovanni’s inappropriate interactions with staff and myself that I am happy to share in the appropriate forum. Another concerning interaction with staff was when a staff person texted Councilmember DiGiovanni asking if she accidentally removed a certificate from the City Manager’s Office, and she responded by calling the staff person and berating them and denying it. Her bullying actions over time have created a **hostile work environment** for myself and City staff. These actions, which she is attempting to normalize, are part of an ongoing **pattern of harassment, bullying, and hostile work environment**. At the present time I am careful and hesitant to talk with Councilmember DiGiovanni without a witness. I want everything on record as I am concerned I will be accused of false claims.

I was hopeful that as I embarked and accepted the challenge as City Manager I would have the support of the full Council but it is apparent that Councilmember DiGiovanni is undermining my ability to do my job. Her disdain toward me has been apparent since I became Interim City Manager, and then City Manager, as she chose to read my entire contract in front of my family. My wife, children, and grandchildren had to hear her misrepresent the law. And then three days later she chose to read it again at the Friends of Bayshore meeting in its entirety witnessed by **Acting Chief Christiansen** and others.

No one, my staff, myself, distinguished Councilmembers, citizens, contractors, nor consultants should have to endure this type of behavior and **abuse of power**. This memorandum is in defense of City staff, some of which have experienced this abuse firsthand. While this is uncomfortable to have to share this information, I believe this is necessary because it appears this will continue to metastasize and will erode staff’s ability to effectively conduct business on behalf of the citizens of Daly City.

It is a pleasure and privilege to work for four of the five Councilmembers. You are extremely professional, personable and are very respectful in your interactions with City staff and myself. I can provide more information at the Council’s request. I would be happy to talk to the full Council or the Ethics Subcommittee on this topic and provide more details.

Meeting Date: January 22, 2024

Subject: Finding of Public Convenience and Necessity PCN-2-23-16098 to Sell Alcoholic Beverages for Off-Site Consumption at Seafood City at 1420 Southgate Avenue

Recommended Action

Consider a finding that the public convenience and necessity would be served by the issuance of a Type-21 liquor license by the State Department of Alcohol Beverage Control (ABC).

Background

The applicant, Young's Market Place, Inc. dba Seafood City, has filed an application with ABC to sell beer, wine, and distilled spirits (Type 21 License) for off-site consumption at the new Saint Francis Square store, located at 1420 Southgate Avenue (see Attachment A – Site Location). According to the applicant, the alcoholic beverages sales would be ancilliary to the store's annual gross sales. The applicant estimates that 100 square feet or less than 0.5 percent of the store total sales floor area would be dedicated to the display of alcoholic beverages. Seafood City will be open daily 8AM-9PM.

ABC has determined that a finding of Public Convenience and Necessity (PCN) by the Daly City City Council is necessary before it can issue the license due to the store being located within a high crime reporting district. ABC uses crime statistics data from all crime reporting districts within the local jurisdiction to determine if the location for which the application for a new license is located in a high crime reporting district. ABC defines a high crime reporting district as one where there is a 20 percent greater number of reported crimes than the average number of reported crimes, as determined from all reporting districts within the jurisdiction of the local law enforcement agency There are a total of 14 crime reporting districts in Daly City. According to ABC, the subject site is located in Daly City crime reporting district 13, which had a total of 508 offenses within the crime reporting period reported to ABC. The average number of offenses for the City within that same time period is 173 per district.

In considering the request, the City Council must determine whether the issuance of the license will serve the public convenience or necessity. The applicant is contending that the allowance of alcoholic beverage sales would allow the store to offer local residents general retail and groceries without necessitating a second trip to another store for alcoholic beverages, or skipping the store altogether in favor of a grocery store that sells alcoholic beverages.

Discussion

Staff has prepared the following list of facts that the City Council may find useful in determining whether issuance of the license for Seafood City would serve the public convenience or necessity:

1. Seafood City has applied for a Type 21 license for their new location at the Saint Francis Square Shopping Center. This license allows for the sale of beer, wine, and distilled spirts for off-site consumption only.

2. Seafood City is located in a census tract considered by ABC as a high crime reporting district, as there have been 508 calls to this district. This exceeds 20% of the average for the other reporting districts in Daly City.

3. There are a total of 14 crime reporting districts in Daly City. According to the Daly City Police Department, there was a total of four police reports taken with the address of 1420 Southgate Ave. listed. The date range searched for was from 01/01/2017 – 11/20/2023. They range from theft, burglary, and battery, to domestic disturbances.

4. Seafood City is situated in the SC (C-N) Sullivan Corridor Specific Plan (Neighborhood Commercial) zone, where retail stores are a permitted use. The Saint Francis Square Shopping Center is surrounded by a single family residential neighborhood.

5. The following are the uses within close proximity of Seafood City that specifically attract and/or serve youth (see Attachment B – Uses That Attract or Serve Youth):

   Fernando Rivera Middle School, 1255 Southgate Avenue
   Daniel Webster Elementary School, 425 El Dorado Drive
   Thomas Edison Elementary School - 1267 Southgate Avenue

6. The Department of Alcoholic Beverage Control (ABC) allows up to three Off-Site licenses within census tract 6015.02. There are no current licenses issued within the census tract.

Summary

The City Council may desire to:

1. Deny the request that the public convenience and necessity would be served by the issuance of a Type 21 license to sell beer and wine at Seafood City located at 1420 Southgate Avenue; or

2. Find that persons living in Census Tract 6015.02 are not adequately served by the existing alcoholic beverage sales outlets and that the public convenience or necessity would be served by the issuance of a license for the sale of beer and wine to Seafood City located at 1420 Southgate Avenue.

Respectfully submitted,

Brian Paland
Assistant Planner

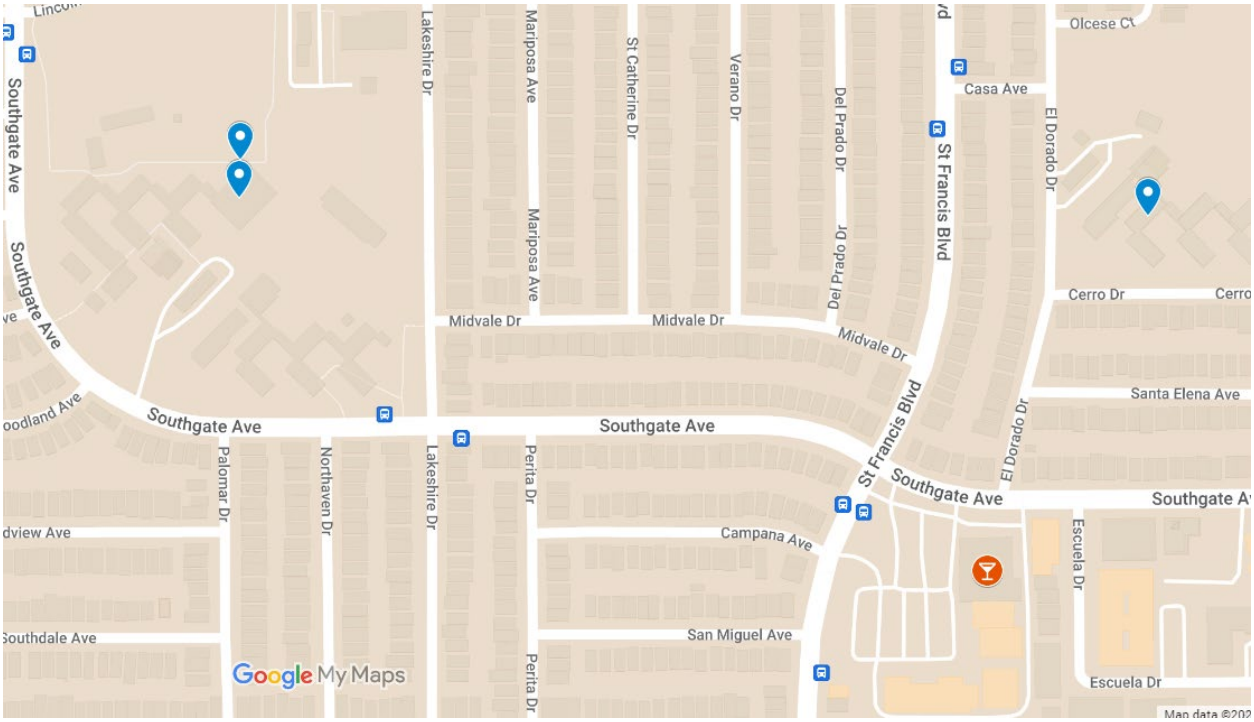
Tatum Mothershead
Director of Economic and Community Development

Attachments
Attachment A – Site Location
Attachment B – Uses That Attract or Serve Youth

Site Location



Attachment B – Uses That Attract or Serve Youth



Meeting Date: January 22, 2024

Subject: **General Plan Amendment GPA-04-21-14998, Planned Development PD-04-21-14997, Major Subdivision SUB-04-21-14999, Design Review DR-04-21-15000, and Development Agreement – Serramonte Del Rey Campus Redevelopment**

Recommended Action

Staff recommends that the City Council take the following actions:

1. Adopt Resolution Approving General Plan Amendment GPA-04-21-14998, Major Subdivision SUB-04-21-14999, Design Review DR-04-21-15000, and Certifying the Final Environmental Impact Report;

2. Adopt Urgency Ordinance approving Planned Development PD-04-21-14997 (PD31B); and

3. Adopt Urgency Ordinance approving the Development Agreement between the City of Daly City and the Jefferson Union High School District (JUHSD), allowing redevelopment of the Serramonte Del Rey Campus located at 699 Serramonte Boulevard.

Planning Commission Discussion

On December 5, 2023, the Planning Commission voted 4-0 (unanimous) to recommend approval of the proposed General Plan amendment, rezoning, subdivision, design review, and EIR certification. The Planning Commission also found the Draft Development Agreement in conformance with the City's General Plan.

Planning Commission discussion items are shown in bold italics.

Background

The Serramonte Del Rey Precise Plan (PD-31) was approved for the Serramonte Del Rey Campus in 1985 (see Attachment A – Location Map) and allowed up to 175 residential units and 500,000 square feet of office space, or 700,000 square feet 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 Jefferson Union High School District (JUHSD) faculty and staff housing project which was 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 JUHSD faculty and staff housing. There is also a school garden located in the southwest corner of the project site. This garden has been 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 B – Draft Precise Plan). The proposed Precise Plan would allow for the redevelopment of the campus to include up to 1,235 units (122 existing) 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 six development parcels and additional street parcels with public access easements (see parcel plan below). Build-out of the site is anticipated to be over a ten-year period.

After considerable public input, the Planning Commission voted unanimously (5-0 vote) to recommend that the City Council approve the Preliminary Plan on August 3, 2021. Also, after considerable public input and gaining input from meetings of the Affordable Housing Committee and joint meetings between the Affordable Housing Committee and members of the Jefferson Union High School District (JUHSD) Board, the City Council granted Preliminary Plan approval (4-1 vote) for the project on January 10, 2022, allowing the project to proceed to the Precise Plan stage.

Since this time, the applicant and staff have worked to draft a Development Agreement that provides guarantees to both the City and the applicant about the timing of off-site improvements, provision of affordable housing, and similar topics (see Attachment C - Serramonte Del Rey Draft Development Agreement Summary and Attachment D – Draft Development Agreement). The attached summary was shared with a Council Committee in October 2023 and the Committee took no issue with the overall terms the applicant and staff have agreed to submit for full City Council consideration. Staff has evaluated the Draft Development Agreement, has determined that it is consistent with the General Plan. The Planning Commission has also found that the agreement is consistent the General Plan.

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 six development parcels and additional street parcels with public access easements;

5. Certification of the Environmental Impact Report for the project;

6. Adoption of a Water Supply Assessment for the project; and

7. Approval of the Development Agreement for the project.

The City Council should be aware that the application includes a request for Design Review approval of a 201-unit mixed-use building with approximately 6,000 square feet of retail space that would be located on Parcel B. This building's design qualities are discussed in the Design Review section of

this staff report. Because the project is included in the City's Draft Housing Element, it is necessary that approvals of subsequent buildings happen administratively -without additional public hearings. For this reason, the applicant and staff have worked together to develop Objective Design Standards that provide for a streamlined review process that would allow the buildings approved in the Precise Plan to proceed to building permit stage. These Objective Design Standards are contained proposed Precise Plan and reference and incorporated into the Planned Development zoning regulations that would be applicable to the site.

- ***Kalimah Salahuddin, President of the Jefferson Union High School District School Board, outlined the District's goals for redeveloping the site. She highlighted the District's issues with funding the educational needs of high school students and how the students in the JUHSD receive less funding from the state than their counterparts in other parts of the county. She stated that the District is trying close this gap. She also addressed that the needs of the District's students are greater than these counterparts and that the District has greater needs to meet with fewer resources. She made an example of food distribution and that the District goes above providing food to students but also runs a food distribution program.***

- ***Cata Gomes asked that the proposed building on Parcel F be modified to respect the wildlife that occurs on the site and stated that it was imperative that the valuable ecosystem at this location be preserved. She requested that height be modified to reflect natural wildlife that occurs there.***

- ***Clayton Koo spoke in favor of the project as a lifelong resident, neighbor, and graduate of JUHSD.***

- ***Maurice Goodman, also a graduate of the District and current Vice Mayor of the City of Millbrae, and Acting President of the San Mateo County NAACP, and acting as the NAACP's sole voice, expressed support for project.***

- ***Gia, from Housing Choices, provided insight as to how the affordable housing aspects of the project would benefit displaced people and those facing homelessness.***

- ***Rob Chua, former student of JUHSD, stated that he grew up down the street from project and supported the self-determination for the JUHSD that the project represented. He added that he felt that the project is an existential cause for people to live and thrive in the community.***

- ***Melissa Kallstrom, resident at Serramonte Ridge Apartments, indicated that the community garden had been used for classes and the that the JUHSD has made the garden to feel like a prison with microphones overlooking persons who visit as the microphones face right into the garden. She added that the discrimination of having all the low-income people in one building wasn't a good way for people to live. She also indicated that the apartment owner tried to force people out of their affordable units so they could rent them as market rate units, and that the complex had fallen into disrepair.***

- ***Karim Tolluck expressed his support for the project and how Self-Housing Choices has been a helpful resource in helping find a new home.***

- ***Nick Ochipinti expressed concerns over the segregation caused by the project and said that the project needs to go back to the drawing board.***

- ***Melissa Ambrose, the JUHSD Wellness Coordinator, expressed support for the project.***

- ***Alexis Lewis expressed support for the project.***

- ***Laurie Hughes expressed support for the project.***

- ***Kioaa Simmons, an organizer with Housing Leadership Council, expressed support for the project.***

- ***Debbie Santiago, member of the American Indian Advisory Council, stated that the owners of Serramonte Ridge Apartments kicked her out and the City provided no help. She stated that the community garden was an essential during the pandemic.***

- ***Nels DeLander, representing NorCal Carpenters Union, expressed concern that the project have a Letter of Intent and that the contractor that builds the project provide livable wages and benefits.***

- ***Bryan Shields, a field representative from Carpenters Local 217, stated the project was an opportunity for carpenters to live in the community in which they work.***

- ***Maxwell Yakanich, a ninth grader at Terra Nova High School, expressed support for the project due to the increased funding helping attract and retain teachers, and help fund student programs.***

- ***Eden Magbilang, a student trustee, expressed support for the project.***

- ***Amirah Tullock expressed support for the project.***

- ***Teresa Proaño asked how much revenue the project could expect to provide to JUHSD annually. Ms. Salahuddin stated that the District has not discussed the answer to this question publicly but that the revenue is not tied up the ways that other monies the District receives are. She also reviewed the District's budget processes with the Planning Commissioners.***

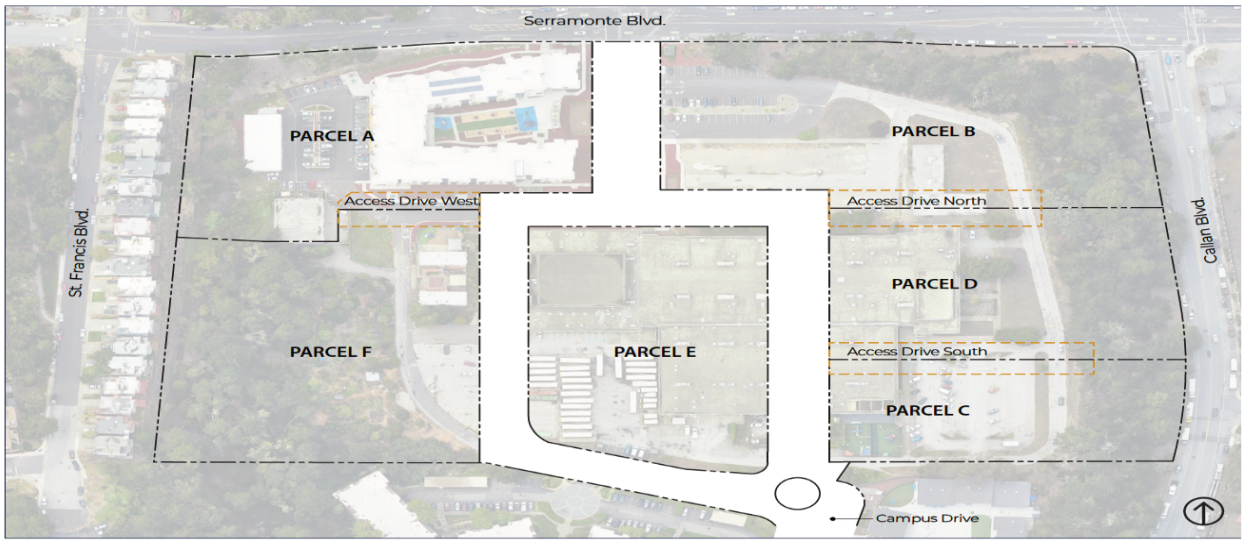
- ***Commissioner Faaupua stated that the beauty of this project was that, because of the leases, the project provides a stable flow of money, unlike money coming from other governmental sources.***

Precise Plan Discussion

As stated in the proposed Precise Plan, 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. The District's stated intentions for doing so are to provide a much-needed revenue source that will assist chiefly with faculty and staff attraction and retention in a highly competitive job market. The District's achievement in building the 122-unit faculty and staff housing project at the northwest corner of the site has assisted in this effort and the District has made a considerable investment in the development application before the City Council to leverage its remaining assets in manner that benefits the educational needs of the City's public high schools.

To this end, the Precise Plan establishes an urban design plan for the 22-acre site, including details about development capacity, vehicular and pedestrian circulation, parks and open space, infrastructural needs, and implementation (phasing). The Objective Development Standards are also a large component of the Precise Plan and provide significant details about urban design, architectural, and landscape design concepts, including building height and massing, all of which must be satisfied in any building permit application. The Precise Plan was developed with significant input by Planning, Public Works, and North County Fire Authority staff and its sections are summarized as follows:

Objective Development Standards (pages 15-58). The Objectives Design Standards provide a regulatory framework for land use and urban design, architectural design, parking and loading, landscape design, and lighting. As discussed previously, because implementation of the Precise Plan must occur administratively, i.e., without subjective evaluations from the Planning Commission and City Council, it is necessary to have a detailed and comprehensive design framework against which specific construction proposals may be evaluated by the Planning Division staff. The Planning Commissioners are encouraged to review the concepts contained with the Objectives Design Standards and ask questions at the Planning Commission meeting if there is anything that is unclear or if there are topics not addressed within these regulations that the Commission feels should be addressed.

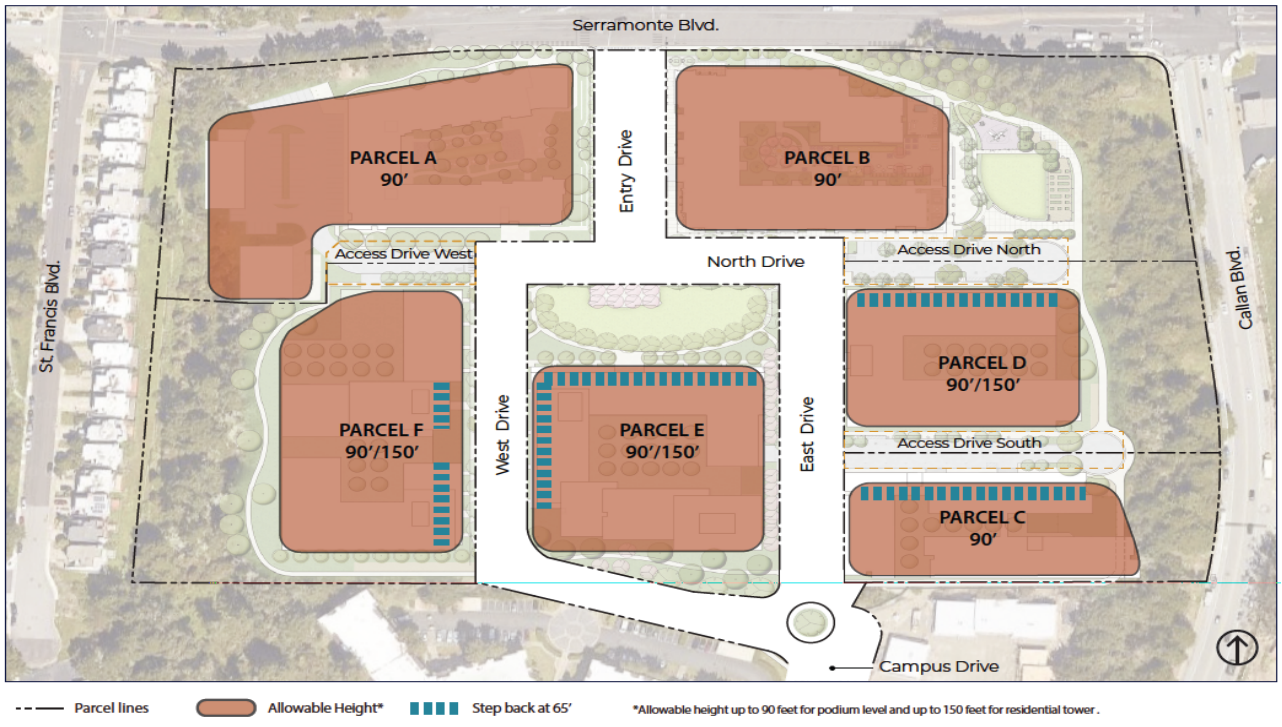


One of the primary components of the Objective Design Standards is establishing the parcel lines that are currently contemplated and the development intensity that can be expected on each of the resulting six parcels, which are lettered in a clockwise direction on the site "A" through "F," with the existing 122-unit faculty and staff housing project situated at the northwest corner of the Precise Plan area as Parcel "A." The images below and on the next page depict the proposed parcel configuration and development intensity.

Table 3.5 - Anticipated Development

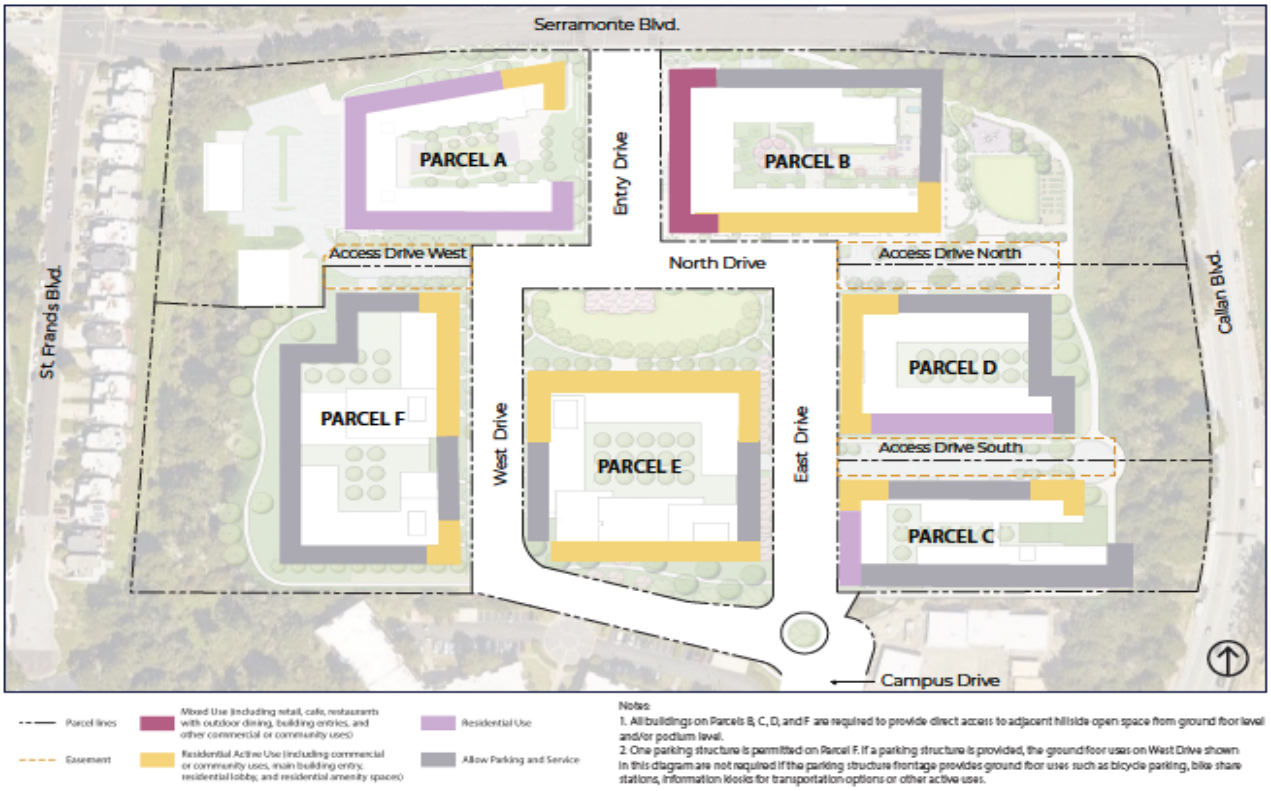
Parcels	Area (Acres)	Housing Units	Retail / Commercial	Other
Parcel A	3.68	122		1,000 sq.ft. (existing Comcast facility)
Parcel B	4.26	201	6,000 sq.ft.	
Parcel C	1.93	152	**	2,800 sq.ft. (relocated Head Start facility)
Parcel D	2.83	188*	**	
Parcel E	2.99	290*	**	
Parcel F	3.99	282*	**	
Total Development	**19.59**	**1,235**	**14,000 sq. ft.**	
Street Parcels within Plan Area***	2.59			
Total Development	**22.16**	**1,235**	**14,000 sq.ft.**	**3,800 sq.ft.**

Perhaps the most significant regulations contained in the standards relates to permissible building height, which is identified in the image below. While the height limits for Parcels B and C would be contained in a 90-foot podium, the permitted building height limits for Parcels D, E and F could extent to 150 feet for tower, which are subject to a dimensional maximum above the podium.



To provide some context for these allowances, the proposed Parcel B building is a six-story building and 73 feet in height from finished grade to the top of the parapet. Assuming similar plate heights in new buildings on Parcels D, E, and F, building heights as tall as 14 stories could be expected. It is for this reason that staff and the applicant have worked on including strong regulatory concepts within the Precise Plan for architectural character, massing, and façade composition. The Objective Design Standards, for example, require that specific percentages of a building's frontage be constructed to a "build to" line, as identified in the image below, to ensure that future buildings are not overly set back from the street and provide a lively interface with the adjacent street and sidewalk. Figures 3.4 and 3.6 (below) in the Precise Plan provide a graphic example of how these regulations would mandate an activated street frontage for new buildings.

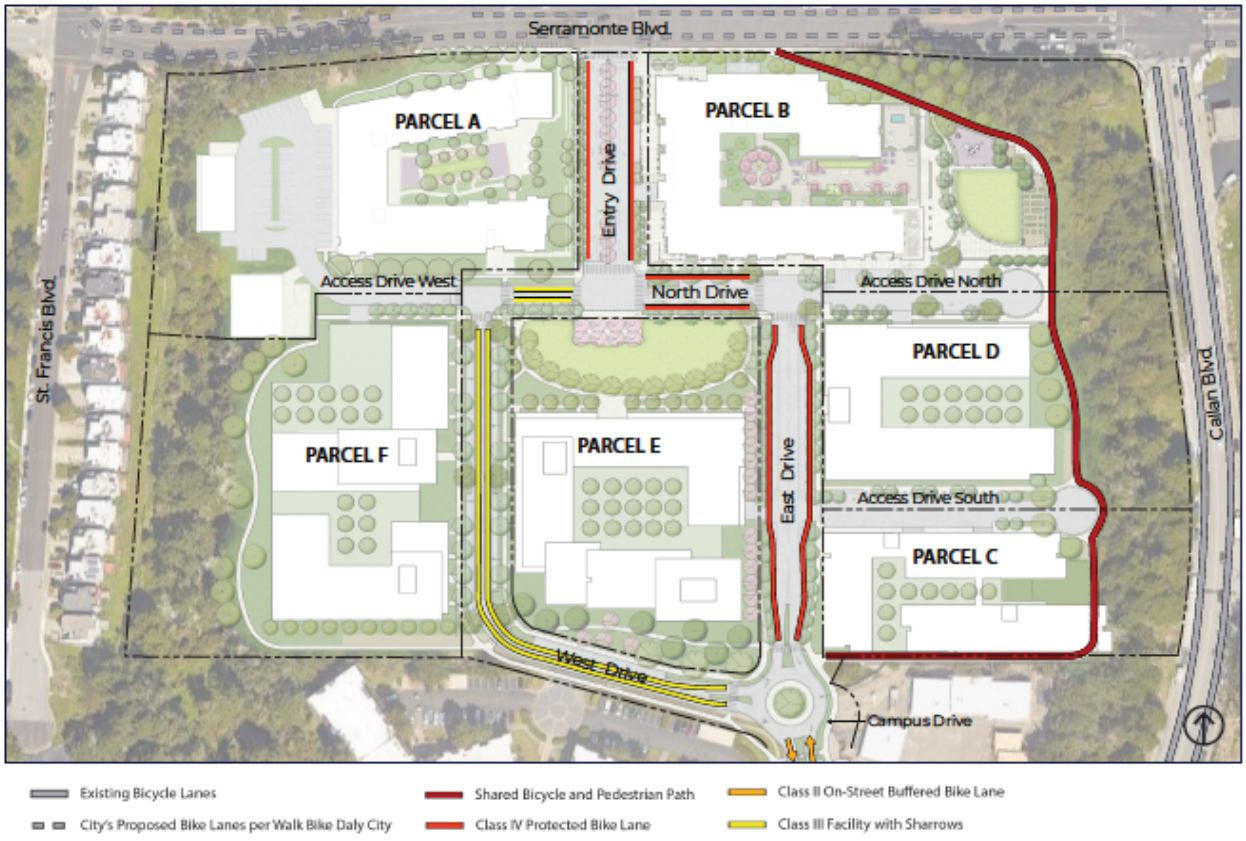
While all the urban design and architectural concepts included in the Precise Plan are too numerous to discuss in this staff report, the Council members are encouraged to review the Objective Design Standards and raise issues or ask questions at the City Council meeting.



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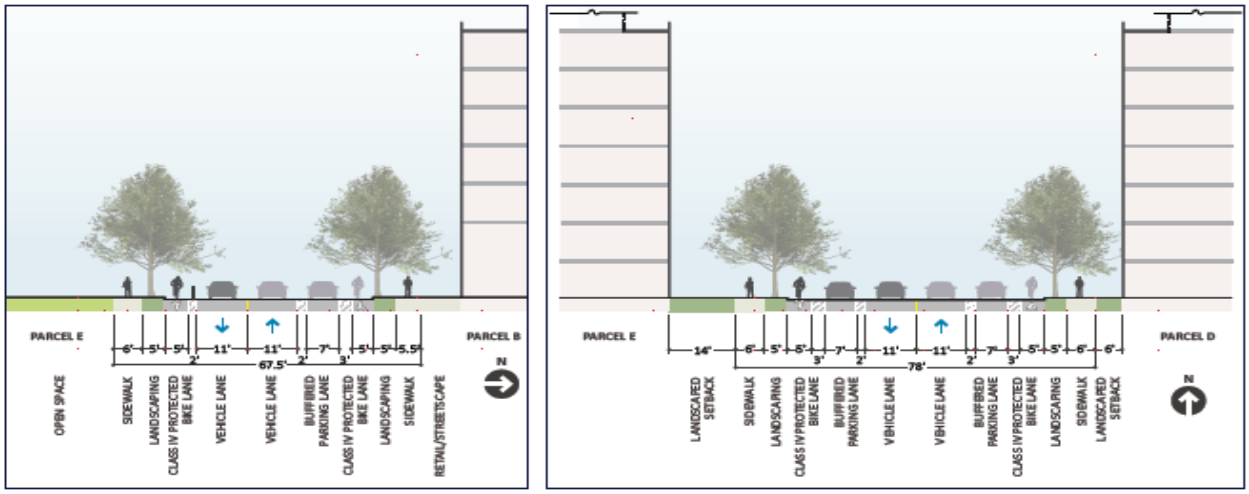
Circulation (pages 59-84). The Circulation component communicates the roadway and pedestrian network the staff and applicant have agreed to for the Precise Plan area, all of which will be private and maintained by a Master Association established and maintained by JUHSD. The establishment for the Master Association is specified in the Planned Development regulations and would be required prior to any construction.

As represented in figures below, the circulation system in the Precise Plan would essentially be a looped system of traffic calmed low-speed roadways, connected to Serramonte Boulevard to the north and Hickey Boulevard to the south. This section communicates the roadway lane configurations that have been agreed to by the Public Works Department.



Entry Drive has been conceived as the Precise Plan area's "main street," the design of which is characterized by adjacent retail uses to its east (contemplated in the future Parcel B first floor) and a linear pedestrian plaza extending from Serramonte Boulevard to the Central Green, north of Parcel E. The street section on the next page shows the agreed-to lane configuration for Entry Drive, which is comprised of two 11-foot travel lanes, two 10-foot continuous through/turn lanes, five-foot protected bike lanes with a two-foot buffer, and a six-foot landscape median. Sidewalks would be constructed on both sides of the street, with a six-foot-wide sidewalk on the west side separated from the street by a five-foot planting strip. On the east side, a wide sidewalk would be installed that would be comprised of three zones: a planting and street furniture zone, a through- zone for pedestrians, and a frontage zone for active ground floor uses to extend onto the sidewalk.

The Precise Plan includes several pedestrian facilities that would allow residents to walk and bike through the site and access on-site recreation and retail amenities. Sidewalks are provided on every street within the Plan Area, with curbside planting strips for street trees and storm water filtration. A trail loop separated from vehicles would also provide pedestrian access around the site in a more natural setting. Sidewalk and trails have been designed to provide residents the ability walk between the Plan Area's parks, open spaces, residences, and retail shops.



North Drive and East Drive - Local Connector Streets

North Drive and East Drive are connector streets as a through route from Entry Drive to Campus Drive for vehicles and cyclists to travel from Serramonte Boulevard and Highway 1 ramps intersection to Campus Drive and Hickey Boulevard intersection. The street sections, as shown in Figures 4.3 and 4.4, are comprised of:

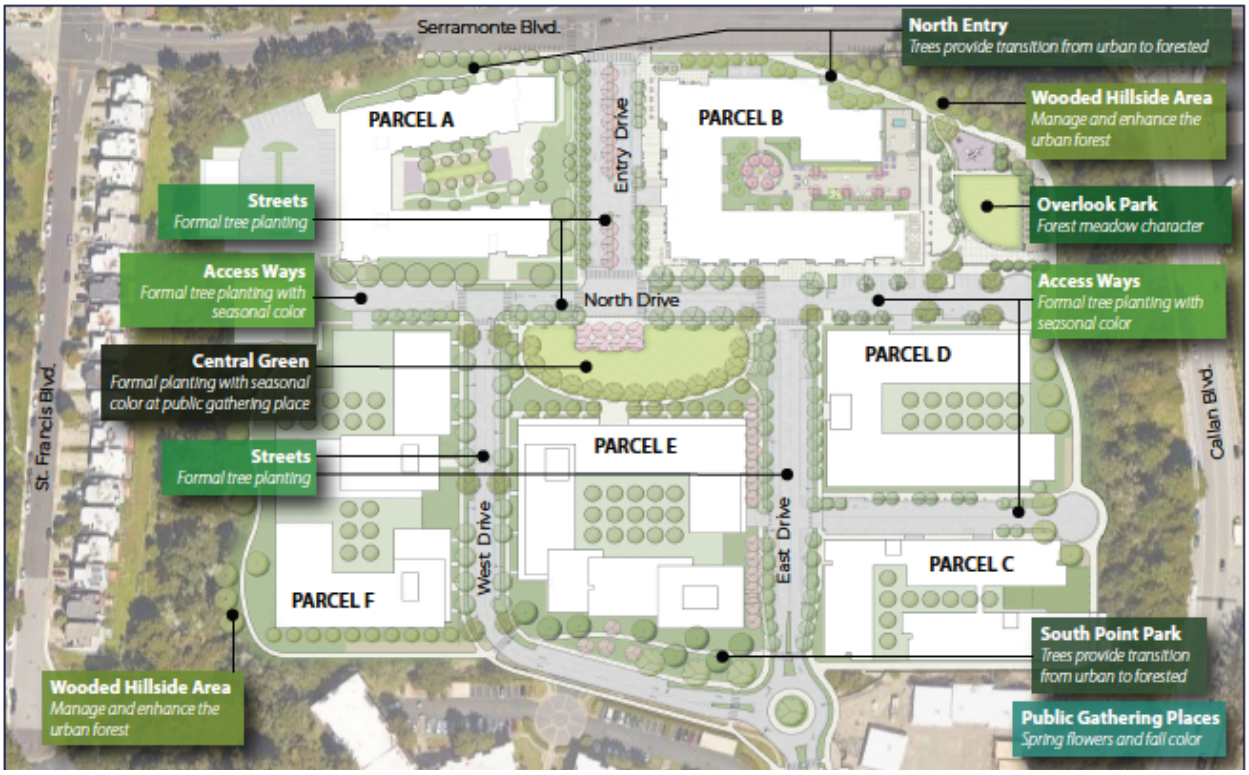
- Five-foot Class IV protected bike lanes in both directions and two 11-foot travel lanes with buffered on-street parking.
- Five-foot tree-lined planting strips with six-foot sidewalks on both sides of the street
- Existing Campus Drive is to be improved with Class II bike lanes on both sides of the street from East Drive to Hickey Boulevard.

In addition to Entry Drive, cross sections of all roads in the Precise Plan area are represented graphically in the Precise Plan *Circulation* section. Like Entry Drive, these sections have been accepted by the Public Works and Fire Department. As will be discussed subsequently, roadways like all improvements will be phased over several years and the applicant and staff have worked to ensure that the proposed plan is realistic and can be implemented in a way that meets both the City and District's objectives.

Parks and Open Space (pages 69-78). As shown in the figure on the subsequent page, the Precise Plan proposes the provision and configuration of common open space for the Precise Plan area essentially in five spaces:

1. Central Green (the plan area's focal park) – Parcel E
2. Overlook Park (includes community garden accessible to all Daly City residents) – Parcel B
3. South Point Park - Parcel E
4. Eastside Recreational Trail – Parcel F
5. Westside Walking Trail – Parcels B, C, and D

Each of these open spaces area would be built at the same time as their respective parcel and all would count, in combination with private open space, toward the Planned Development zoning requirement of 150 square feet of open space per unit. Additionally, all these areas would be accessible to all residents of Daly City though the recordation of public access easements.



Because not all parcels contain significant amounts these common open space areas, i.e., Parcels D, C, and F, the Planned Development zoning has been written so to allow the allocation of open space on any given parcel to be provided on another Precise Plan parcel, provided previously developed parcels have a surplus of the 150 square foot requirement.

- ***Commissioner Proaño asked if the proposed community garden is in same location as the existing garden. Ms. Salahuddin answered that it is in a completely different location due to the need to place building height on the project site at the location of the existing garden. She added that it was never the District's intention to allow for a community garden at this location. She stated that as soon as the new District offices are completed that the community garden is being removed, notwithstanding the decision made by the City on the subject project.***

Utilities (pages 79-84)). This section provides an overview of the public infrastructure that would be necessary to implement the Precise Plan. As indicated in the Conditions of Approval, the applicant has completed water and sewer analyses, and would be required to install all the improvements mandated by these studies.

Implementation (pages 85-100). As contemplated, 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.

To allow for a variety of phasing scenarios, the applicant has worked with the Public Works and Fire Departments to the ensure that buildout of the project occurs in an orderly manner, as identified in the footnotes of the following figure and its footnotes.

Table 7.1 - Anticipated Phasing of Private Streets and Private and Publicly Accessible Park and Open Space Improvements Required by Development Parcel

Phase	Parcels	Private Streets and Accessways	Private and Publicly Accessible Park and Open Space
1	B	▪ Entry Drive ▪ North Drive ▪ North Access Way	▪ Entry Drive Plaza ▪ Overlook Park ▪ Eastside Recreation Trail within parcel
2	C and C'	▪ East Drive from South Access Way to Campus Drive ▪ South Access Way	▪ Eastside Recreation Trail within parcel
	D	▪ East Drive from North Access Way to South Access Way ▪ North Access Way	▪ Eastside Recreation Trail within parcel
3	E	▪ West Drive from North Drive to Campus Drive	▪ Central Green ▪ South Point Park
	F and F'	▪ West Drive from North Drive to Campus Drive	▪ Westside Walking Trail

Notes:

1. The chronology of phasing in Table 7.1 is not intended to be binding, and 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. For the purposes of assessing consistency with the Table 7.1 for conformance review, a reviewer shall assess whether development of a listed parcel includes the streets, park, open space, and utilities needed to support the development of the parcel.
2. Off-site public circulation improvements are to be implemented per Exhibit C Public Circulation Improvements in the Development Agreement, which are: sidewalk and retaining wall improvements along Callan Boulevard within each parcel B, C and D; Serramonte Blvd. and Highway 1 intersection and traffic signal improvements; Serramonte Blvd./Entry Drive intersection pavement reconstruction; contribution to City park, bicycle and pedestrian improvements; and off-site intersection improvements.[2]
3. Tentative Map lots C' and Lot F' are zero-square-foot lots contained within Parcel C and Parcel F respectively. These lots may not be developed until the time a lot line adjustment is approved which creates a lot that is at least 10,000 square feet in area, and which complies with the other objective standards of the Precise Plan. The purpose of lot line adjustments to a zero-square foot lot is to streamline ministerial review to facilitate affordable housing financing and/or the buildout of the plan area consistent with the objective development standards of the Precise Plan. Corresponding street, park, open space and utility improvements for Parcel C and F are required with development of Parcels C' and F'.
4. See the Tentative Map for utility improvements associated with each parcel. On and off parcel utility improvements in the Precise Plan Area shall be sized to support buildout of the Precise Plan, unless identified as interim and to be replaced when future parcels are built out.
5. The extent of street improvements will vary depending on the sequence of parcel development as follows:
   a. If Parcel C is developed first, East Drive shall be constructed from Campus Drive to South Access Way.
   b. If Parcel D is developed first, East Drive shall be constructed from Campus Drive to North Access Way (with a temporary EVA on South Access Way) or alternatively, Entry Drive, North Drive and North Access Way shall be constructed.
   c. If Parcel E is built before Parcels C and D, East Drive and North Drive will be constructed including the roundabout and/or West Drive and North Drive will be constructed including the roundabout.
   d. If Parcel F is built before Parcels C, D and E, then West Drive and the roundabout will be constructed.
   e. When the first of either Parcel B or Parcel D is developed, North Access Way from their building to the curb across the access way shall be built such that there is a two-way paved travel way. The subsequent parcel B or D is required to complete the sidewalk, landscaping and storm water treatment facilities between their building and the curb on their side of North Access Way.
   f. If Parcel C is developed before Parcel D, Parcel C p is required to build South Access Way from their building to the curb across the access way, so there is a two-way paved travel way. Parcel D, when developed, is required to complete the sidewalk, landscaping and storm water treatment facilities between their building and the curb on their side of the South Access Way.
   g. Serramonte Boulevard and Highway 1 ramp intersection improvements will be constructed with the first market rate development per the Development Agreement.
   h. Bike lanes on Campus Drive to Hickey Blvd will be striped concurrent with the roundabout construction.
6. A Storm Drain Memo shall be submitted for conformance review for each phase in accordance with the Master Plan Drainage Memo. At Building Permit submittal: a Hydrology & Hydraulics report based on final design will be provided with the Building Permit submittal in accordance with the Master Plan Drainage Memo.
7. The Head Start facility may be located on other parcels.

In addition to Precise Plan phasing information, the *Implementation* section outlines the process for "Conformance Review," which is essentially the Precise Plan's ministerial, streamlined process for staff approval of new buildings in each of the Precise Plan's phases. As indicated previously, these approvals would essentially ensure that the proposed phase has demonstrated consistency with the Precise Plan and Objective Development Standards described in this section. As is the case with almost all development – and especially a project this size – changes are inevitable and the Precise Plan provides for administrative relief from the numerical standards contained within it, up to 20

percent. Deviations from the minimum and maximum densities prescribed in the Precise Plan, the required amount of private open space (150 square feet per dwelling unit), and the quantity and general location of common open space shall not be permitted, as are modifications to the Precise Plan pattern of streets and blocks, shape of open space areas, site layout, orientation or location of buildings.

Design Review (Building B)

The application includes a request for Design Review approval of Parcel B, a 201-unit mixed-use building with approximately 6,000 square feet of retail immediately east of the existing facility and staff housing development, adjacent to Serramonte Boulevard (see Attachment E – Design Review Submittal for Parcel B). The application for Design Review contemplated that this building would be constructed first, although that may no longer be the case.

The proposed building is six-stories of apartments over a parking podium and retail that would be 73 feet tall. The building would provide 21 studio units, 75 one-bedroom units, 86 two-bedroom units, and 28 three-bedroom units. Although the City is precluded from regulating parking in the Precise Plan pursuant to Assembly Bill AB 2097, the applicant has proposed 334 parking spaces, 301 for residents and 33 for the public, within the lower and ground levels of the proposed mixed-use building.

It is staff's conclusion that Parcel B building would meet all the Objective Design Standards contained within the Precise Plan. It exhibits high design quality and provides a contemporary architectural design. The pedestrian level façade setbacks from the build-to-line do not exceed 10 feet, helping to create a pedestrian level setback for active uses with occupied floors above. Also, the first level of the building is differentiated from the upper floors to provide a visual enhancement for the floors above. The proposed building facades provide high quality materials appropriate for the area and the proposed design would be very complimentary to the adjacent faculty and staff housing building to the west.

Staff has no recommendations for Conditions of Approval for the proposed apartment building.

- ***Commissioner Proaño expressed concerns about parking because as much as the State and environmentalists want people to ride bikes and take public transportation, she remained concerned about parking. She stated that State doesn't mind if there is no parking, but the residents of Daly City do, and so she was happy to see that the initial project (Parcel B) included parking and that she hopes each developer sees the value of parking in subsequent phases. She added that she was glad to see the garden in the plan, even if it wasn't as large as what some people wanted.***

- ***Commissioner Proaño asked if the District could select the developer based on the developer's program for the building. Ms. Salahuddin answered that the District had approached the project with a lot of intention and that it was their desire that the product was something that they wanted to live in. She added that the District wanted to include parking because parking was a primary community concern.***

- ***Commissioner Proaño asked who would maintain each property. Ms. Salahuddin answered that each developer would maintain their property. She added that the District board members had visited or intended to visit projects built by various developers to gauge the level of quality associated with what each of the developers built.***

- ***Commissioner Paniza asked if private security would be provided at the project. Staff clarified that he meant permanent security after construction and answered that security had yet to be determined.***

Subdivision Requirements

The application includes a Tentative Subdivision Map to subdivide the 22-acre Precise Plan area into six development parcels and five common parcels for private roadways (see Attachment F – Tentative Subdivision Map). Pursuant to Section 66474 of the Subdivision Map Act, a legislative body of a city or county may approve a subdivision map, including a condominium map, if it makes the following findings:

1. The proposed subdivision and/or design or improvement must be consistent with applicable general and specific plans.

    - The project includes a proposal to amend the General Plan designation from Residential – High Density (R-HD) and Commercial – Office (C-O) to Commercial – Mixed Use (C-MU). According to the City's General Plan, this designation is intended for mixed-use development in areas where the City intends to provide, through the Zoning Ordinance, regulatory incentives and/or requirements for developers to construct buildings which contain a vertical mix of uses, e.g. retail or restaurant uses at the street level and office or residential uses at levels above the street. The applicant's project exhibits these characteristics and therefore the Commercial – Mixed Use (C-MU) General Plan Land Use Designation is appropriate for the proposed project and the project is consistent the policies contained within the General Plan for this land use designation.

2. The site must be physically suitable for the type and density of the proposed subdivision.

    - The project site is physically suitable to the development proposed by the Precise Plan, which are apartment buildings that would be built on large podiums. The subject site flat, easily allowing this type of construction, and has been previously disturbed and extensively graded to allow the construction of a high school with similar building footprints.

3. The design of the proposed subdivision or improvements must not cause substantial environmental damage or injure fish or wildlife or their habitat.

    - The environmental impact of the proposed Precise Plan was thoroughly evaluated in Environmental Impact Report (EIR). The EIR found that the Precise Plan would not cause substantial environmental damage or injure fish or wildlife or their habitat.

4. The design of the proposed subdivision must not cause serious public health problems.

    - There are no foreseeable public health problems that could arise from the implementation of the Precise Plan.

5. The design of the proposed subdivision or improvements must not conflict with any easements, acquired by the public at large, for access through or use of, property within the proposed subdivision.

    - Although several easements exist on the site, the proposed subdivision will be subject to a thorough plan check by the Public Works Department prior to recordation. Any issues related to underlying easements will be remedied at that time.

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. Because 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.

The new zoning, which would pertain to the Precise Plan area only, would be PD-31B, replacing PD-31A for the staff and faculty housing site (see Attachment G – Draft Planned Development 31B Regulations).

Regional Housing Need Allocation

The City Council should be aware that the project -- if approved -- would contribute significantly to the City meeting its Regional Housing Need Allocation (RHNA) allocation for the 2023-2031 planning period, as was communicated to the Council in its review of the Draft Housing Element in

May. Subsequent to the Council's review, staff submitted the Draft Housing Element to the State Department of Housing and Community Development (HCD) which is currently reviewing the element for compliance with State law. Staff anticipates receiving certification of the element from HCD in February and potentially holding hearings to adopt the Housing Element in March.

The attorney for JUHSD has provided a letter to the City Council outlining the implications to the Housing Element process should the Council decide not to approve the proposed project (see Attachment H – Letter from Hanson Bridgett Regarding Project RHNA Implications). Staff concurs with the premise of the letter and adds that pending litigation against the City concerning the City's lack of compliance in the adoption of the adopted Housing Element emphasizes the need for the City Council to take final action on the proposed project. Should the City Council deny the project, the draft of the Element currently under review by HCD would require a fairly radical amendment that could significantly delay this review as Planning Division staff explores properties around the City to rezone to make up for 1,113-unit shortfall caused by the Serramonte Del Rey project not moving forward.

For this reason, the City Attorney and Planning Division staff have established the findings for the urgency ordinance consideration to adopt the Planned Development zoning for the site and the Development Agreement proposed for the project. The urgency ordinance requires a four-fifths vote by the Council. Should the City Council determine that an urgency ordinance is appropriate, staff has included additional findings in this staff report that would allow for such an urgency ordinance to be adopted.

Affordable Housing

The terms of JUHSD providing affording housing in the Precise Plan area is contained in both the Development Agreement and proposed Planned Development 31B zoning regulations. Staff, the District, and the City Council's Affordable Housing Committee have made a significant effort to establish deeper levels of affordability for the project than City's current Inclusionary Housing Ordinance would otherwise require. The following summarizes the agreement reached between the City and JUHSD:

- Parcel C will provide 150 affordable housing units ranging from 23 percent AMI to 60 percent AMI;
- 24 units will be set aside for residents with Intellectual and Developmental Disabilities (IDD);
- 12 units will be at 23% AMI, with the intention that these families can qualify to utilize the on-site Head Start facility;
- 20 percent Affordable Housing representing double the affordable housing required by City's Inclusionary Housing Ordinance:
- Parcel C will include 150 affordable units plus 2 manager's units (13.5% of the proposed units in Parcels B through F) at Very Low and Low Income levels;
- Parcels D through F will include up to 73 units at Moderate Income levels; and

- The affordable housing developer will offer wrap-around support services for Parcel C residents.

Under the terms of the agreement, one market rate building may be built prior to the affordable housing and without Moderate Income units. After the first market rate building, each subsequent market rate building will be built with 10 percent of the units at Moderate Income. The final market rate building will be built with the number of Moderate-Income units necessary to bring the overall percentage of affordable units to 20 percent overall. Furthermore, the affordable housing parcel may be built with two affordable housing buildings. One affordable housing building with at least 60 units will be built before a second market rate rental housing building can built. After the first market rate building is built, the overall percentage of Very Low- and Low-Income affordable housing will not drop below 13.5% of the overall unit count (Parcels B through F).

In the unlikely event that the affordable housing project takes longer than anticipated to be built after the first market rate building is completed, contingencies will ensure affordable housing representing 13.5% of the units are provided.

- ***Nancy Lacsamana clarified that the project only provides 13.5 percent low- and very low-income and suggested the project did not cater to Daly City households. She expressed concern that the all these low- and very low-income units were concentrated in a single building.***

- ***Commissioner Proaño asked if there was any law that preventing all the affordable housing being in one building. Ms. Salahuddin answered that there was no legal prohibition. Commissioner Satorre indicted that State Density Bonus Law had such a prohibition. Ms. Salahuddin answered that recent projects have been done the same thing, one as close as in the City of San Francisco. Teddy Newmyer from Eden Housing stated that the non-profit frequently builds affordable housing in one building and that this is usually the case because financing requires that it be built that way and that it actually benefits residents to be built that way. He added that the none of the recent density bonus laws disallow this.***

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 I – 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.

- ***Commissioner Satorre stated that the consultant who prepared the fiscal impact analysis for the project maligned Daly City in the report he issued. He took specific issue with the study's conclusion that the site was not optimal for Class A office space. The consultant explained that it was his finding that the site was at a competitive disadvantage and that this did not reflect poorly on the City as a whole. The applicant agreed to make some revisions to the study by incorporating the City's positive attributes.***

Utility Providers

The subject property is located within a fully urbanized area and is already connected to all public services capable of serving the proposed master plan area.

Utility	***Provider***
Water, Sanitary Sewers, Storm Drains	City of Daly City / Bayshore Sanitary District
Gas & Electric	PG&E
Telephone	AT&T
Cable Television	Wave Cable Services and/or Comcast
Fire/Police Protection	Daly City

As indicated in the Conditions of Approval for the project, the applicant has completed water and sewer analyses, which make specific recommendations for infrastructure improvements that must be implemented by the project. The requirements to do are embodied in Conditions of Approval issued by the Department of Water and Wastewater Resources (DWWR).

Water Supply Assessment

In accordance with the California Water Code, the project scope requires the preparation of a WSA, which must be adopted prior to certification of the Final Environment Impact Report (EIR) prepared for the project (see Attachment J – Water Supply Assessment). Prepared in accordance with the

California Water Code, the WSA has found that the projected available annual potable water supplies under non-drought periods (normal conditions) for the Daly City water system in 2045 are 2,819 million gallons (MG), and the estimated potable demand is 2,206 million gallon per year (MGY), where 86 MG is from the proposed project demand. The WSA determined that Daly City would have access to sufficient water supplies to serve the proposed Serramonte Del Rey Redevelopment project.

In accordance with the California Environmental Quality Act (CEQA), the WSA was circulated as an attachment to the Draft EIR prepared for the project for a 45-day public comment period, including State Clearinghouse review, and would remain an attachment to the adopted FEIR.

Environmental Assessment

In accordance with the California Environmental Quality Act (CEQA), the City has prepared a Final Environmental Impact Report (FEIR) to assess the potential environmental consequences of implementing the proposed Precise Plan (see Attachment K – Final Environmental Impact Report). The FEIR incorporates the Draft EIR (DEIR), which the City made available for public review from July 25, 2023, through September 8, 2023. Copies of all written comments received on the DEIR are contained in the FEIR, as are responses to these comments. During the public review period, the City received comments from 38 interested parties. These comments are contained within the FEIR Appendix A: EIR Comment Letters.

The City Council should be aware that the Draft Environmental Impact Report (DEIR) identified several significant environmental impacts associated with the project, including impacts to air quality, biology, cultural resources, geological resources, hazardous materials, noise, and transportation. A summary of these mitigation measures is provided in the Mitigation and Monitoring Program (MMRP) that has been prepared for the project and recommended for adoption (Attachment L – Mitigation and Monitoring Program).

Findings

The Planning Commission found that, as conditioned, the proposed General Plan Amendment GPA-04-21-14998, Planned Development PD-04-21-14997, Major Subdivision SUB-04-21-14999, and Design Review DR-04-21-15000, 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, nor be injurious or detrimental to the property and improvements in the neighborhood or the general welfare of the city. Approval of the proposed Major Subdivision General Plan Amendment GPA-04-21-14998, Planned Development PD-04-21-14997, Major Subdivision SUB-04-21-14999, and Design Review DR-04-21-15000**,** as conditioned herein, is in the best interest of the public health, safety, and general welfare of the community, and that the general site aesthetics have been incorporated to ensure compatibility with adjacent buildings and to provide an attractive environment.

Staff recommends that the City Council adopt the following findings, should the Council decide to approve the project:

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 to consider the

project on January 22, 2024; notice of said hearing was by newspaper publication on January 7, 2024, posting and first class mailing to property owners within 300 feet;

2. The site is physically suitable for the type of proposed project and amending the General Plan designation for the Precise Plan area from Residential – High Density (R-HD) and Commercial – Office (C-O) to Commercial – Mixed Use (C-MU), and rezoning the Precise Plan area from Planned Development 31 (PD-31) and Planned Development 31A (PD-31A) to Planned Development 31B (PD-31B);

3. The proposed project is consistent with Daly City General Plan. The project in fact includes a proposal to amend the General Plan designation from Residential – High Density (R-HD) and Commercial – Office (C-O) to Commercial – Mixed Use (C-MU). According to the City's General Plan, this designation is intended for mixed-use development in areas where the City intends to provide, through the Zoning Ordinance, regulatory incentives and/or requirements for developers to construct buildings which contain a vertical mix of uses, e.g. retail or restaurant uses at the street level and office or residential uses at levels above the street. The applicant's project exhibits these characteristics and therefore the Commercial – Mixed Use (C-MU) General Plan Land Use Designation is appropriate for the proposed project and the project is consistent the policies contained within the General Plan for this land use designation;

4. The project also implements the policies in the 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 the subject site specifically as being capable of providing housing opportunities that contribute to the City's fulfillment of its Regional Housing Need Allocation;

5. The site is physically suitable for the type and density of the proposed subdivision. The project site is physically suitable to the development proposed by the Precise Plan, which are apartment buildings that would be built on large podiums. The subject site flat, easily allowing this type of construction, and has been previously disturbed and extensively graded to allow the construction of a high school with similar building footprints;

6. The design of the proposed subdivision or improvements does not cause substantial environmental damage or injure fish or wildlife or their habitat. The environmental impact of the proposed Precise Plan was thoroughly evaluated in Environmental Impact Report (EIR); The EIR found that the Precise Plan would not cause substantial environmental damage or injure fish or wildlife or their habitat;

7. The design of the proposed subdivision will not cause serious public health problems. There are no foreseeable public health problems that could arise from the implementation of the Precise Plan;

8. The design of the proposed subdivision and improvements do not conflict with any easements, acquired by the public at large, for access through or use of, property within the proposed subdivision. Although several easements exist on the site, the proposed subdivision will be

subject to a thorough plan check by the Public Works Department prior to recordation. Any issues related to underlying easements will be remedied at that time;

9. The proposed building for Parcel B complies with applicable provisions of Design Review Section 17.45 of the Zoning Ordinance and the Objective Design Standards set forth in the Precise Plan and Planned Development zoning, both herein recommended for approval to the City Council;

10. Architectural considerations have been incorporated in order to ensure the general compatibility of this development with the character of other adjacent buildings. These considerations include, but are not limited to, the character, scale and quality of the design, the architectural relationship with the site and other buildings, building materials, and colors;

11. In accordance with the California Water Code, a Water Supply Assessment has been prepared for the project in accordance with the California Water Code. The WSA found that Daly City would have access to sufficient water supplies to serve the proposed Serramonte Del Rey Redevelopment project;

12. In accordance with the California Environmental Quality Act (CEQA), the City issued a Notice of Completion for a Draft Environmental Impact Report (DEIR) prepared to evaluate the environmental impacts that could result from the shopping center expansion. The DEIR was submitted to the State Clearinghouse for public dissemination on July 25, 2023. The DEIR was circulated for comment for at least 45 days (from July 25, 2023, through September 8, 2023) in accordance with the requirements of CEQA;

13. The City has prepared a Final Environmental Impact Report (FEIR), incorporating the comments and responses to comments of the Draft Environmental Impact Report (DEIR), in accordance with the requirements of CEQA.

14. The Certification of the FEIR affirms the documentation that all the project's environmental impacts have been mitigated to a level of insignificance. A Mitigation and Monitoring Reporting Program (MMRP) has also been adopted for the project;

15. The Planning Commission has reviewed the proposed Development Agreement and found it consistent with the City's General Plan and the City Council concurs with this finding;

16. 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;

17. The City did not adopt the six-cycle update to its Housing Element by the January 31, 2023, statutory deadline and is currently out of compliance with State law;

18. On February 14, 2023, Californians for Homeownership, Inc. served the City with a lawsuit and writ of mandate to adopt the Housing Element;

19. Under State law, the City's Housing Element must provide an inventory of planned projects and site for future development that provides a realistic path to satisfy the City's RHNA requirement, and all income levels throughout the 2023-2031 planning period;

20. Under the Draft Housing Element includes the proposed new mixed-use project at 699 Serramonte Boulevard (the "Project") which consists of 1,113 residential units in the City, including units for 150 new low/very low-income units, 73 affordable moderate-income units, and 890 above-moderate income units;

21. In order for the City's Housing Element to be certified by HCD, it is necessary for the units provided by the Project to be approved immediately in order to avoid the City being out of compliance with state law;

22. Failure to have a certified Housing Element would put the City at risk of losing its powers to deny housing projects in the future, including those that do not comply with the City's zoning and General Plan (i.e., Builder's Remedy projects);

23. Pursuant to a proposed Settlement Agreement and Order and Stipulation in the pending litigation with Californians for Homeownership, the City is required to have a certified Housing Element by March 2024; and

24. In order to comply with state law, as well as to resolve pending litigation, it is necessary that the City Council waive first reading and adopt an urgency ordinance approving Planned Development PD-31B and adopt an urgency ordinance approving the Development Agreement.

Conditions of Approval

The Planning Commission recommends approval of General Plan Amendment GPA-04-21-14998, Planned Development PD-04-21-14997, Major Subdivision SUB-04-21-14999, and Design Review DR-04-21-15000, 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 (PLANNING DIVISION)

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 tentative subdivision map approval granted herein shall be valid for a period of two years. If a final map has not been approved within this timeframe, the applicant shall apply for a time extension.

3. The design review approval granted herein shall be valid for a period of one year. If building permits have not been issued within this timeframe, the building shall comply with the Objectives Design Standards contained within Planned Development PD-31B.

Building Design

4. All retail/office areas shall be constructed to a "tenantable" condition and shall provide restroom facilities and receive wall, ceiling, and flooring finishes that render them in a leasable condition prior to final occupancy of the building. This includes commercial-grade wall and floor plugs, overhead lighting, and any other systems the Planning Division staff identifies at the time of plan check.

5. All ground floor windows shall be dark-colored aluminum and all upper-floor windows shall be metal framed or high-quality PVC with color to match the adjacent wall.

6. Any metal materials used on the exterior of any building shall be galvanized or treated in a manner acceptable to the Planning Division to prevent corrosion.

7. The applicant shall, prior to building permit submittal, provide a sign program for Planning Division review and approval. The final building elevation design shall consider sign placement and plans submitted for building permit approval shall reflect such placement.

8. All rooftop mechanical equipment shall be screened from the view of all adjacent public rights-of-way by screenwalls, painting, and similar treatments acceptable to the Planning Division. The Division may require screenwalls for equipment located within 20 feet of the rooftop parapet wall.

9. Backflow preventers, check devices, and other visible mechanical equipment shall be painted black, dark green, red (if required by the Fire Department), or other color complimentary to the building design.

10. The applicant shall have all trash storage capacity and pick-up locations approved by Republic Services.

11. The material of retaining walls visible from the public right-of-way shall be approved by the Planning Division in building permit plan check.

Stormwater Treatment

12. 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.

13. 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.

14. 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.

15. The applicant shall enter into an Operation and 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 to the approved Operation and Maintenance Plan.

16. The applicant shall arrange and pay for final inspection of installed treatment measure by the City's Special Inspector within 45 days of installation or project construction completion, whichever comes first.

B. DEPARTMENT OF PUBLIC WORKS (ENGINEERING DIVISION)

PRECISE PLAN

GENERAL

17. All improvements shall be consistent with the plans approved by the City Engineer and the Conditions of Approval. All improvements shall meet the latest California Building Code, California Fire Code, Daly City Municipal Code, and the City Standards and Specifications, except to the extent otherwise provided by the project Development Agreement.

18. Provide "will serve letters" from the Pacific Gas and Electric Company (PG&E) for gas and electric services.

19. All improvements shall be installed, inspected and approved by the City Engineer prior to Engineering sign off for occupancy permits. In addition, as-built record plans of all improvements shall be submitted in a form acceptable to the City Engineer prior to Engineering sign off for occupancy permits.

20. All improvements shall be ADA compliant. Curb ramps in and around the project site shall utilize the case types in the Caltrans Standard Plans.

21. All electrical and telecommunications services shall be provided through underground connections. There shall be no overhead drops. All existing overhead services and supporting poles along the project frontage and/or on the private property shall be removed, at the applicant's expense.

22. All utility services shall be underground. Said improvements shall conform to City of Daly City and affected Agency's standards.

23. All plans shall be accompanied by all required calculations and studies including geotechnical and impact studies to justify design signed and sealed by a licensed professional engineer.

24. Grading and improvement plan review and approval by the City Engineer are required before permit issuance. The improvement plans shall include details for on-site and off-site improvements for vehicular and pedestrian access, parking, traffic signs and markings, utility service connections, modifications and extensions of the City's sewer, water, storm drain, safety lighting, landscaping, and other public service facilities.

25. Securities for all improvements (on-site and off-site), and applicable fees and charges, shall be submitted with any site/building permits. The applicant shall obtain all required permits before commencing work.

26. The applicant and/or Contractor shall have a project sign with a 24-hour Project contact information for public concerns such as off-site tracking, dust control, noise complaints, ground shaking and any related construction activities. The complaints and responses shall be logged, and copies provided to the City Engineer with action status on a weekly basis.

27. Provide erosion and storm water pollution plan incorporating best management practices, including operation and maintenance provisions per the requirements applicable at the time of construction permit application. During the wet/rainy season (October 1 to April 30) the developer shall submit a revised erosion control plan as necessary (every five working days) or as required by the City Engineer and/or his representative.

28. Concurrent with each demolition, grading and drainage permit submittal or as a part of the Improvement Plan package, the Applicant shall prepare a dust control plan. The plan shall conform to the City Standards and comply with the requirements of the Bay Area Air Quality Management District (BAAQMD) Best Management Practices for dust control. The Applicant shall post a publicly visible sign with the telephone number and person to contact regarding dust complaints. The person shall respond and take corrective action within 48 hours.

29. Except as permitted in the project's Precise Plan, no permanent building encroachment including but not limited to: awnings, canopies, marquees, signs, windows, balconies, architectural features and mechanical equipment shall be allowed in the Right-of-Way without the written authorization of the City Engineer.

30. The project's electrical transformer shall not be installed within the public right-of-way.

31. Phasing for the development of the JUHSD Serramonte Del Rey site shall follow the Development Agreement between the City and JUHSD.

32. A current title report shall be submitted with the development of each phase/parcel.

33. Prior to requesting City Council approval for any Parcel Map or Final Map, all subdivision improvements as shown on approved subdivision improvement plans shall be constructed by the applicant and accepted by the City Engineer, or the applicant shall enter into a Subdivision Improvement Agreement with the City incorporating those subdivision improvement plans and providing required bonds to secure the completion of the subdivision improvements within the time limits specified by the City. If any final map is part of a phased subdivision, only the final map and subdivision improvement plans for subdivision improvements necessary to serve the proposed phase are required to be submitted to the City for review and approval, and subsequently constructed.

34. The improvements shall be consistent with the plans approved by, and to the satisfaction of the City Engineer and the Conditions of Approval. All construction shall meet the latest California Building Code, California Fire Code, Daly City Municipal Code and the City Standard Specifications and Drawings, except to the extent otherwise provided by the project Development Agreement. Securities for all required improvements, and applicable fees and charges, shall be submitted prior to permit issuance, and/or submission of the subdivision improvement agreement for approval. The applicant shall obtain all required permits before commencing work. All required improvements shall be constructed at no cost to the City except where specifically agreed to by the City under the provisions of a written agreement, Including without limitation the project Development Agreement. Grading and improvement plan review and approval by the City Engineer are required before any City Permit is issued. The improvement plans shall include details for on-site and off-site improvements for vehicular and pedestrian access, parking, traffic signs and markings, utility service connections, modifications and extension of the City's sewer, water, storm drain, safety lighting, landscaping, and other public service and common facilities. All utility services shall be underground unless otherwise approved. Said improvements shall conform to Daly City and affected Agency's standards, Plans shall be accompanied by all required calculations and studies including geotechnical and impact studies to justify design.

35. Except to the extent otherwise provided by the project Development Agreement and the Precise Plan, the applicant shall comply with the applicable requirements of the "City of Daly City General Conditions of Approval: Use Permits, Variances, Design Reviews, Planned Developments, and Subdivisions", in effect at the time of subdivision and design review application submittal, final map submittal and/or at the time of building permit application.

36. Homeowners Association (HOA) agreements to be reviewed and approved by the City Attorney. This includes, but is not limited to, details regarding street sweeping, street maintenance, streetlight maintenance, landscape maintenance, private storm drain maintenance, etc.

37. Haul route to the project site shall be from the Highway 1 off-ramp, across the intersection of Serramonte Blvd. and the Highway 1 on/off-ramps, to Entry Dr. Haul route from the project site shall be from Entry Dr., across the intersection of Serramonte Blvd. and the Highway 1 on/off-ramps, to the Highway 1 on-ramp. No trucks shall be allowed on Serramonte Blvd. outside of the intersection with Entry Dr., and no other City streets aside from Hickey Blvd. shall be used as a truck route.

SITE

38. The applicant shall repair and/or replace additional areas of street pavement, sidewalk, curb, and gutter, streetlights, manhole, catch basins, or any other public infrastructure within the right-of-way damaged by construction activities associated with the project (utility installation, etc.) as required by the City Inspector during construction. Such repair shall be per the City's Standards and Specifications

39. Bike parking for each phase shall be at street level and shall not require travel across parking lots to access.

40. Streets within the property shall be private streets with public access easements and public utility easements. All private streets parcels shall have a public access easement over the entire width and length of the parcel, and shall encompass the roadway, shoulders, and all sidewalks as part of the roadway sections. All proposed publicly accessible park space (as provided for in the Precise Plan and tentative map), bike and pedestrian paths, and trails for the project shall also have a public access easement over their areas.

41. The existing sidewalk along Callan Blvd. shall be repaired to prolong its life and eliminate tripping hazards as needed.

42. Applicant shall widen the existing sidewalk on Callan Blvd. at three locations along the 740' frontage. This will create three passing zones approximately 8' long with a width of 5', at locations to be determined during site improvement permit plan check.

43. Applicant shall provide a treated lumber retaining wall along the hillside adjacent to the sidewalk on an as-needed basis to reduce sloughing of soil onto the sidewalk. The length of retaining wall that will be needed is estimated at approximately 50% of the 740' sidewalk.

44. The improvements described above will be completed as each building on parcel fronting Callan Blvd. (parcels B, C and D) is built. City and Applicant shall enter into the City's standard landscape maintenance agreement to include the lumber retaining wall if placed within the City's right-of-way on Callan Blvd., which will be recorded against the property fronting the improvements.

45. Curb ramps in and around the project site shall utilize the case types in the Caltrans Standard Plans.

46. Design of the pavement sections shall be prepared by a licensed Civil Engineer and shall be reviewed and approved by the City Engineer. The design shall comply with City Standard Detail S-1.

47. Pavement design for Serramonte Blvd. shall be per a TI = 9 or shall match existing pavement section, whichever is more stringent.

48. Final striping plan shall be reviewed and approved by the City Engineer as part of the Site Improvement Permit.

49. Plans prepared by a licensed Civil Engineer shall be provided for the striping improvements along Campus Drive, Hickey Boulevard, and at the following intersections: Highway 1 ramps/Serramonte Boulevard, Skyline Boulevard/Hickey Boulevard, Callan Boulevard/Hickey Boulevard.

50. Radius of curves shall be clearly shown on the plans for all proposed streets.

GRADING

51. WDID number shall be provided to the City prior to the issuance of a Grading Permit for any project greater than one acre in size.

52. Grading exceeding 50 cubic yards shall require approval of plans and a grading permit. A licensed Civil Engineer shall prepare the grading plans and erosion control plan in conformance with a soil report prepared by a licensed soil engineer or qualified civil engineer in compliance with the NPDES requirements prior to any development on the property.

53. Grading plans shall be reviewed by an independent qualified Consulting Engineer or Geologist as well as the City Engineer; a letter of compliance from the independent qualified Consulting Engineer or Geologist shall be provided to Engineering prior to the issuance of any permit. The Engineer and/or Geologist, of record, shall be present on-site during the excavation and grading phases of the project and shall submit a written certification that the project civil plans has been implemented as approved.

54. The applicant's grading and storm drainage improvements shall be designed per best practice engineering standards and provide fail-safe conditions for catastrophic events such as 100-year storms, system overflows or failures. Drainage swales shall be provided at the top, intermediate and bottom of: (1) new slopes and new embankments; and (2) existing slopes and existing embankments where grading will occur, to prevent erosion and degradation of slopes. The project geotechnical report shall include appropriate recommendations regarding the protection of existing and proposed slopes.

55. The soils report shall be finalized and resubmitted prior to any parcel or final map approval, and prior to building permit issuance. The preliminary soils report dated April 20, 2021 indicates that the "east slope has the potential for significant permanent displacements under the considered earthquake loads and could adversely undermine portions of the proposed structure foundations on Parcels B, C, and D." As required by the engineering division, the applicant shall be responsible for the costs associated with a third-party peer review of soils reports provided for buildings or subdivision, and the applicant's soils engineer shall address and incorporate the recommendations of the third-party peer review. Prior to subdivision improvement or building permit issuance, the applicant's soils engineer shall provide a letter stating that they have reviewed such plans and the plans incorporate the recommendations contained in their report.

STORM WATER/UTILITY

56. Runoff calculations shall be provided verifying that post development stormwater runoff from the site does not exceed the pre-development stormwater runoff. Additional stormwater runoff generated from the design storm as a result of this development shall be retained on-site.

57. Drainage from the site to a public storm drain system or street shall not exceed existing flows over sidewalks in the public right-of-way. On site drainage retention shall be provided to limit the flow rate entering the City's storm drain system to the pre-development rate. The retention facility shall accommodate the excess runoff from a storm of 10-year frequency and two-hour duration.

58. All stormwater retention, stormwater treatment, or other stormwater BMP improvements shall be located outside of the public right-of-way and maintained by the property owner. All privately owned and maintained improvements shall be located outside of the public right-of-way. There shall be no private improvements within the public right-of-way.

59. The applicant shall be financially responsible for all project-related storm drainage improvements on- and off-site, as required and approved by the City Engineer in accordance with City Standards, subject to the provisions of the project Development Agreement and applicable law, including the Mitigation Fee Act.

60. Full trash capture devices approved by the City Engineer shall be installed on the drainage system.

61. Storm drain laterals and mains shall be CCTV'ed at the end of construction. Owner is responsible for providing videos of laterals and mains prior to the City Engineer's permit signoff/acceptance. It is the owner's responsibility to make required changes to provide camera access.

62. The applicant shall coordinate review of the on-site sanitary sewer system with the Department of Water and Wastewater Resources (DWWR). The new sewer mains shall require CCTV inspection by DWWR.

63. The applicant shall contribute a fair-share cost of the new 30-inch relief sewer crossing I-280. The fair share contribution shall be based on the added flows relative to the additional capacity needed for the new I-280 crossing as determined by the Department of Water and Wastewater Resources and consistent with applicable law, including the Mitigation Fee Act.

64. Post-development storm runoff discharged shall be discharged a rate and volume less than or equal to the pre-development runoff rate and volume and supported by satisfactory hydraulic calculations along with a letter from the engineer of record indicating that the proposed storm drain system does not increase runoff above the pre-development condition for the entirety of the project site. Individual phases shall not increase runoff rate above the pre-development condition for the entirety of the project site at any time. The hydraulic calculations and letter shall be submitted for review and approval by the City Engineer prior to approval of each set

of Improvement Plans. The master plan's on-site drainage system shall be designed to limit runoff volumes to those during a ten-year frequency storm, to the extent feasible and limited to areas where not otherwise unsupported by an approved Geotechnical report or environmental document, to the satisfaction of the Engineering Division.

65. At no point or particular during Master Plan development will the peak flow or volume exceed pre-project conditions at any point on the site perimeter where flow enters the City system. A particular phase may overcompensate but will not cause the Master Plan to undercompensate at any time. Phased retention systems will be subject to review by the Engineering Division of Public Works and may require each project to enter into a stormwater retention agreement that will be recorded against the property.

66. Regardless of how the project is phased, at no point shall the project peak runoff exceed the pre-project peak runoff.

67. The existing City-owned stormwater system shall be modeled/analyzed during each phase and that private connections to the City's storm drain system will not result in capacity exceedances of the design-year storm from the Project site. Any public stormwater improvements or capacity increase shall be borne by the developer in accordance with City standards and applicable law, including the Mitigation Fee Act. As part of the analysis, investigate how the water outflows when all site drainage is plugged and provide the water elevation in relation to the lowest finished building grade.

TRAFFIC

68. Recommendations from the project Development Agreement shall be implemented by the applicant.

69. Final layout for Serramonte Blvd. and the Serramonte Blvd./Highway 1 on/off-ramp intersection shall be reviewed and approved by the City Engineer.

70. The restriping and timing of the signalization at the Hickey Blvd/Callan Blvd. intersection will be completed prior to issuance of Certificate of Occupancy/Temporary Certificate of Occupancy for the first housing project to be built.

MAPPING

71. All ROW dedication/easement (public and private) language shall be reviewed and approved by the City Engineer.

72. The width and locations of Public Easements shall be specified for review and approval by all utility companies and the City Engineer.

PERMIT

73. An encroachment permit shall be required to be issued by the Public Works Department for all work proposed within the public right-of-way.

74. The applicant shall provide verification, in writing, that the joint trench design has been reviewed and approved by each utility company.

PARCEL B DEVELOPMENT

GENERAL

75. All improvements shall be consistent with the plans approved by the City Engineer and the Conditions of Approval. All improvements shall meet the latest California Building Code, California Fire Code, Daly City Municipal Code, and the City Standards and Specifications, except to the extent otherwise provided by the project Development Agreement.

76. Provide "will serve letters" from the Pacific Gas and Electric Company (PG&E) for gas and electric services.

77. All improvements shall be installed, inspected and approved by the City Engineer prior to Engineering sign off for occupancy permits. In addition, as-built record plans of all improvements shall be submitted in a form acceptable to the City Engineer prior to Engineering sign off for occupancy permits.

78. All improvements shall be ADA compliant. Curb ramps in and around the project site shall utilize the case types in the Caltrans Standard Plans.

79. Traffic signalization plans for the intersection of Serramonte Blvd. and Highway 1 shall be included in the improvement plans for review and approval by the City Engineer. Developer shall also obtain all necessary Caltrans permits and approvals.

80. All electrical and telecommunications services shall be provided through underground connections. There shall be no overhead drops. All existing overhead services and supporting poles along the project frontage and/or on the private property shall be removed, at the applicant's expense.

81. All utility services shall be underground. Said improvements shall conform to City of Daly City and affected Agency's standards.

82. All plans shall be accompanied by all required calculations and studies including, but not limited to, storm drain, geotechnical, and impact studies to justify design signed and sealed by a licensed professional engineer.

83. Grading and improvement plan review and approval by the City Engineer are required before permit issuance. The improvement plans shall include, but not limited to, details for on-site and off-site improvements for vehicular and pedestrian access, parking, traffic signs and markings, utility service connections, modifications and extensions of the City's sewer, water, storm drain, safety lighting, landscaping, and other public service facilities.

84. Securities for all improvements (on-site and off-site), and applicable fees and charges, shall be submitted with any site/building permits. The applicant shall obtain all required permits before commencing work.

85. The applicant and/or Contractor shall have a project sign with a 24-hour Project contact information for public concerns such as off-site tracking, dust control, noise complaints, ground shaking and any related construction activities. The complaints and responses shall be logged, and copies provided to the City Engineer with action status on a weekly basis.

86. Provide erosion and storm water pollution plan incorporating best management practices, including operation and maintenance provisions per the requirements applicable at the time of construction permit application. During the wet/rainy season (October 1 to April 30) the developer shall submit a revised erosion control plan as necessary (every five working days) or as required by the City Engineer and/or his representative.

87. Concurrent with each demolition, grading and drainage permit submittal or as a part of the Improvement Plan package, the Applicant shall prepare a dust control plan. The plan shall conform to the City Standards and comply with the requirements of the Bay Area Air Quality Management District (BAAQMD) Best Management Practices for dust control. The Applicant shall post a publicly visible sign with the telephone number and person to contact regarding dust complaints. The person shall respond and take corrective action within 48 hours.

88. Except as permitted in the project's Precise Plan, no permanent building encroachment including but not limited to: awnings, canopies, marquees, signs, windows, balconies, architectural features and mechanical equipment shall be allowed in the Right-of-Way without the written authorization of the City Engineer.

89. The project’s electrical transformer shall not be installed within the public right-of-way.

90. Phasing for the development of the JUHSD Serramonte Del Rey site shall follow the Development Agreement between the City and JUHSD.

91. A current title report shall be submitted with the development of each phase/parcel.

92. Prior to requesting City Council approval for any Parcel Map or Final Map, all subdivision improvements as shown on approved subdivision improvement plans shall be constructed by the applicant and accepted by the City Engineer, or the applicant shall enter into a Subdivision Improvement Agreement with the City incorporating those subdivision improvement plans and providing required bonds to secure the completion of the subdivision improvements within the time limits specified by the City. If any final map is part of a phased subdivision, only the final map and subdivision improvement plans for subdivision improvements necessary to serve the proposed phase are required to be submitted to the City for review and approval, and subsequently constructed.

93. The improvements shall be consistent with the plans approved by, and to the satisfaction of the City Engineer and the Conditions of Approval. All construction shall meet the latest

California Building Code, California Fire Code, Daly City Municipal Code and the City Standard Specifications and Drawings, except to the extent otherwise provided by the project Development Agreement. Securities for all required improvements, and applicable fees and charges, shall be submitted prior to permit issuance, and/or submission of the subdivision improvement agreement for approval. The applicant shall obtain all required permits before commencing work. All required improvements shall be constructed at no cost to the City except where specifically agreed to by the City under the provisions of a written agreement, including without limitation the project Development Agreement. Grading and improvement plan review and approval by the City Engineer are required before any City Permit is issued. The improvement plans shall include details for on-site and off-site improvements for vehicular and pedestrian access, parking, traffic signs and markings, utility service connections, modifications and extension of the City's sewer, water, storm drain, safety lighting, landscaping, and other public service and common facilities. All utility services shall be underground unless otherwise approved. Said improvements shall conform to Daly City and affected Agency's standards, Plans shall be accompanied by all required calculations and studies including geotechnical and impact studies to justify design.

94. Except to the extent otherwise provided by the project Development Agreement and the Precise Plan, the applicant shall comply with the applicable requirements of the "City of Daly City General Conditions of Approval: Use Permits, Variances, Design Reviews, Planned Developments, and Subdivisions", in effect at the time of subdivision and design review application submittal, final map submittal and/or at the time of building permit application.

95. Homeowners Association (HOA) agreements to be reviewed and approved by the City Attorney. This includes, but is not limited to, details regarding street sweeping, street maintenance, streetlight maintenance, landscape maintenance, private storm drain maintenance, etc.

96. The Applicant shall design and construct the traffic signal and certain bicycle and pedestrian improvements at the Highway 1 Ramps/Serramonte Boulevard intersection.

97. Haul route to the project site shall be from the Highway 1 off-ramp, across the intersection of Serramonte Blvd. and the Highway 1 on/off-ramps, to Entry Dr. Haul route from the project site shall be from Entry Dr., across the intersection of Serramonte Blvd. and the Highway 1 on/off-ramps, to the Highway 1 on-ramp. No trucks shall be allowed on Serramonte Blvd. outside of the intersection with Entry Dr., and no other City streets aside from Hickey Blvd. shall be used as a truck route.

SITE

98. The applicant shall repair and/or replace additional areas of street pavement, sidewalk, curb, and gutter, street lights, manhole, catch basins, or any other public infrastructure within the right-of-way damaged by construction activities associated with the project (utility installation, etc.) as required by the City Inspector during construction. Such repair shall be per the City's Standards and Specifications.

99. Bike parking for each phase shall be at street level and shall not require travel across the parking lot to access.

100. Streets within the property shall be private streets with public access easements and public utility easements. All private streets parcels shall have a public access easement over the entire width and length of the parcel, and shall encompass the roadway, shoulders, and all sidewalks as part of the roadway sections. All proposed publicly accessible park space (as provided for in the Precise Plan and tentative map), bike and pedestrian paths, and trails for the project shall also have a public access easement over their areas.

101. The existing sidewalk along Callan Blvd. shall be repaired to prolong its life and eliminate tripping hazards as needed.

102. Applicant shall widen the existing sidewalk on Callan Blvd. at three locations along the 740' frontage. This will create three passing zones approximately 8' long with a width of 5', at locations to be determined during site improvement permit plan check.

103. Applicant shall provide a treated lumber retaining wall along the hillside adjacent to the sidewalk on an as-needed basis to reduce sloughing of soil onto the sidewalk. The length of retaining wall that will be needed is estimated at approximately 50% of the 740' sidewalk.

104. The improvements described above will be completed as each building on parcel fronting Callan Blvd. (parcels B, C and D) is built. City and Applicant shall enter into the City's standard landscape maintenance agreement to include the lumber retaining wall if placed within the City's right-of-way on Callan Blvd., which will be recorded against the property fronting the improvements.

105. The developer shall construct pavement improvements within the boundaries of the intersection of Serramonte Blvd. and Entry Dr. (Highway 1 on/off-ramps).

106. Design of the pavement sections shall be prepared by a licensed Civil Engineer and shall be reviewed and approved by the City Engineer. The design shall comply with City Standard Detail S-1.

107. Pavement design for Serramonte Blvd. shall be per a TI = 9 or shall match existing pavement section, whichever is more stringent.

GRADING

108. WDID number shall be provided to the City prior to the issuance of a Grading Permit for any project greater than one acre in size.

109. Grading exceeding 50 cubic yards shall require approval of plans and a grading permit. A licensed Civil Engineer shall prepare the grading plans and erosion control plan in conformance with a soil report prepared by a licensed soil engineer or qualified civil engineer in compliance with the NPDES requirements prior to any development on the property.

110. Grading plans shall be reviewed by an independent qualified Consulting Engineer or Geologist as well as the City Engineer; a letter of compliance from the independent qualified Consulting Engineer or Geologist shall be provided to Engineering prior to the issuance of any permit. The Engineer and/or Geologist, of record, shall be present on-site during the excavation and grading phases of the project and shall submit a written certification that the project civil plans has been implemented as approved.

111. The applicant's grading and storm drainage improvements shall be designed per best practice engineering standards and provide fail-safe conditions for catastrophic events such as 100-year storms, system overflows or failures. Drainage swales shall be provided at the top, intermediate and bottom of (1) new slopes and new embankments; and (2) existing slopes and existing embankments where grading will occur, to prevent erosion and degradation of slopes. The project geotechnical report shall include appropriate recommendations regarding the protection of existing and proposed slopes

112. The soils report shall be finalized and resubmitted prior to any parcel or final map approval, and prior to building permit issuance. The preliminary soils report dated April 20, 2021 indicates that the "east slope has the potential for significant permanent displacements under the considered earthquake loads and could adversely undermine portions of the proposed structure foundations on Parcels B, C, and D." As required by the engineering division, the applicant shall be responsible for the costs associated with a third party peer review of soils reports provided for buildings or subdivision, and the applicant's soils engineer shall address and incorporate the recommendations of the third party peer review. Prior to subdivision improvement or building permit issuance, the applicant's soils engineer shall provide a letter stating that they have reviewed such plans and the plans incorporate the recommendations contained in their report.

STORM WATER/UTILITY

113. Runoff calculations shall be provided verifying that post development stormwater runoff from the site does not exceed the pre-development stormwater runoff. Additional stormwater runoff generated from the design storm as a result of this development shall be retained on-site.

114. Drainage from the site to a public storm drain system or street shall not exceed existing flows over sidewalks in the public right-of-way. On site drainage retention shall be provided to limit the flow rate entering the City's storm drain system to the pre-development rate. The retention facility shall accommodate the excess runoff from a storm of 10-year frequency and two-hour duration.

115. All stormwater retention, stormwater treatment, or other stormwater BMP improvements shall be located outside of the public right-of-way and maintained by the property owner. All privately owned and maintained improvements shall be located outside of the public right-of-way. There shall be no private improvements within the public right-of-way.

116. The applicant shall be financially responsible for all project-related storm drainage improvements on- and off-site, as required and approved by the City Engineer in accordance

with City Standards,, subject to the provisions of the project Development Agreement and applicable law, including the Mitigation Fee Act.

117. Full trash capture devices approved by the City Engineer shall be installed on the drainage system.

118. Storm drain laterals and mains shall be CCTV'ed at the end of construction. Owner is responsible for providing videos of laterals and mains prior to the City Engineer's permit signoff/acceptance. It is the owner's responsibility to make required changes to provide camera access.

119. The applicant shall coordinate review of the on-site sanitary sewer system with the Department of Water and Wastewater Resources (DWWR). The new sewer mains shall require CCTV inspection by DWWR.

120. The applicant shall contribute a fair-share cost of the new 30-inch relief sewer crossing I-280. The fair share contribution shall be based on the added flows relative to the additional capacity needed for the new I-280 crossing as determined by the Department of Water and Wastewater Resources and consistent with applicable law, including the Mitigation Fee Act.

121. Post-development storm runoff discharged shall be discharged a rate and volume less than or equal to the pre-development runoff rate and volume and supported by satisfactory hydraulic calculations along with a letter from the engineer of record indicating that the proposed storm drain system does not increase runoff above the pre-development condition for the entirety of the project site. Individual phases shall not increase runoff rate above the pre-development condition for the entirety of the project site at any time. The hydraulic calculations and letter shall be submitted for review and approval by the City Engineer prior to approval of each set of Improvement Plans. The master plan's on-site drainage system shall be designed to limit runoff volumes to those during a ten-year frequency storm, to the extent feasible and limited to areas where not otherwise unsupported by an approved Geotechnical report or environmental document, to the satisfaction of the Engineering Division.

122. The existing City-owned stormwater system shall be modeled/analyzed, and that private connections to the City's storm drain system will not result in capacity exceedances of the design-year storm. Any public stormwater improvements or capacity increase shall be borne by the developer in accordance with City standards, and applicable law, including the Mitigation Fee Act. As part of the analysis, investigate how the water outflows when all site drainage is plugged and provide the water elevation in relation to the finished building grade.

TRAFFIC

123. Recommendations from the project Development Agreement shall be implemented by the applicant.

124. The restriping and timing of the signalization at the Hickey Blvd/Callan Blvd. intersection will be completed prior to issuance of Certificate of Occupancy/Temporary Certificate of Occupancy.

MAPPING

125. All ROW dedication/easement language shall be reviewed and approved by the City Engineer.

126. The width and locations of Public Easements shall be specified for review and approval by all utility companies and the City Engineer.

PERMIT

127. An encroachment permit shall be required to be issued by the Public Works Department for all work proposed within the public right-of-way.

128. The applicant shall provide verification, in writing, that the joint trench design has been reviewed and approved by each utility company.

C. DEPARTMENT OF WATER AND WASTEWATER RESOURCES

129. The project is within the I280 drainage basin which is deficient in capacity. A project is in the planning stages to increase capacity. The Serramonte Del Rey Development shall pay its fair share cost in in the I280 Sewer Capacity Project. Until they determine exactly what they will construct, we cannot provide the exact dollar amount for their contribution.

130. The water and sewer systems, both public and private, shall be constructed per the Daly City Standard Specifications and Drawings and be constructed as if it were public infrastructure.

131. All costs associated with any water and sewer improvements, relocations and abandonments, as a result of this project, shall be borne by the developer.

132. If the project changes form, additional water and sewer studies may, at DWWR's discretion, be required, and all costs for any required studies shall be at the cost of the developer.

D. NORTH COUNTY FIRE AUTHROITY / DALY CITY FIRE DEPARMENT

133. Comply with California Fire & Building Codes, as well as the Daly City Municipal Code, specifically regarding fire apparatus access and Emergency Escape & Rescue Opening (EERO) requirements.

134. Fire sprinkler systems required. Submit plans to NCFA under separate fire permit.

135. Provide fire flow information per CFC, Appendix B.

136. Fire extinguishing/hood system may be required. Submit plans to NCFA under separate fire permit.

137. Monitored fire alarm systems required. Submit plans to NCFA under separate fire permit.

138. Key Boxes are required. Visit KnoxBox.com for appliances.

139. Portable fire extinguishers(s) are required. Mount fire extinguishers 3-5 feet above floor.

140. Illuminated address identification is required.

141. Utility identification is required.

142. Doors shall be easily openable in one motion without special knowledge, key or effort per CBC. Use of thumb operated deadbolts prohibited unless integrated with latch.

143. Illuminated exit signs and emergency egress illumination is required.

144. Hazardous material use, storage, or operations permit may be required.

145. Ensure Emergency Responder Radio Coverage is provided as required by Fire Code Section 510 and San Mateo County Fire Chief's Policy.

146. Elevators must be designed to accommodate EMS gurneys.

147. Fire Department Air Supply System may be required.

148. The proposed location of equipment required for Fire Service use (i.e. smoke control, fire service control room, fire alarm panels, etc.) must be reviewed and approved by NCFA.

149. An Emergency Plan and signage must be reviewed and approved by NCFA prior to occupancy.

Staff Recommendation

Staff and the Planning Commission recommend that the City Council take the following actions:

1. Approve General Plan Amendment GPA-04-21-14998 to change the General Plan designation from Residential – High Density (R-HD) and Commercial – Office (C-O) to Commercial – Mixed Use (C-MU);

2. Approve Major Subdivision SUB-04-21-14999, to subdivide the project site into six development parcels and additional street parcels with public access easements

3. Approve Design Review for the site and building design for the proposed development and site improvements on Parcel B;

4. Adopt the Water Supply Assessment prepared for the project;

5. Certify the Final Environmental Impact Report and adopt a Mitigation Monitoring and Report Program for the project;

6. Waive first reading and adopt urgency ordinance approving Planned Development PD-04-21-14997, rezoning project site from Planned Development PD-31 and Planned Development 31A to a new Planned Development PD-31B. In the alternative, the City Council may make a motion for the City Attorney to read by title only and introduce the ordinance approving Planning Development PD-31B; and

7. Waive first reading and adopt urgency ordinance approving the Development Agreement for the project. In the alternative should the urgency not be approved; the City Council may make a motion for the City Attorney to read by title only and introduce the ordinance approving the Development Agreement.

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

Respectfully submitted,

Michael Van Lonkhuysen
Planning Manager

Tatum Mothershead
Director of Economic and Community Development

Attachments
Attachment A – Location Map
Attachment B – Draft Precise Plan
Attachment C – Serramonte Del Rey Draft Development Agreement Summary
Attachment D – Proposed Draft Development Agreement
Attachment E – Design Review Submittal for Parcel B
Attachment F – Tentative Subdivision Map
Attachment G – Draft Planned Development 31B Regulations
Attachment H – Letter from Hanson Bridgett Regarding Project RHNA Implications
Attachment I – Office Market Assessment and Fiscal Impact Review
Attachment J – Water Supply Assessment
Attachment K – Final Environmental Impact Report
Attachment L – Mitigation and Monitoring Program

ATTACHMENT A



Serramonte Del Rey Campus

699 Serramonte Blvd, Daly City



Serramonte Del Rey Precise Plan

01-11-2024

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1. Introduction

A. OVERVIEW

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. In addition to the 122 units of faculty and staff housing already completed, 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 multi-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 which was completed in 2022. Phase I 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, and objective design standards 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 a parcelization plan, comprised of streets, development parcels and access easements, 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 conformance review and design review approval process consistent with the City's General Plan, ordinances, and procedures.

Figure 1.1 Existing and Updated Plan Area Boundaries



B. DISTRICT INTENT

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 intent is 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.

The Faculty and Staff Housing project along Serramonte Boulevard, completed in 2022, is the first step to build-out the Serramonte Del Rey neighborhood. This project provides affordable housing for teachers and staff members, which helps 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 access to Highway 1 along the northern edge of the site. This unique location is a gateway into Daly City. Figure 1.2 shows the regional location and Figure 1.3 shows the surrounding context of the Plan Area.



View of Faculty and Staff Housing from Serramaonte Boulevard.

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 Plan Area 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, Chinese Cemetery 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 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 at the project entry along Serramonte Boulevard. In addition, many surrounding streets have bicycle facilities, including Class II bicycle lanes on Ser-

ramonte Boulevard south of Callan Boulevard, Callan Boulevard south of Serramonte Boulevard, and Class III bicycle facilities on Serramonte Boulevard west of Callan Boulevard.

Plan Area Character

As shown in Figure 1.4, the existing Plan Area site is 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 high elevation, there are expansive views of the San Bruno Mountains and city skyline to the east 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 the west, north and east sides of the Plan Area.

The Plan Area is occupied by 122 units of faculty and staff housing at Parcel A and a decommissioned high school building, partially used as administrative offices. The former high school facility is a large, contiguous single-story building with mostly blank walls facing 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.

Figure 1.2 Regional Location (looking north)



Figure 1.3 Context Map (looking south)



Figure 1.4 Existing Conditions and Topography



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 (amended with the 2015 Housing Element) and the latest draft of the 2023-2031 Housing Element.

Faculty and Staff Housing

On Parcel A is a 122-unit housing project built for and occupied by JUHSD faculty and staff, completed in 2022 and zoned Planned Development PD-31A. The Faculty and Staff housing was entitled under the PD-31 Precise Plan by General Plan Amendment GPA-9-18-13666 and Zone Change ZC-9-18-13662.

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 Agreement.

Municipal Ordinance

The Daly City Municipal Code designates the Plan Area as a "Planned Development District (PD-31B)". 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. General provisions for a planned development that apply to the Precise Plan are established in Section 17.28.020 of the Municipal Code.

1985 Precise Plan (PD-31)

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 was developed south of the existing high school. The remainder of the 22-acre second phase of permitted development of the 1985 Precise Plan has not been realized and is the subject of this Precise Plan Update.

The provisions of the 1985 Precise Plan continue to govern the southern part of the PD31 Precise Plan.

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2. Vision and Goals

A. VISION

Experience

The Serramonte Del Rey Precise Plan enables the transformation of a 22-acre, former high school site with outdated facilities and surface parking 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 and café life;
- A collection of parks, open spaces and recreational trails for use by all ages;
- Architecture for modern living, with amenities and contemporary, sustainable design;

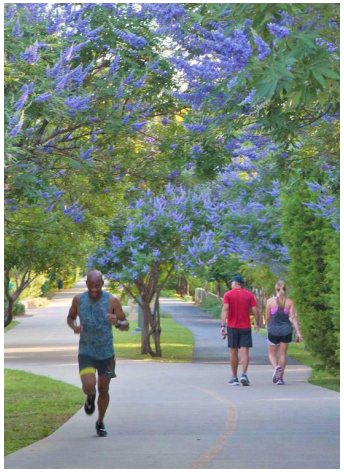


Walkable tree-lined streets will enhance the neighborhood.



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





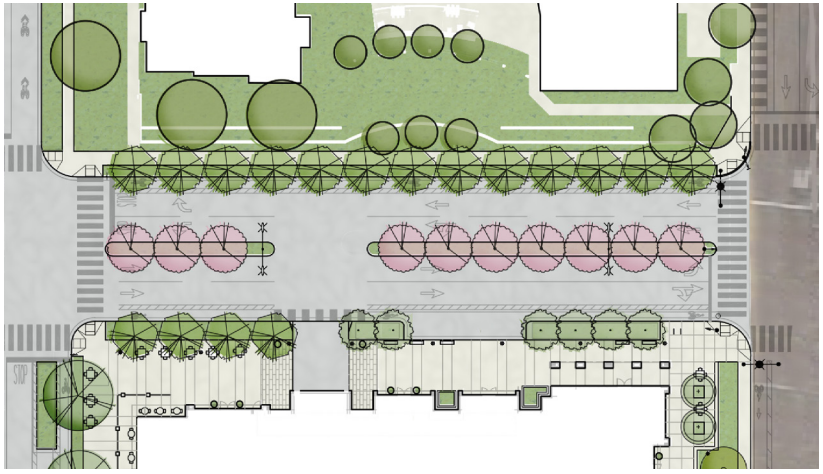
Open space and recreation areas will serve all age groups.

- A diverse residential neighborhood that includes units affordable to low and very low 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;
- A highly accessible location with direct transportation and transit access to major job centers in San Francisco and along the San Mateo Peninsula;
- Regional shopping and Gellert Park within walking distance
- One of the world's best climates, with the beautiful, diverse ecology of a coastal zone and a 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:

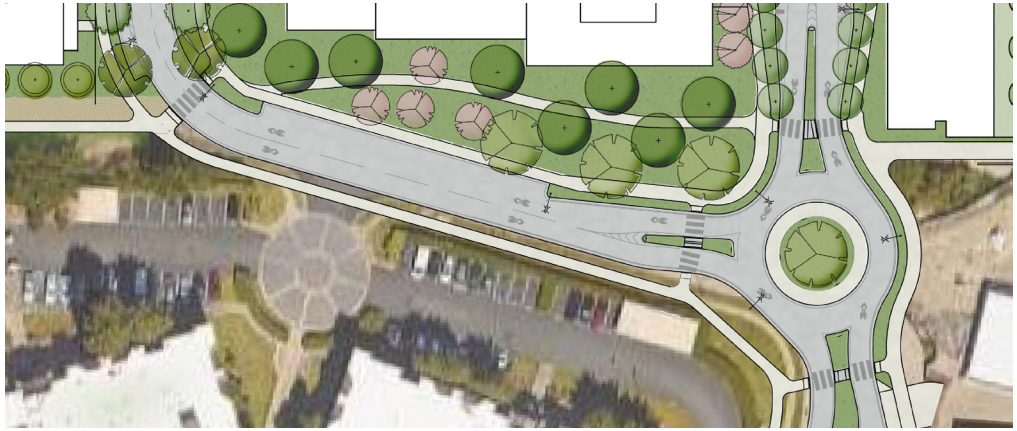
Mixed-Use Main Street. Entry Drive is the plan area's Main Street and entrance to the neighborhood, extending from the intersection of Serramonte Boulevard and Highway 1 ramps to the Central Green on North Drive. On the east side of the street is a mixed-use commercial and residential development with ground floor retail uses. This lively area features uses such as a café and retail shops opening onto tree-lined gathering spaces with outdoor seating. 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. The streets are lined with residential buildings organized around the Central Green, an urban park at the heart of the neighborhood. Buildings vary from four to seven stories around the Central Green. Up to two 14-story towers are permitted. The buildings are to be of contemporary, high quality architectural design. Design standards shape an attractive pedestrian oriented streetscape experience, with attention to ground floor, podium, and tower building massing. 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 protected bike lanes and large street trees. West Drive is a narrower neighborhood



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

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.



Parking-protected buffered bike lane.

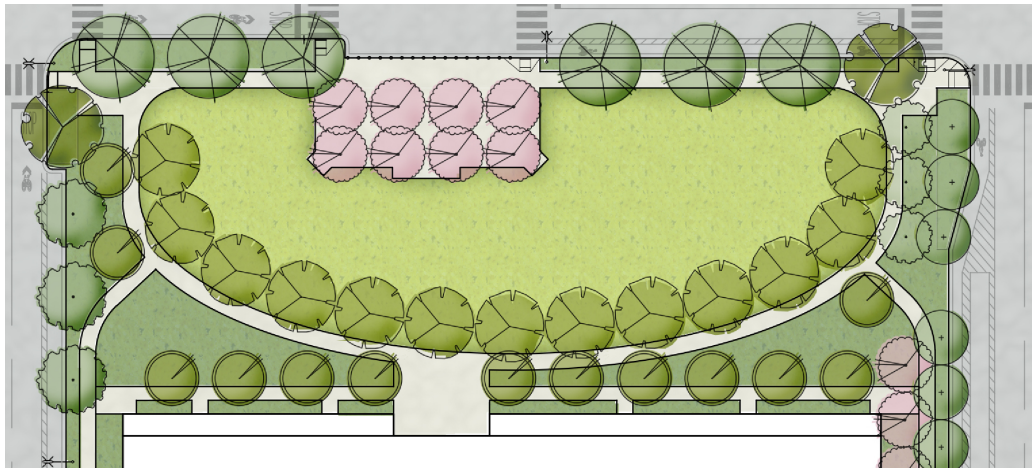
Diversity of Housing. Affordable and market rate rental housing are mixed throughout the site. Parcel A's 122 units of affordable housing for JUHSD Faculty and Staff is approved and constructed, at the corner of Serramonte Boulevard and Entry Drive. Parcel C proposes up to 150[1] units of affordable housing development serving households with low and very low incomes, including the intellectually disabled.

1 The Plan proposes to build a total of 152 units, including 150 affordable units and 2 units that are manager units in two buildings on Parcel C.

Figure 2.1 Illustrative Plan



Neighborhood Parks, Trails and Open Space. The plan features three publicly accessible parks and a loop trail, with walking and biking along the east hillside and walking along the west hillside. The Central Green features a tree-shaded plaza at Entry Drive and a 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 community garden, 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. South Point Park, at the southern entrance to the plan area, provides a passive recreational landscape and trail linking the western and eastern hillsides together.



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. Parking is in secure garages and screened from view from neighborhood streets by building frontages or landscape. On-street parking on private streets and accessways serves residents, retail customers, visitors and neighborhood public spaces. Curbside pick-up and drop-off for Head Start is located along South Access Way.

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:

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 retail to recreational trails and parks that can accommodate a range of play and other activities.

B.2 Promote Housing Equity

Address the housing shortage in Daly City by exceeding the number of units and depth of affordability required by the City's below market rate (BMR) rental housing requirement. At final build-out of the dwelling units within the Plan Area, not less than 20% of all dwelling units constructed within the Plan Area shall be Affordable Units, with approximately 6.5% of dwelling units leased to Moderate Income households, and 13.5% of all dwelling units leased to Low Income households. Twelve (12) of the Low Income household Affordable Units shall be leased to households with not more than 23% of AMI. The balance of units will be market rate rental housing on parcels B, D, E and F.



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



Walkable tree-lined streets will enhance the neighborhood.

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

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.

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 will have roof top solar panels, electric vehicle charging stations, water conservation, waste management, alternative transportation options and green materials that meet or exceed state and local green building requirements. Landscapes will feature storm water treatment gardens, drought tolerant landscapes, street trees to reduce heat island effects, and pedestrian-oriented design.



The Head Start facility will provide dedicated outdoor activity space.

B.6 Fit Hillside Context

Buildings are located in a hillside setting with existing mature trees and supplemental tree planting that will screen views from Serramonte Boulevard and Callan Boulevard. Residential towers are set back from Serramonte Boulevard and oriented east-west to reduce visual prominence for uphill neighbors.

B.7 Provide Active Transportation

Design for active transportation and healthy living. The Precise Plan's streets[2] are 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.

B.8 Right-size Parking

"Right-size" the supply of parking in relation to parking demand, based on best planning and engineering practices used in places similar to Daly City. Parking 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 See Development Agreement for off-site improvements, including pedestrian and bike improvements to the Serramonte Boulevard and Highway 1 ramps intersection.



Before view from intersection of Callan Boulevard and Serramonte Boulevard.



After view with trees shown transparent to show new development.



The open space network will include a recreational trail.

B.9 Connect to Nature

Provide diverse, accessible neighborhood park and open spaces for residents and visitors to connect to nature. Create recreational trails open to the public, as well as a series of private and common open spaces available to residents.

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

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



3. Objective Development Standards

This chapter establishes Objective Development Standards for the Plan Area. All development planned within the Plan Area are required to adhere to standards for Planned Development Zone PD-31B as contained in this chapter. When these Objective Development Standards conflict with other sections of the Zoning Ordinance, these standards shall prevail only to the extent of the conflict. Where these planned development standards do not provide regulations, the Zoning Ordinance[1] shall apply as to the most similar land use or standard. Definitions of terms are located at the end of this chapter.

A. LAND USE AND URBAN DESIGN

This section establishes objective development standards for land use and urban design comprised of parcelization, permitted land use, use permits, prohibited uses, development density, building heights, street frontages, ground floor uses and setbacks.

1 The Zoning Ordinance provisions that apply shall be those consistent with the Development Agreement, including without limitation its covenants concerning vested rights and, notwithstanding anything provision herein, nothing in the PD-31 zoning is intended to supersede the Development Agreement.

A.1 Parcelization

The 22-acre Precise Plan Area is subdivided into six development parcels A through F[2] organized by a street grid into six blocks, per Figure 3.1 Parcelization Plan. Publicly accessible private streets are separate parcels.[3] Publicly accessible private access easements are as follows:

- Access Drive West between Parcel A and Parcel F
- Access Drive North between Parcel B and Parcel D
- Access Drive South between Parcel C and Parcel D

Parcels can be further subdivided to create lots so long as uses remain consistent with the land use requirements of the Precise Plan and the provisions of the 2023 Daly City subdivision ordinance.

2 And two zero-square-foot lots, C' and F' may be expanded during implementation of the project via a lot line adjustment or other administrative process so long as the expanded parcel complies with all development standards in the Precise Plan, including without limitation minimum lot size requirements.

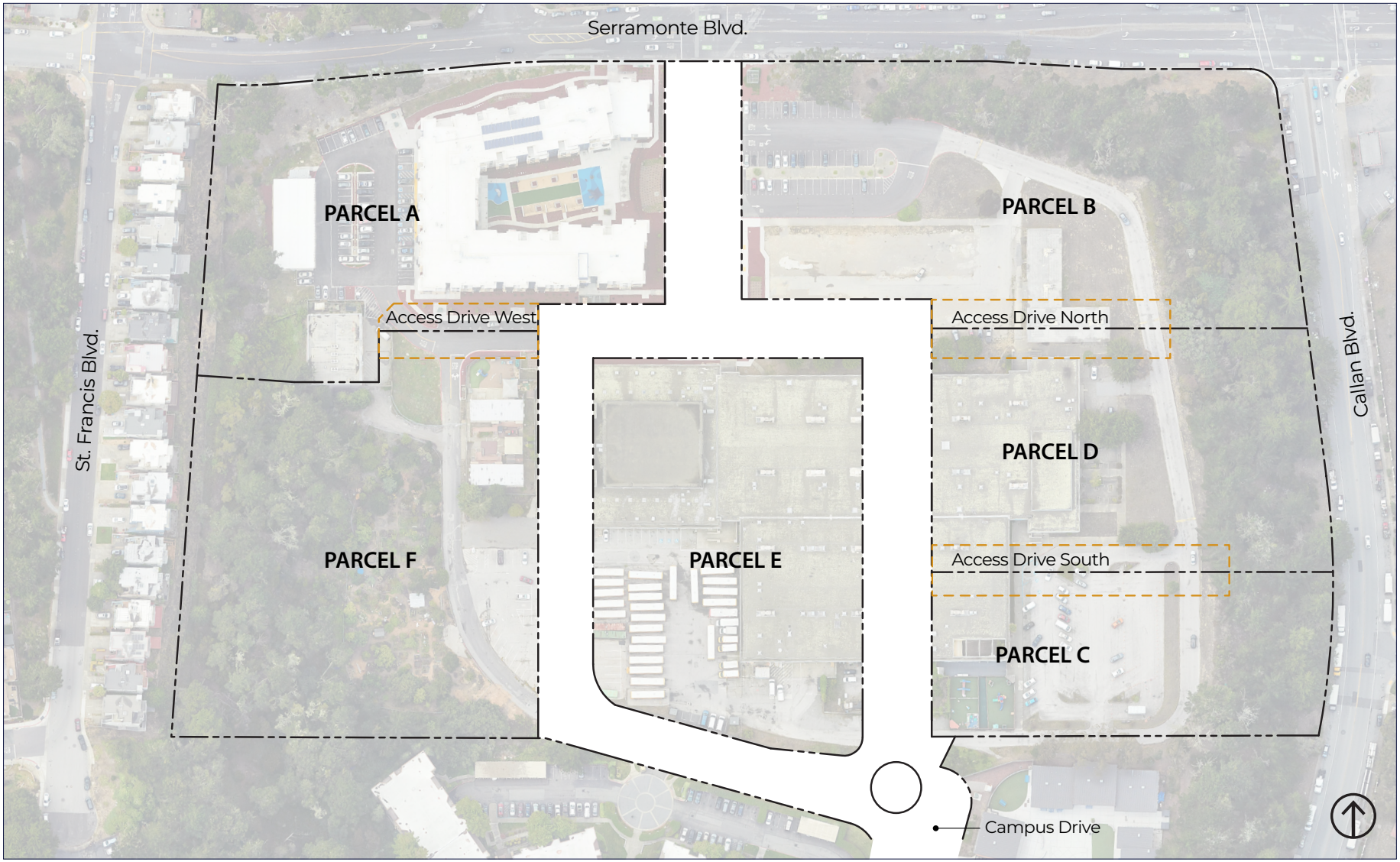
3 For parcels and access easements please see Tentative Map exhibits.

A.2 Permitted Uses

The General Plan Land Use designation for the Precise Plan Area is Commercial - Mixed Use (C-MU) as shown in Figure 3.2 Precise Plan Land Uses.

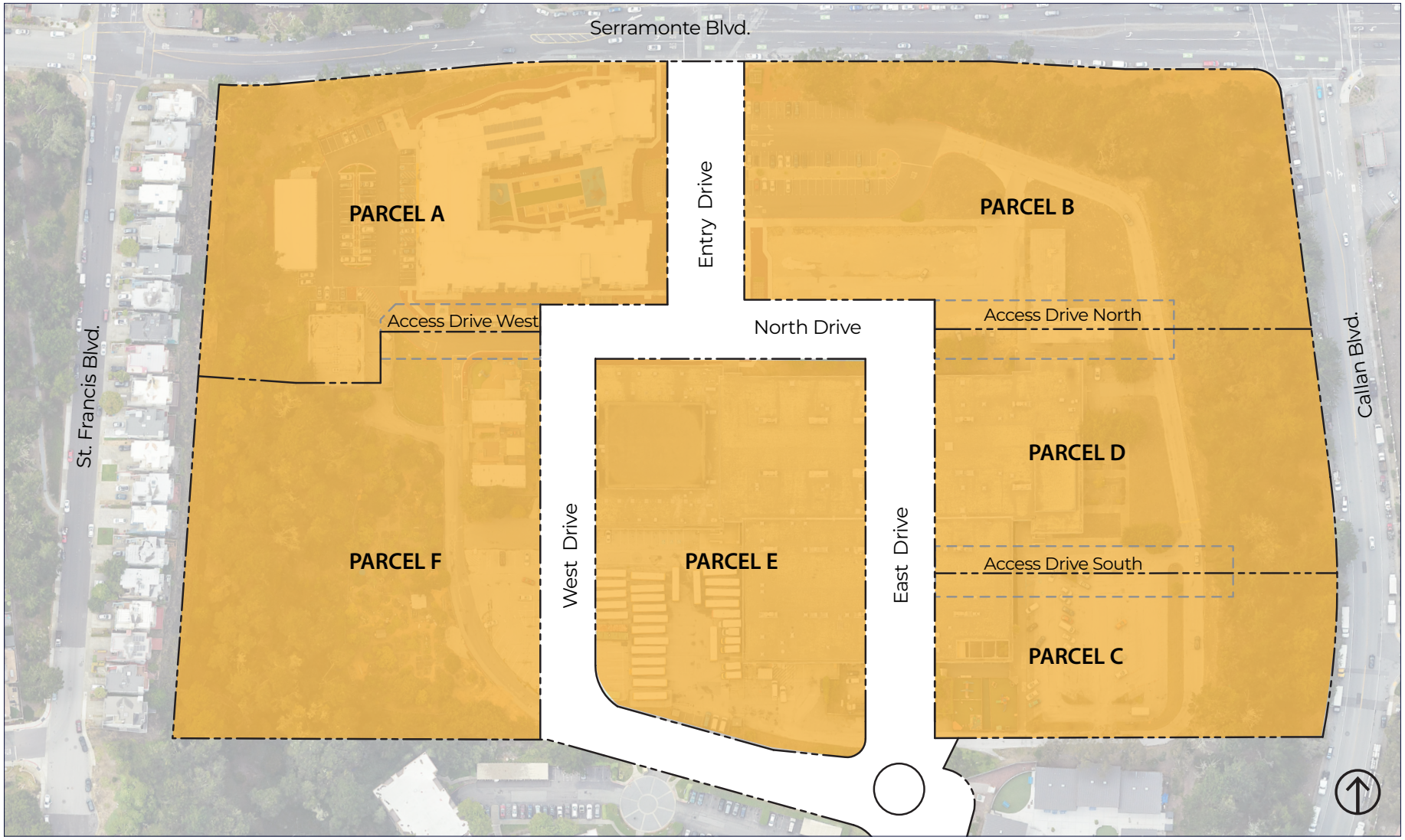
Table 3.1 Permitted Uses establishes uses permitted by right as part of Planned Development Zone PD-31B.

Figure 3.1 Parcelization Plan



Note: Lot C' is zero-square-foot lot within Parcel C and Lot F' is zero-square-foot lot within Parcel F, see note 3, Table 7.1 for implementation of zero-square foot lots.

Figure 3.2 Precise Plan Land Uses



Note: Lot C' is zero-square-foot lot within Parcel C and Lot F' is zero-square-foot lot within Parcel F, see note 3, Table 7.1 for implementation of zero-square foot lots.

Table 3.1 - Permitted Uses
Residential Uses
Accessory dwelling units as permitted by the California Government Code
Apartment buildings meeting the density prescription contained herein
Townhouses[4]
Live work dwelling units[5]
Commercial Uses[6, 7, 8]
Athletic clubs and health studios
Assembly uses, including churches, lodges, and social and meeting halls
Business and trade schools
Childcare facilities, day care centers, and play gyms

4. Three story walk-up apartment townhouses are permitted as part of a multi-family residential of at least four stories on any parcel. Up to 15 walk-up apartment townhouses are permitted on a single parcel, not to exceed a maximum number of 40 walk-up apartment townhouses for the plan area.
5. Live-work units combine residential and non-residential uses. Live-work units require business owner occupancy of the unit and that no less than 50 percent of the floor area is workspace. Live-above is permitted, where residential living space is above the workspace, including a separation between the two uses, so that the commercial section can be independently leased out for limited use. Occupants of a live-work unit are required to maintain either a Daly City business license, or a Home Occupation Permit per City code requirements, and as permitted by San Mateo County, such as a microenterprise home kitchen operation. Live-work uses are not included in retail/commercial floor area limits.
6. The uses prescribed in this list shall be permitted when proposed within a building containing residential uses that meet the density prescription identified in this ordinance. They shall not be permitted in freestanding buildings.
7. Other commercial uses not listed here can be permitted at discretion of the Planning Manager.
8. When a use is not specifically listed, it shall be assumed that when the unlisted use is similar to or less objectionable than a permitted use, such use shall be permitted in the district to the same requirements of the most similarly listed use. Otherwise, the use shall be presumed to be not allowed.

(Table Continued)

Table 3.1 - Permitted Uses
Food sales on a temporary basis, including farmer's markets and food truck sales where such uses are conducted on hardscape surfaces and do not displace any existing parking space
Offices use including professional office, medical and dental office, and medical clinics
Veterinarian offices
Personal service uses, including nail and hair salons, massage businesses where employees are licensed by the State of California
Restaurants that do not provide a drive-through window
Retail uses, including retail sales of beer, wine and distilled spirits. Where less than 50 percent of the store stock retail value is such products
Seasonal temporary uses (e.g. Christmas store)
Community Service Uses
Community center, library
Public Utility and Public Service Uses
Pumping stations, public utility buildings

A.3 Use Permit

Table 3.2 establishes uses that are permitted with a Use Permit in the PD-31B zone.

Table 3.2 - Uses Permitted with a Use Permit
Use Permit
At the Community Garden at Overlook Park on Parcel B, a Use Permit is required to replace the Community Garden with park and open space uses, including active and passive recreation, landscaping and structures incidental to such use. The City shall issue a use permit if the applicant demonstrates substantial evidence the Community Garden is not being substantially utilized, is being misused by any members of the community, or has otherwise become infeasible to operate.

A.4 Prohibited Uses

Table 3.3 establishes uses that are not permitted in the PD-31B zone.

Table 3.3 - Prohibited Uses
Residential Uses
Single-family attached or detached residential uses, and other similar uses, that do not meet the density prescription contained herein.
Commercial Uses
Retailers where more than 10 percent of the retail value of the store stock are firearms, such as handguns and long guns, in an open shopping format, or firearm parts, or any business that engages in the repair of firearms and/or firearm parts.
Retail sales where 50 percent or more of the store stock retail value is products that are beer, wine, and distilled spirits.
Retailer sales where 50 percent or more of the store stock retail value is products containing tobacco, electronic cigarettes, personal vaporizers, or electronic nicotine delivery systems.
Vehicle or equipment rental and vehicle storage.
Car wash and detailing shops.
Manufacturing uses.
Restaurants and any other uses providing a drive-through window.
Service stations, including operational and physical expansions thereto.

A.5 Development Density

Residential

A.5.1 Maximum residential units permitted on each parcel are shown in Table 3.3 Permitted Residential Density by Parcel. The sum of the total residential units developed on all parcels A-F shall not exceed 1,235 units. Any two of parcels D, E and F may be developed with high-rise buildings up to 14 stories up to parcel maximums. There is no maximum residential density in dwelling units/acre.

A.5.2 The minimum residential density for any parcel shall be 45 dwelling units/acre and minimum density for the Precise Plan area overall shall be no less than 60 dwelling units per acre.

A.5.3 Minimum lot size shall be 10,000 square feet.[9] Minimum lot width shall be 25 feet.

A.5.4 For the purpose of calculating minimum residential density, land area shall include the building and covered parking area of a parcel not including park, open space, private streets, private accessways, paths and trails, setbacks and hillsides with slopes greater than three percent.

Commercial

A.5.5 Parcels may provide retail/commercial square footage on the ground floor up to the maximum in Table 3.3, however the total retail/commercial square footage for the overall buildout of the Plan Area is limited to 14,000 sq.ft.

Table 3.4 Permitted Density By Parcel presents the maximum allowed density per parcel and the minimum residential density per parcel and the minimum density for the overall plan area. Calculation of minimum density for the plan area is the sum of net land areas of Parcels B, C, D, E, F and excludes Parcel A. These are maximums by parcel, buildout can be up to these limits.

9 The Tentative Map includes Parcels A-F. It also includes, and these development standards authorize, two zero-square-foot lots that allow for the subsequent establishment of developable sub-parcels, providing the parcel developers with flexibility during project buildout (e.g., allowing for separate estates in land, buildings, or portions thereof). The sub-parcels do not expand the site density beyond maximums established in the Precise Plan. The approval of any sub-parcels shall be processed administratively by City staff (unless exempt under applicable law), and any proposed sub-parcel must comply with all objective development standards in the Precise Plan, including without limitation minimum lot size requirements.

Table 3.4 - Permitted Density By Parcel			
Parcel Number	**Maximum Residential Units Allowed Per Parcel**	**Maximum Retail/ Commercial Square Footage Per Parcel**	**Minimum Residential Density or Units**
Parcel A	122	0	122
Parcel B	210	6,000 sq.ft.	45 DU/AC per parcel 60 DU/AC for the plan area
Parcel C	152	8,000 sq.ft.*	
Parcel D	270	8,000 sq.ft.	
Parcel E	330	8,000 sq.ft.	
Parcel F	400	8,000 sq.ft.	

*Parcel C is permitted to build up to 2,800 sq. ft of daycare center facilities within its allotment of retail/commercial square footage.

The Table 3.5 Anticipated Development summarizes the anticipated number of housing units and square feet of floor area at build-out for each parcel within the Plan Area. These numbers may be less than the total capacity of each site.

Table 3.5 - Anticipated Development

Parcels	Area (Acres)	Housing Units	Retail / Commercial	Other
Parcel A	3.68	122		1,000 sq.ft. (existing Comcast facility)
Parcel B	4.26	201	6,000 sq.ft.	
Parcel C	1.93	152	**	2,800 sq.ft. (relocated Head Start facility)
Parcel D	2.83	188*	**	
Parcel E	2.99	290*	**	
Parcel F	3.99	282*	**	
Total Development	**19.59**	**1,235**	**14,000 sq. ft.**	
Street Parcels within Plan Area***	2.59			
Total Development	**22.16**	**1,235**	**14,000 sq.ft.**	**3,800 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 6,000 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.

(***) Does not include the 2.59 acres of "Lot 3" on the Tentative Map, comprised of West Drive south of Parcel E, the roundabout, and Campus Drive south to Hickey Boulevard.

A.6 Building Height

Permitted building height for the Plan Area is shown in Figure 3.3 Building Heights. For Parcels A, B, C, D, E and F, the height limit for a podium shall be 90 feet, and for Parcels D, E and F the height limit for a tower shall be 150 feet. Buildings can be any height up to these limits, provided the project meets the minimum density standard set forth herein. Townhouses shall be constructed with a minimum three- story building height. Multi-family buildings shall be constructed with a predominant building height of a four-story minimum. Stepbacks are required at 65 feet in height, with locations as shown on Figure 3.3 Building Heights. Exceptions to the height limit are:

A.6.1 Ornamental architectural features, such as turrets, parapets, corner towers, or other accentuating features.

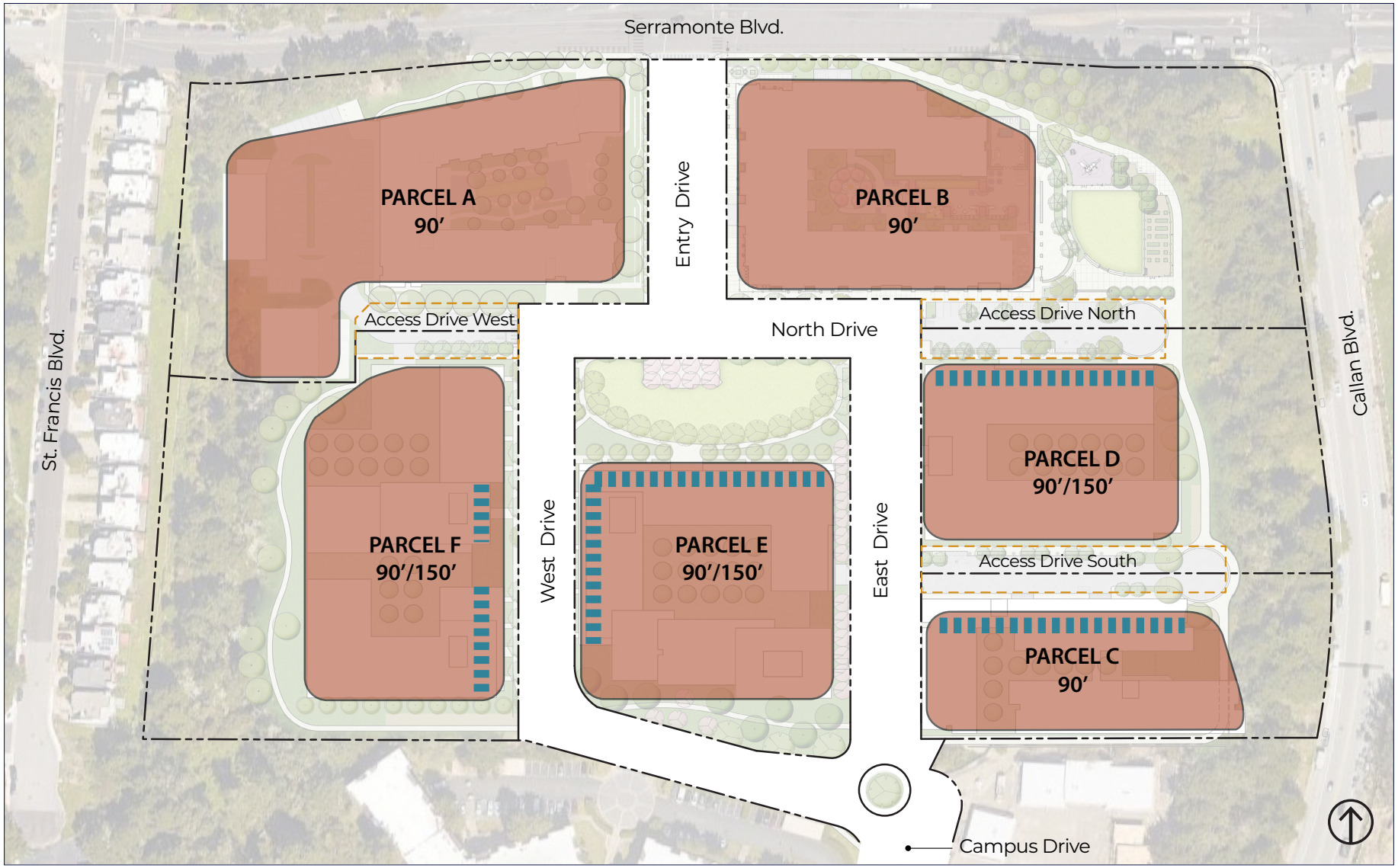
A.6.2 Mechanical and roof-mounted elevator core equipment up to a maximum of 18 feet above maximum height, provided their combined coverage does not exceed 30% of building roof area. Equipment less than four feet above maximum height is exempt from the coverage calculation.

A.6.3 Architectural and landscape screening designed to conceal mechanical and roof mounted equipment.

A.6.4 Sustainability elements, such as photovoltaic cells, small-scale wind turbines suitable for residential development, storm water catchment / treatment equipment, solar water heating equipment.

A.6.5 Enclosed amenity spaces to a height of 12 feet where roof is designed as an accessible outdoor common area if coverage of enclosed amenity space is no more than 30 percent of building roof area.

Figure 3.3 Building Heights



A.7 Street Frontage

The Precise Plan utilizes build-to lines to define urban street and park frontages for buildings. Figure 3.4 Street Frontages indicates the location and percentage of building walls required to be located at a build-to line. A build-to line sets the location of the primary building wall. Table 3.6 Location of Build-to Line for Parcels specifies the distance in feet of the build-to line from a parcel boundary. Together, these standards set the location and street wall for buildings throughout the neighborhood.

Building frontage standards are:

A.7.1 The building frontage on all parcels shall comply with the percentage of building that is required to be aligned along the build-to-line, as shown in Figure 3.4.

A.7.2 The primary wall of a building shall align with the build-to line. The primary wall can be located up to 6 feet from a build-to-line. Ground floor building frontages may be recessed from the build-to line.

A.7.3 Balconies and other projections above 16' from ground level may encroach across the build-to line up to 6 feet, provided such projections meet Building and Fire Codes, and do not interfere with underground infrastructure.

A.7.4 Building entry canopies, arcades, and galleries with a height no greater than 16 feet may encroach up to 15 feet across the build-to-line.

A.7.5 Stairs to podium level courtyards overlooking parks, stoops, and appropriate fencing can encroach up to 10' on the park side of a build-to line.

Figure 3.4 Street Frontage

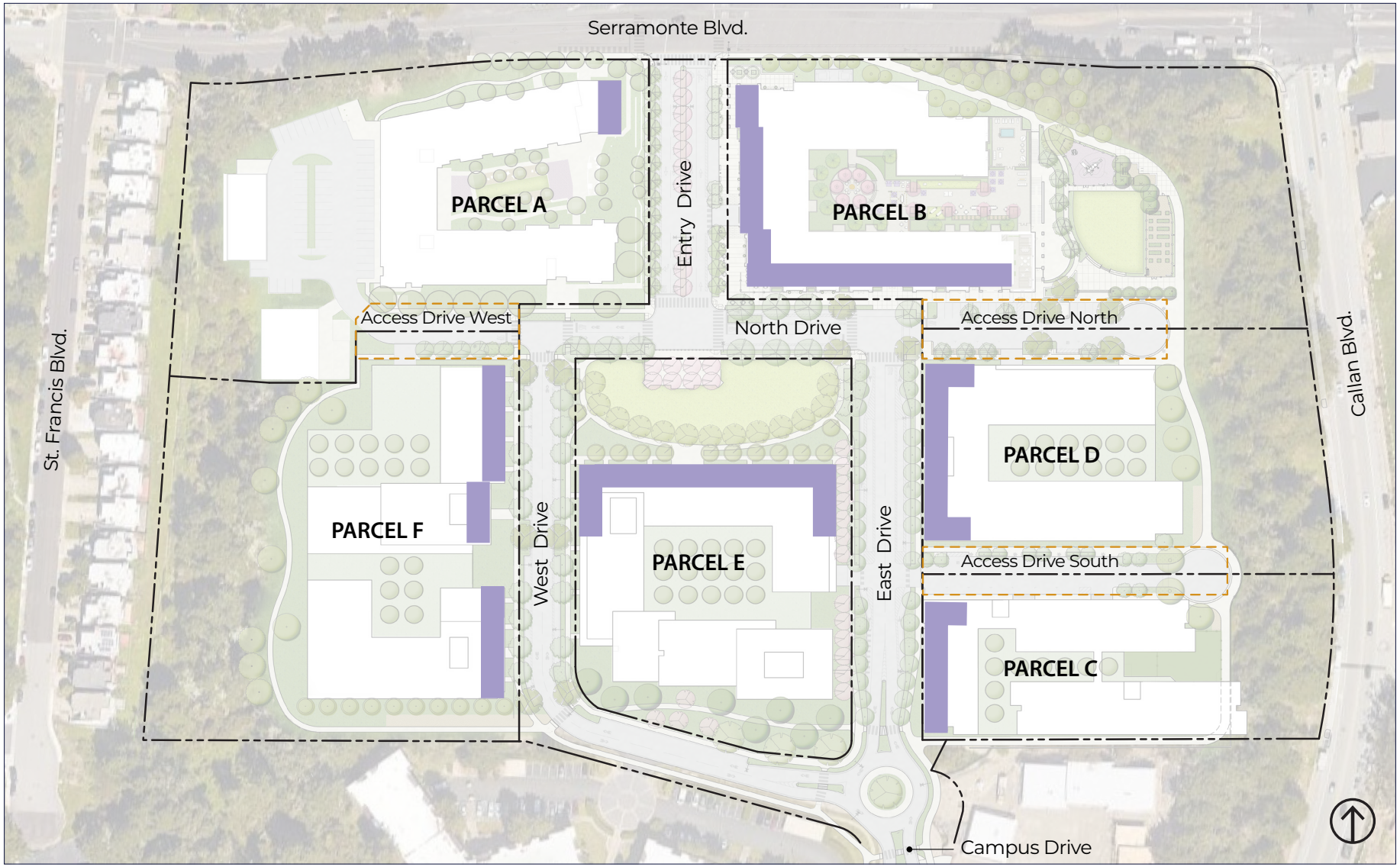


Table 3.6 - Location of Build-to-Line for Parcels		
Parcel	**Frontage**	**Build-to Line**
Parcel A	Entry Drive	N/A
	Access Drive West	N/A
Parcel B	Entry Drive	Varies from 7.5 feet to 28 feet from north to south
	North Drive/Access Drive North	43 feet
Parcel C	East Drive	2 feet
	Access Drive South	25 feet 9 inches
Parcel D	East Drive	6 feet
	Access Drive North	40 feet
	Access Drive South	40 feet
Parcel E	East Drive	14 feet
	West Drive	10 feet
	West Drive (southside)	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



Example of Residential Active Use.



Example of Residential Unit Entries at Ground Floor.

A.8 Ground Floor Use

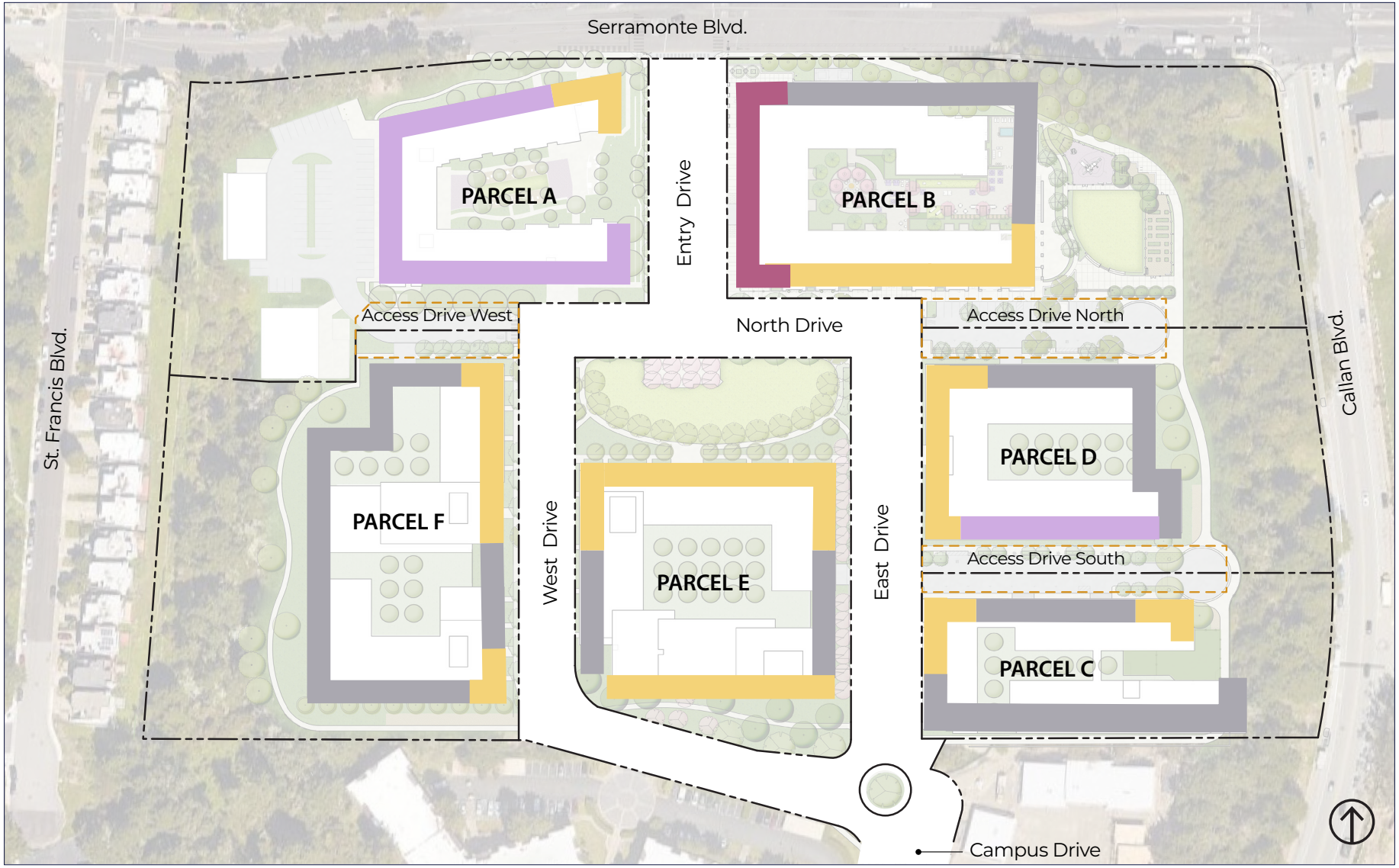
The distribution of ground floor uses is essential to creating an active pedestrian environment. Figure 3.5 Ground Floor Use identifies the location, type and orientation of ground floor uses by parcel for the Plan Area. Five types of ground floor uses are defined as follows:

A.8.1 Mixed Use. This requires retail, café, and restaurant uses with outdoor dining, building entries, residential lobbies, commercial or community uses that attract pedestrian activity with physical and visual access to and from the adjacent sidewalk.

A.8.2 Active Residential Use. Ground floors shall have one or more of the following: commercial or community uses; main building entry, residential lobby, residential amenity spaces, and individual ground floor residential unit entrances. Ground floor residential unit entrances shall be 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.

A.8.3 Residential Use. This requires ground floor residential use, such as residential units without individual unit entries accessible from the street (which can have a back porch, garden, or patio), or other residential use, and excludes parking, loading and services areas.

Figure 3.5 Ground Floor Use



Notes:
1. All buildings on Parcels B, C, D, and F are required to provide direct access to adjacent hillside open space from ground foor level and/or podium level.
2. One parking structure is permitted on Parcel F. If a parking structure is provided, the ground foor uses on West Drive shown in this diagram are not required if the parking structure frontage provides ground foor uses such as bicycle parking, bike share stations, information kiosks for transportation options or other active uses.



Example of Active Use.

A.8.4 Parking, Loading and Service Use. The location for parking, loading and service uses fronting streets, yards and accessways which are not permitted elsewhere.

A.8.5 Required Street Frontage. Where Mixed-Use, Active Residential Use, and Residential Use frontages 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 at active ground floor use frontages.
- Blank walls or walls opening to structured parking areas at the ground floor are limited to 30' maximum.

A.9 Setbacks

The perimeter of the Plan Area shall have the following setbacks along neighboring properties or street right-of-way. These are minimum setback dimensions.

Table 3.7 - Setbacks

Location	Setback
North Perimeter Property Line	20 feet from Serramonte Boulevard
East Perimeter Property Line	75 feet from Callan Boulevard
South Perimeter Property Line	Parcel C: 7.5 feet Parcel E: 10 feet from pedestrian public access easement Parcel F: 40 feet
West Perimeter Property Line	30 feet
Within a parcel	Minimum separation between buildings shall comply with local and state building codes.
Side yard	6 feet up to 90 feet in height, 10 feet above 90 feet in height.

B. ARCHITECTURAL DESIGN

Buildings conforming to the architectural design standards will visually and functionally fit and contribute to the pedestrian-oriented urban realm of the Plan Area. Architectural design standards define the architectural character, form and function of buildings including building massing, façade composition, architectural details, materials, color, and sustainability features.

B.1 Architectural Character

Architectural character is the appearance of a building created by its form, function, construction technology and visual features.

B.1.1 Buildings shall be of high quality, contemporary architectural design. Contemporary architectural design is 21st century design: it reflects current trends in architecture. Contemporary architectural design does not adhere to a particular style of set of standards; rather, it seeks to distinguish itself from the past by incorporating the latest innovations in building technology and design.

B.1.2 Buildings shall not directly reference historic architectural styles or use materials associated with specific periods or styles.

B.1.3 Building shall not use terracotta tile roofing, mansard roofs, asphalt roof tiles or shingles.

B.1.4 Ribbon windows and flat building facades shall not be permitted.

B.1.5 Auto-oriented ground floor building design, such as continuous, open to the street, at grade covered parking spaces and extended curb cuts, shall not be permitted.

Proportion

Proportion is the correspondence of the size of building elements to human scale, to each other and to the whole building, thus creating a balanced, harmonious composition of elements that achieve a visually coherent architectural aesthetic related to scale of human experience.

B.1.6 The size of the pedestrian, podium and tower levels shall be in proportion to one another.

B.1.7 Visual discord due to the mixing of too many differently shaped and sized building elements, forms, colors, or textures, shall not be permitted.

B.1.8 Random, oversized building elements shall not be permitted.

B.2 Building Massing

Building massing is the three-dimensional configuration of a building's size and shape. Vertically organized massing standards for pedestrian, podium and skyline levels are:

Pedestrian Level

B.2.1 To create a pedestrian level setback for active uses with occupied floor above, pedestrian level façade setbacks from the build-to-line shall not exceed 10 feet.

B.2.2 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 shall be no less than 14 feet where there is amenity space.



Tall ground floor level provides differentiation from floors above.

Podium Level

B.2.3 Podium level building massing shapes the spatial definition of the public realm. Building street walls up to 90 feet are considered the podium level.

B.2.4 The first one to three levels of all buildings shall be differentiated from the upper floors to provide a visual support for the floors above. They shall have high quality materials appropriate for a pedestrian environment.

B.2.5 Stepbacks are required as shown on Figure 3.3, Building Heights. Where required, stepbacks shall be no higher than 65 feet above grade with the building set back no less than six feet from the street wall.

Tower Level

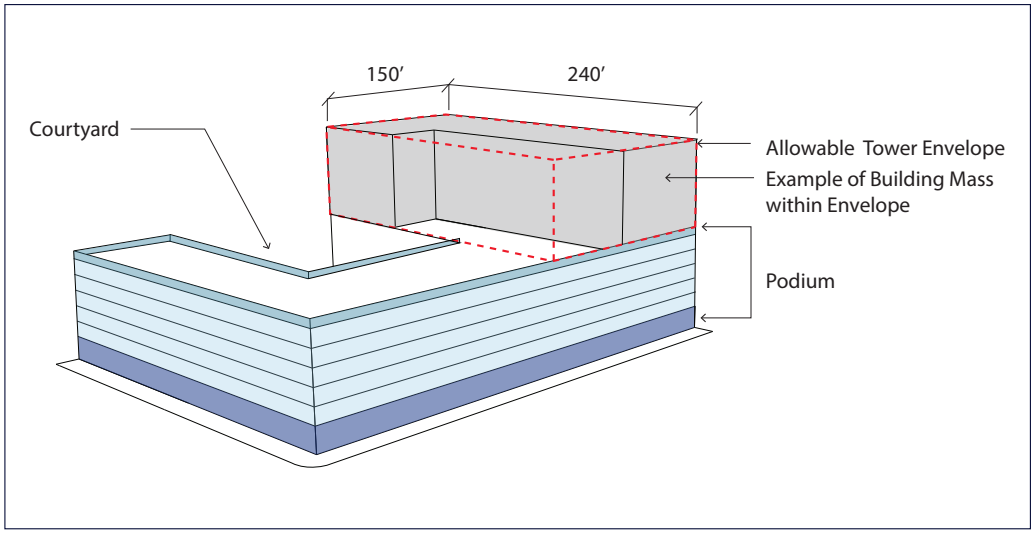
B.2.6 The tower, or skyline level consists of all building levels above 90 feet from grade. The skyline level contributes to the visual identity of the Plan Area.

B.2.7 Tower massing shall extend to ground level to visually anchor the tower to the ground.

B.2.8 Towers extending to ground shall be set back 10 feet minimum from the build-to line.

B.2.9 Towers shall be oriented in an east-west direction to minimize impacts to views from residences along Saint Francis Boulevard.

Figure 3.6 Podium Level and Skyline Level Massing

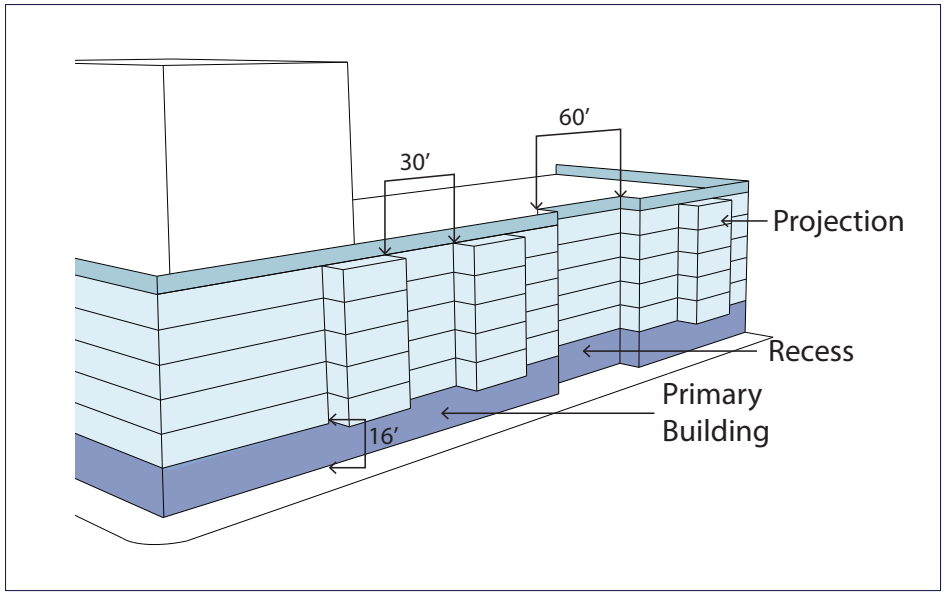


B.2.10 Each tower shall not exceed a massing envelope of 240 feet long by 150 feet wide, as shown in figure 3.6.

B.2.11 A minimum separation of 60 feet shall be provided between any two towers or portions of skyline level building massing.

B.2.12 Towers are not permitted adjacent to the central open space.

Figure 3.7 Façade Modulation





Façade modulation provided by vertical shifts and balconies.

B.3 Façade Composition

Facade composition is the arrangement of architectural elements of the exterior of a building to shape a harmonious, public human scale experience.

Façade Modulation

B.3.1 Long continuous facades that extend the length of a parcel or city block shall not be permitted. Buildings over 100 feet in width shall provide vertical breaks in building massing in the form of projections and recesses to reduce the overall scale of the building.

B.3.2 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, in accordance with the City's Building and Fire Codes. The recess or projection shall be a minimum of 3 feet in depth.

B.3.3 The façade shall be divided into segments of 30 to 60 feet in width, as shown in figure 3.7, using one or more of the design approaches below:

- Vertical shifts
- Balconies or bay windows
- Corner expression
- Volumetric recesses (including balconies)
- Volumetric projections

- Change of Material: to achieve modulation by a change of material, the material change must occur for at least 20% of the façade and must change in plane at least 18 inches in depth from the facade.

Fenestration

Fenestration is the arrangement of the location, grouping and scale of windows and doors as part of the wall system that comprises the façade of a building.

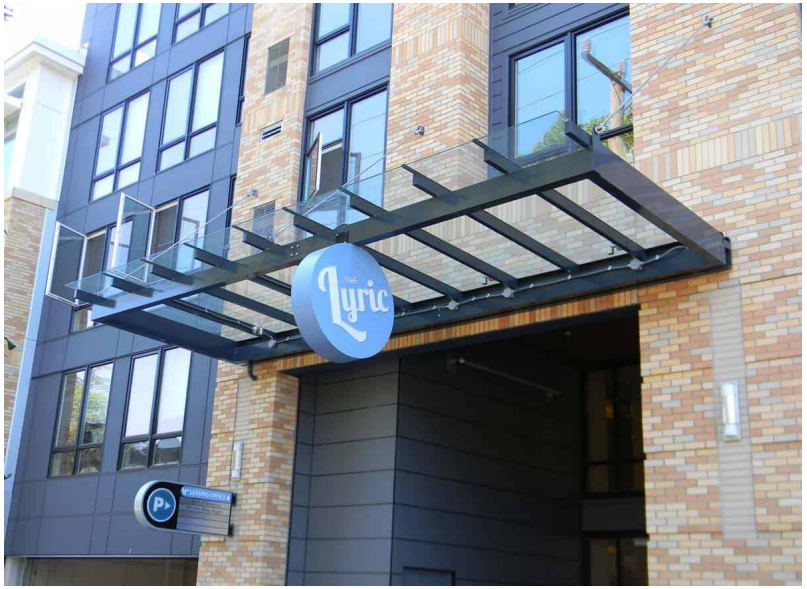
B.3.4 Building fenestration shall incorporate recessed and/or projecting window bays, balconies, canopies, and architectural elements, contrasting surfaces, and/or a rhythm to the building's light and shadow.

B.3.5 Avoid featureless expanses of fenestration that eliminate a sense of human scale.

Blank Facades

A blank façade is a building wall without any windows or doors and is a featureless expanse with no variation in plane in terms of horizontal and vertical projections, openings or change in materials.

B.3.6 Ground floor blank facades at building walls facing public spaces or streets greater than 50 feet shall not be permitted.



Building lobby with canopy to give the entry prominence.



Building showing facade modulation, including vertical shifts and corner expression.

B.3.7 At the ground floor, blank facades longer than 50 feet shall provide landscaping, public art, or architectural relief with design interest to the satisfaction of the Planning Division.

Ground Floor Design

B.3.8 Transparent windows, storefronts, show windows, building entries, dwelling entries, and/or other active uses shall be placed along street and public open space frontages, as required in the Ground Floor Active Frontage standards.

B.3.9 Doors or sliding windows shall be used by ground-floor restaurants, eating and beverage services to enable outdoor dining along sidewalks and plazas.

B.4 Windows and Doors

The selection, design and proportion of windows and doors highly influence the appearance of a building.

Entries

B.4.1 Buildings shall have identifiable main entrances that are directly visible and accessible from public rights-of-way. An entry canopy, recessed building volume, a sculptural volume, change in scale or identifiable architectural treatments are acceptable features.



Façade modulation provided by recesses and projections of architectural elements.

B.4.2 In mixed-use buildings, residential entries are to be differentiated from commercial entries.

B.4.3 Pedestrian seating and bicycle parking shall be located near building entrances.

Windows

B.4.4 Upper story windows shall provide architectural details, such as sills, or lintels, that recess or project from the facade.

B.4.5 Reflective glazing is not permitted.

B.4.6 Non-reflective coatings, low-emissivity glass, external shade devices and other elements shall be used.

B.5 Materials and Color

Materials and color play a powerful role in creating the visual experience of a building. For the exterior of buildings:

B.5.1 Building materials, colors and finishes shall be coordinated to create a visually harmonious color palette appropriate for a family-oriented residential neighborhood, consistent with contemporary building design.

B.5.2 High quality building materials and architectural detailing, with a preference for natural materials at the ground level, shall be used where people directly experience buildings.

B.5.3 Changes in color, texture or materials shall be used to differentiate architectural elements and building massing.

B.5.4 Monolithic use of color, where an entire building is one color or tone shall not be permitted.

B.5.5 Garish, or discordant use of color shall not be permitted.

C. PARKING AND LOADING

C.1 Parking Ratios[10]

C.1.1 The following parking ratios are currently anticipated for Parcels B through F:

- The parking ratio for residential units is zero[11] to 1.5 spaces per dwelling unit[12].
- The Applicant may increase parking above the foregoing ratio if supported by a parking analysis prepared by a qualified traffic engineer.[13]
- By way of example, at Parcel C, if the parking ratio for the affordable housing is 0.5 parking space per dwelling unit, such is permissible because it falls within the foregoing range of parking ratios. Develop-

10 The City finds that all parking standards that differ from the Daly City municipal code are designed and necessary to maintain the unity or livability of the Project.

11 Per AB-2097, cities can no longer impose minimum parking requirements on new developments within a half-mile of major public transit stops, for which the Serramonte Del Rey Neighborhood qualifies. The state legislation does not prevent property owners from building parking and Applicant anticipates providing the appropriate amount of parking that balances the supply and demand generated for the proposed project, based upon Applicant's analysis. These regulations shall explicitly not require a maximum number of parking spaces for any use.

12 This may vary, based on AB-2097, see C.1.3.

13 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 the Development Agreement, and may increase or decrease significantly. The intent of this approach is to provide adequate parking within the Precise Plan area based on demand as determined by a parking analysis study provided at the Applicant's discretion that will be based on objective analysis by a qualified traffic engineer demonstrating reductions to parking impacts to on-street parking in the surrounding neighborhood.

ment of Parcel C may provide parking at a parking ratio up to 1.5 spaces/unit. To the extent parking is provided, the parking ratio will be included in the documents submitted to the City for review and approval of Parcel C.

C.1.2 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.

C.1.3 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. To the extent that Applicant demonstrates that overflow parking is not needed for a particular development, it will be eliminated as a requirement in the future.

C.1.4 Residential parking can be accommodated in mechanical puzzle lifts.

C.1.5 No more that 10% of residential parking can 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 puzzle lift spaces.

C.1.6 Parking Enforcement: Applicant or a delegee will be responsible for enforcement of any parking rules on JUHSD property. If private parking restrictions for on-street parking are put in place, parking spaces available for public use will be designated to access publicly accessible parkland, trails, and open space during time periods of private parking restrictions.

C.1.7 One bicycle parking stall per unit shall be provided and accessible from street level, unless otherwise mandated by the building code. Bicycle parking, if in excess of one stall per unit, can be located anywhere on site.

C.2 Design of Off-Street Parking and Loading

C.2.1 Parking shall be located behind, within, or under buildings, or within separate structures. Surface parking areas are prohibited between any building and Entry Drive, North Drive, East Drive and West Drive street frontages.

C.2.2 Parking stall and drive aisle dimensions for each parcel may comply with either approach 1 or 2 below, or a combination of both approaches:

- The 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 conformance review, and/or
- 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.

C.2.3 For mixed-use projects, shared parking is encouraged to allow uses with different peak hours of operation to utilize off-street parking facilities of other buildings in the Precise Plan.

C.2.4 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 areas must be located on the side street, wherever possible. Loading zones should not disrupt the flow of traffic within a given project area.

C.2.5 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.

C.3 Vehicle and Bicycle Access

C.3.1 Location of vehicular parking entrances shall be as follows:

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

C.3.2 Vehicular entries shall be located a minimum of 100 feet from intersections and crosswalks except for driveways located along access ways.

C.3.3 Bicycle access shall be from street level, and not required through garage entrances. Bicycle storage for each building shall be accessible from ground level, as close to the driveway entry as practicable, and clearly signed. Bicycles in excess of one per unit can be stored anywhere on site.

C.4 Vehicle Access Design

C.4.1 Two-way vehicular entrances designed as a single driveway shall have a maximum width of 24'.

C.4.2 Where a driveway crosses a sidewalk, clearly demarcate the sidewalk across the entire width of the driveway by using colored paving or materials.

C.4.3 On-street parking may be provided in the form of parallel parking or angled parking.

C.5 Parking Structures

Parking for mixed-use and residential buildings can be in underground, partially above-ground, or above-ground garages.

C.5.1 Above-ground garages not screened by residential uses shall include façade treatments or screening.

C.5.2 Parking garages shall be lined with ground floor active uses or residential entries where indicated per street frontage requirements, and designed with building façades that screen structural elements of the garage where not required by street frontage requirements.



Parking Structure with screening to reduce visual impact.

C.5.3 The design of entries to parking garages shall not be more prominent on the building façade than the primary pedestrian entry.

C.5.4 Above-ground parking garages shall be designed with human scale design elements that complement and do not contrast with buildings and public spaces of the Precise Plan.

C.5.5 Parcels B, C, D, E, and F may contain above-ground parking garages.

C.5.6 Parking structure lighting shall be designed to avoid direct glare towards adjacent residential buildings.

C.6 Bicycle Facilities

C.6.1 Bicycle parking should be in close proximity to building entrances and bicycle routes for user convenience.

C.6.2 Bicycle parking shall accommodate a range of bicycle types, including standard bicycles, E-bikes, tandem bicycles, and trailers.

C.6.3 On-street bicycle parking shall be separated from automobile parking by use of a landscaped buffer or curb.

C.6.4 Off-street bicycle parking shall be in secure locations in each building in the Precise Plan area.

D. OPEN SPACE

D.1 Open Space Requirement

Projects within the Plan Area shall provide a minimum of 150 sq. ft. of open space per dwelling unit.[14] The requirement for open space is to be met parcel-by-parcel through a combination of the following:

- Publicly accessible private open space, which are public spaces, such as park, trails, and open space areas, which are publicly accessible to residents, visitors, and public. Such spaces may have limited hours of availability.
- Private open space such as balconies, patios, or other open spaces for the exclusive use of an individual unit.
- Common open spaces such as communal open spaces or recreational areas with access limited to tenants of a residential or mixed-use development. Examples include at grade open space or plazas, podium level courtyards, rooftop terraces, and similar areas that can provide communal amenities, such as swimming pools, play areas, and cabanas.

14 Per Daly City zoning code section 17.38.020 requirement for 150 sq. ft. of usable open space.



Example of a public open space.

Allocation of open space can be off-site of the specific parcel and within the Plan Area, including the areas designated by easement, such as allocation to Overlook Park, Central Green, South Point Park and the Recreation Trail at parcels B, C and D.

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

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

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

D.2 Common Open Space

D.2.1 Buildings shall provide spatial enclosure for common open spaces to create privacy, limit views from streets, and wind protection.

D.2.2 Common open space shall be visible and accessible to and from building amenity areas.

D.3 Private Open Space

D.3.1 Private open spaces shall be directly accessible from the unit and large enough to permit outdoor activities with a minimum of five feet width and depth.

D.3.2 Private open space shall be constructed with high quality durable materials.

D.3.3 Fencing or screening between ground floor private open spaces shall permit visibility in and out of the open space for the top 18 inches.



Example of common open space with rooftop garden.



Building with balconies as private open space.

E. LANDSCAPE DESIGN

This section establishes landscape standards for park, open space, street, and development site planting.

E.1 Hillside Woodlands

To care for the hillside wooded areas to reduce fire hazards, enhance existing vegetation and promote urban forestry, the Precise Plan requires:

E.1.1 A tree succession operations plan for aging mature trees prepared by a qualified arborist will guide the replacement of existing trees over time due to age or fire vulnerability.

E.1.2 Removed trees shall be replaced with a diverse plant ecology governed by the area's unique coastal/ Mediterranean climate including evergreen and deciduous species as recommended by an arborist.

E.1.3 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.

E.2 Planting

E.2.1 Plant material shall be comprised of at least 75% drought tolerant plant species. Planting plans shall comply with Daly City's Water Conservation in Landscaping regulations and the Water Use Classification of Landscape Species (WUCOLS).

E.2.2 Where turf grass is used, low water use hybrids and/ or no mow varieties shall 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 sightlines remain open and clear, and places of concealment are not fostered. Plants should be used to screen above-ground utilities. Along streets and sidewalks, plants shall be used in planters within the right of way to create spatial separation between sidewalk and vehicular traffic.

E.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.

E.3 Planters

E.3.1 Landscape planters within any private street shall be a minimum of four feet wide.

E.3.2 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.

E.3.3 Where landscape planting is provided under trees, planters shall be 4'W x 6'L minimum.

E.3.4 Planted medians shall provide at least a 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.

E.4 Site Irrigation

E.4.1 Site Irrigation systems shall comply with all local and state requirements as of time of project approval and shall meet the City's water efficiency regulations.

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

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

E.5 Soil & Drainage

E.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.

E.5.2 Planting areas shall by dressed with a 3-inch layer of mulch.

E.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.

E.6 Site Furnishings

E.6.1 Site furnishings shall be comprised of materials designed to withstand outdoor conditions.

E.6.2 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.

E.6.3 Seating shall be provided at retail, parks, open spaces, adjacent to the trails, and in front of primary building lobbies. 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.

E.6.4 Café tables with chairs shall be movable with a variety of sizes for public use in gathering spaces and shall be constructed of materials suitable for outdoor public usage.

E.6.5 At least one drinking fountain shall be provided at each of the following: Overlook Park, Central Green, and the Recreation Trail. Dog bowl and water bottle filling attachments are recommended but not required.

E.6.6 Within Overlook Park, Applicant shall provide play equipment for children ages two through twelve. All play areas will be designated for children between the ages of two to five and for ages five to twelve years old. Any community garden shall provide raised beds and a regular water service connection with water spigot at 100-foot intervals.

E.7 Trees

E.7.1 Trees within the street right of way, in plazas, and high-visibility open space areas shall be provided in 24-inch box size or larger and be secured with at least three 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.

E.7.2 Individual developments within the Plan Area shall use trees that are provided in minimum 15-gallon size or larger for no greater than 50 percent of the trees planted. All other trees shall be box-specimen.

E.7.3 Entries at the north and south shall have unique tree plantings, and the design of these planting shall be approved by the Planning Division.

E.7.4 Seasonal interest shall be created with deciduous trees providing spring flowers and fall color.

E.7.5 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.

E.7.6 Enhanced finishes and/or striping shall be used at the master plan entry, at all driveway entries, and at all crosswalks.

E.8 Trail and Paths

E.8.1 Trail surfaces shall be asphalt or concrete, provide for adequate clearances along the edges and overhead, and be suitable for their intended use. Refer to trail sections in Chapter 5 for trail dimensions.

E.8.2 Signage, ornamental landscaping, and trees shall be provided along the trail system to enhance user experience.

E.9 Stormwater Management

E.9.1 Project submittals shall comply with the Precise Plan's phased, performance-based approach to stormwater management, consistent with the San Mateo County Municipal Regional Stormwater Permit, and Daly City's municipal code pertaining to stormwater management. Projects shall minimize the amount of paved area. Where feasible, paved areas shall 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.

E.9.2 Stormwater retention features that minimize runoff into streets, parking lots, landscaped areas, and open spaces shall be incorporated, where feasible. Stormwater retention features include drainage swales and rain gardens.

E.10 Open Space Landscaping Standards

E.10.1 Landscaping shall define the edges of paths, plazas, and seating areas.

E.10.2 Trees shall be planted to shade walkways, gathering areas, parking, and other larger expanses of pavement.

E.10.3 Landscaping in setback areas shall create a transition zone between the sidewalk and street-level residential units and entries.

E.10.4 Landscaped areas shall be regularly maintained to keep them aesthetically pleasing, and to remove dead and dying plants.

E.10.5 Gateway or entry points shall be emphasized with distinctive trees and plants.

E.10.6 Existing trees, to the extent feasible, and healthy, are to be preserved and integrated into site designs.

E.10.7 To reduce water usage, all developments shall employ water-efficient irrigation techniques, including micro–irrigation, drip systems, and weather-based irrigation controllers, instead of conventional sprinklers.

E.10.8 Native, drought-tolerant, or well-adapted tree and plant species shall be used.

E.10.9 Seasonal and year-round flowering shrubs and trees shall 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.

E.10.10 All landscaped areas shall be designed by a landscape professional to the satisfaction of the Planning Division.

F. SIGNAGE

Where this section does not set standards, the Applicant and City staff shall use the Daly City Municipal Code. City review and approval of wayfinding signage shall be part of Conformance Review where there is a conflict with the Daly City sign ordinance, this Precise Plan governs.

F.1 Signage Standards

F.1.1 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.

F.1.2 Signs shall be made of high-quality, durable, and environmentally friendly materials.

F.1.3 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.

F.2 Monument/Gateway Signage

F.2.1 The Precise Plan shall 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.

F.2.2 If provided, a single gateway or monument sign at the southern portion of the Plan Area near the round-about shall be located at Parcel E and be less than 4 feet high. The sign shall not obstruct sightlines for drivers to the extent safety is compromised.

F.2.3 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 4 feet high and no longer than 20 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. ft. in area. The maximum face area of signage of the tower structure shall not exceed 200 sq. ft.

F.2.4 Gateway or monument signs shall not have internal illumination but will be lighted with externally mounted luminaires.



Example of building signage.

F.3 Building Signage

F.3.1 The physical design of signage shall conform to the architectural detailing of the associated building and shall be in proportion to the surface onto which such signage is mounted, as determined by the Planning Division.

F.3.2 Signage shall not obstruct architectural details such as recesses, structural bays, or windows.

F.3.3 Externally illuminated or halo lit signs shall be required. The use of internally lighted or box type signs are prohibited. Internally lighted signs measuring 2 sq. ft. or less are allowed.

F.3.4 No more than three (3) building residential signs shall be provided per building. 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 more than one location, a minimum of one shall be placed close to the main entry. The second and third can be located such that the top of the signage is not greater than 25' feet from grade. The aggregate sign area shall not exceed 150 sq. ft.

F.3.5 Durable, vandal-resistant materials and finishes shall be utilized for address signs.

F.3.6 Conduit, tubing, or raceways shall be concealed. Transformers and other equipment for the signage shall also be concealed.

F.4 Storefront Signage

F.4.1 Signage for multi-tenant retail buildings shall be developed to minimize potential visual conflict, clutter, and competition.

F.4.2 Maximum size for sign area per retail tenant is 30 sq. ft. on the face of a building. A second sign per retail tenant, not exceeding 20 sq. ft., 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.



Blade sign as storefront signage.

F.4.3 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.

F.4.4 Ancillary retail space or leasing offices shall be signed in a manner consistent with the storefront signage standards in this section.

F.5 Prohibited Signs

Prohibited signs include:

F.5.1. Signs which rotate, move mechanically or by the wind, flash, blink or reflect light by means of a polished or mirrored surface.

F.5.2 Open flames, balloons, loudspeakers used to call attention to a product, service, or a property.

F.5.3 Signs which identify or advertise a product or service not available on the premises.

F.5.4 Externally illuminated signs where the source of light is directly visible or cause glare or reflections that are a traffic hazard or nuisance.

F.5.5 Signs which emit or reflect light by means of direct fluorescence, phosphorescence, or "day-glow" colors.

F.5.6 Any sign illumination which exhibits undue glare.

F.5.7 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.)

F.5.8 Internally lit signs where the entire face of the sign is illuminated, rather than just the graphics.

F.5.9 Advertising bench signs, unless required by Sam-Trans at Serramonte Blvd.

F.5.10 Off-site directional signs.

F.5.11 Roof signs.

F.5.12 Outdoor advertising billboard signs.

F.5.13 Abandoned signs.

G. LIGHTING

See Figure 3.8 Lighting Diagram. A uniform lighting approach will contribute to overall community aesthetic and ensure safety for walkways, bikeways, and roadways.[15]

G.1 General Lighting Standards

G.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.

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

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

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

G.2 Street Lighting

G.2.1 Provide streetlights in general locations shown on Figure 3.8, Lighting Diagram for Locations.

G.2.2 Streetlights shall comply with Daly City standards.

G.3 Pedestrian Lighting

G.3.1 Provide pedestrian lighting in general locations shown on Figure 3.8, Lighting Diagram. Additional locations for pedestrian lighting are along pedestrian pathways in open spaces and in surface parking areas.

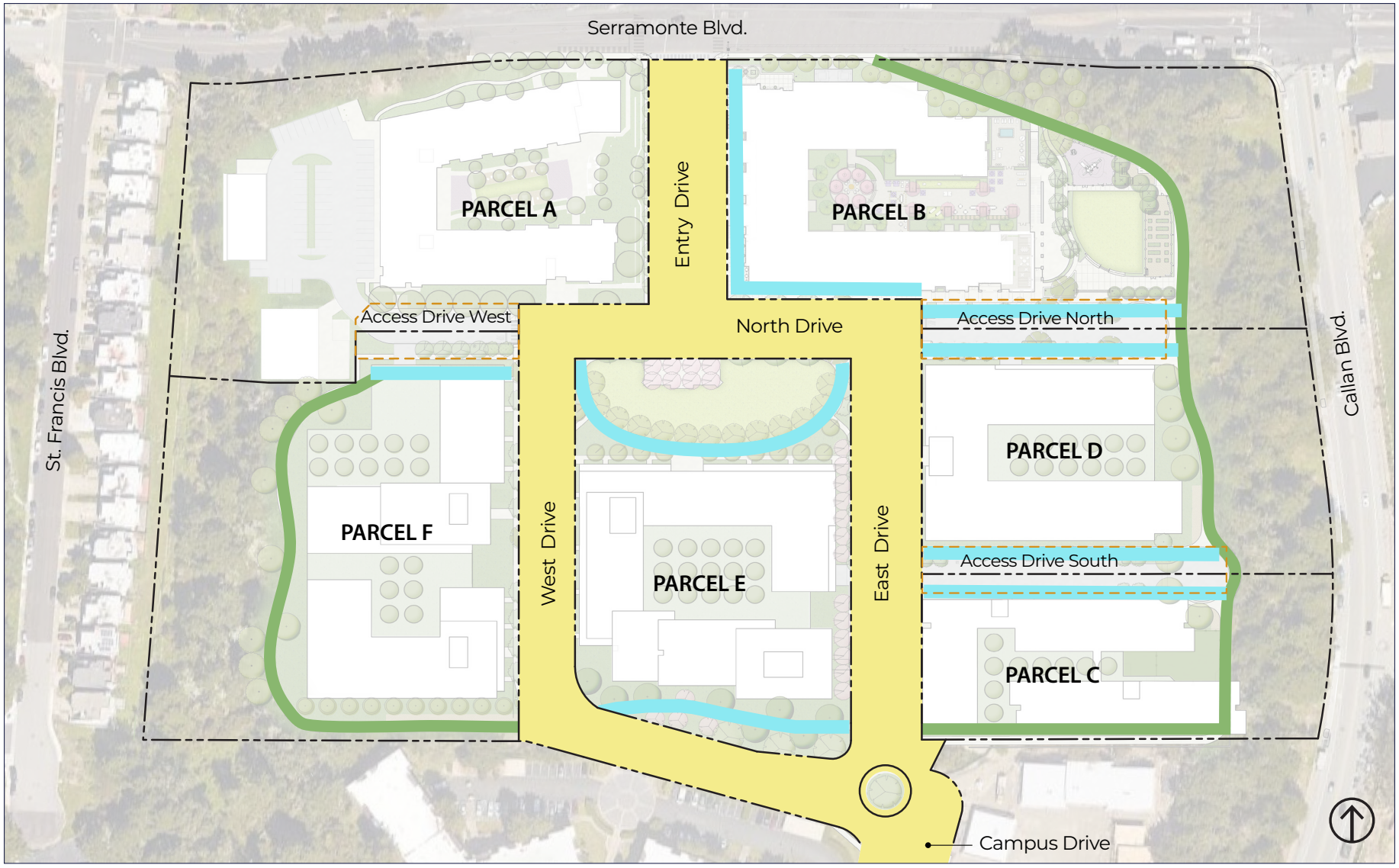
G.3.2 Pedestrian lighting shall not be taller than 25 feet in height.

G.3.3 Pedestrian lighting may be integrated with street-lighting by providing additional luminaires facing the sidewalk on streetlight poles, installed at a lower height than street luminaries.

G.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.

15 For Parcel A, no additional lighting is required to what is installed.

Figure 3.8 Lighting Diagram



G.4 Lower Illumination Pedestrian Lighting

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

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

G.5 Building Lights

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

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



Pedestrian lighting in a park setting.



Retail lighting.



Landscape lighting.



Luminaires highlighting a building facade.

H. DEFINITIONS

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

Amenity Space: Residential amenity space may include co-working space, health, and wellness, grab and go snack items, pet amenities and other shared or community uses that can be visible to the street.

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 street wall, is located, parallel to and measured perpendicular from the property line.

Corner Expression: Corner expression is accentuating building massing at the joining of two facades with a projected, recessed, or vertical change in building massing.

Face of Curb: The face of curb is the vertical sloping surface of the side of a roadway curb, 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 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.

Primary Building Wall: The primary building wall is the building façade. Window or wall recesses or projections are not counted as primary building wall or façade of the building.

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

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.

Public Realm: The public realm is an exterior urban space shaped by buildings comprised of publicly accessible streets, parks, open spaces, pathways, and civic facilities.

Street Wall: The street wall is the continuous façade of a building that establishes the edge of the public realm for a street or public space.

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 character of a 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.

Vertical Shift: Vertical shift is variation in the roof line or vertical massing of the building or building elements.

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4. Circulation

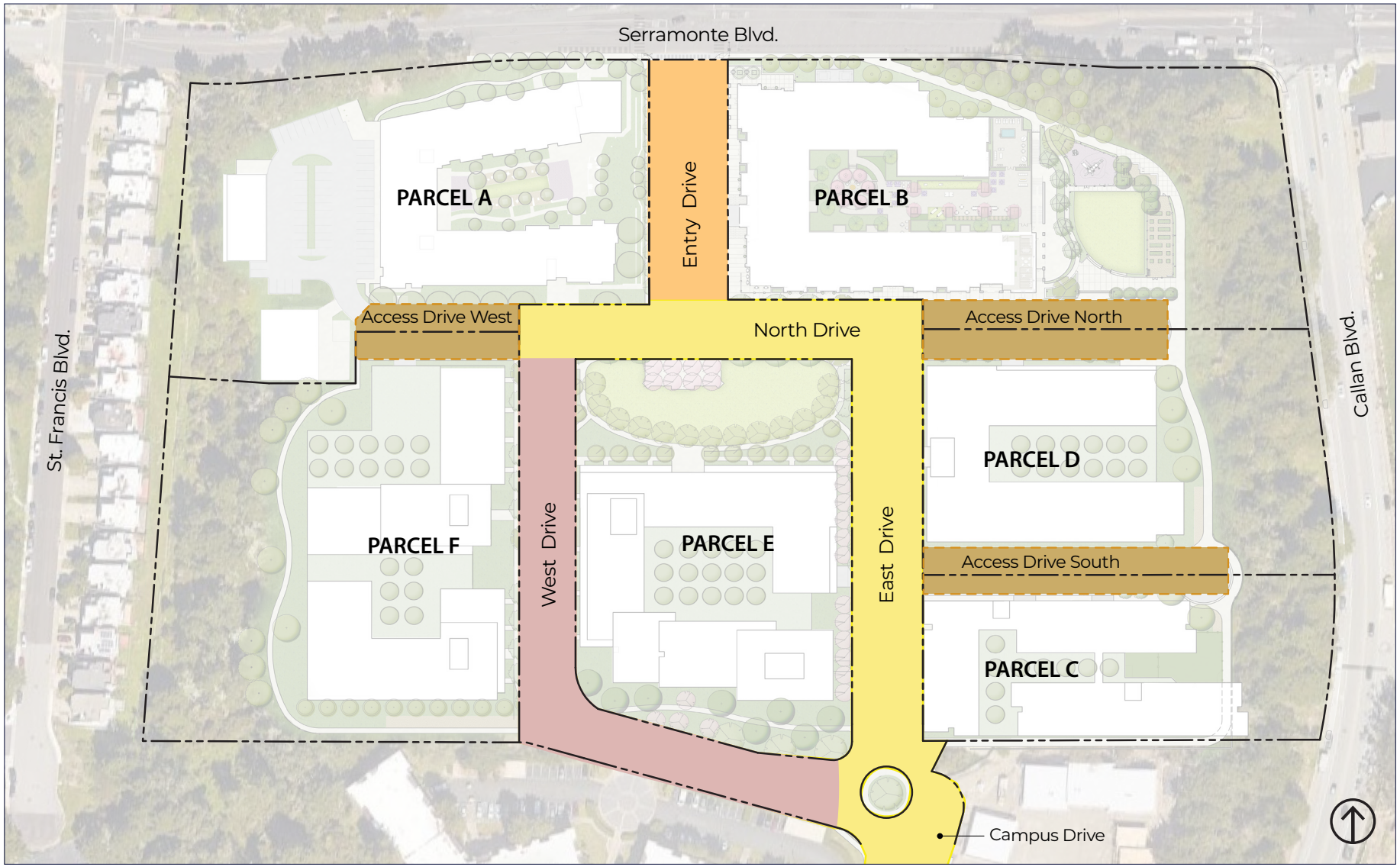
The Plan Area's circulation network is a system of "complete streets" to support active transportation for healthy living and advance Daly City's Vision Zero program to reduce pedestrian fatalities. Members of the public may park on private streets and access ways to use publicly accessible park, trail and open space areas except as may be reserved for loading, drop-off/pick-up, short term retail parking, spaces accommodating Head Start or during time limits for public use for residential parking

A. STREET NETWORK

As shown in Figure 4.1, the neighborhood circulation system is a loop of traffic calmed low-speed streets, connected to regional roadway, transit, bicycle, and pedestrian systems. Serramonte Boulevard is a transit, vehicle and bike corridor connecting city neighborhoods to regional shopping and the highway network. The Precise Plan circulation is comprised of the following five street types[1]:

1 See Development Agreement for scope of Serramonte Boulevard and Highway 1 ramp intersection improvements, including transit, bike lane, and pedestrian crossing improvements.

Figure 4.1 Street Hierarchy



Entry Drive – Main Street

Entry Drive is the Plan Area's "pocket" Main Street with shops spilling outdoors onto a linear pedestrian plaza extending from Serramonte Boulevard to the heart of the plan area, Central Green. The street section, as shown in Figure 4.2, is comprised of:

- Two 11-foot travel lanes, two 10-foot continuous through/turn lanes, five-foot protected bike lanes with a two-foot buffer, and a six-foot landscape median.
- On the west side, a six-foot sidewalk and five-foot planting strip.
- On the east side, a wide sidewalk 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.

Figure 4.2 Entry Drive and Retail Plaza

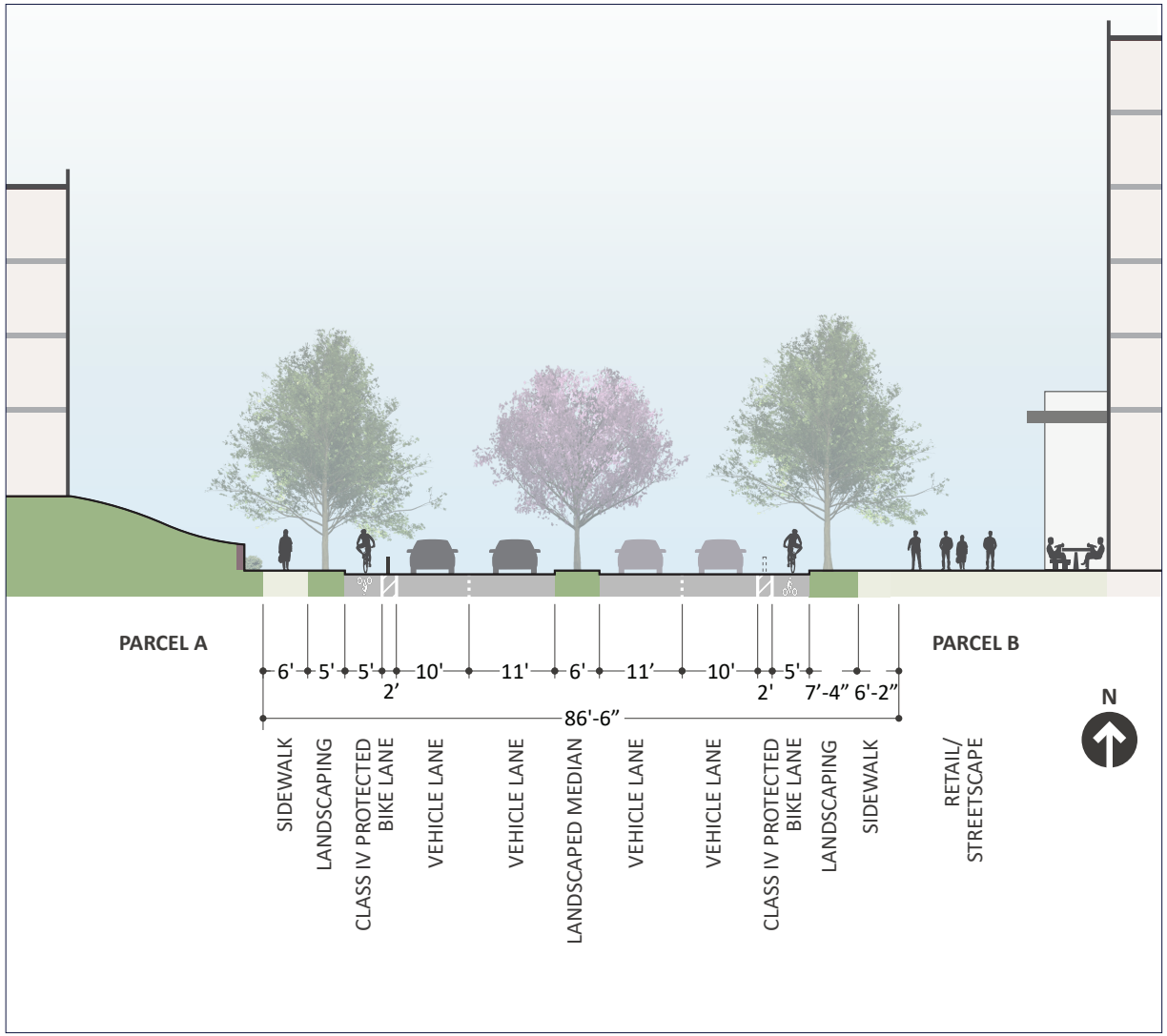


Figure 4.3 Plaza/Park Entry at North Drive

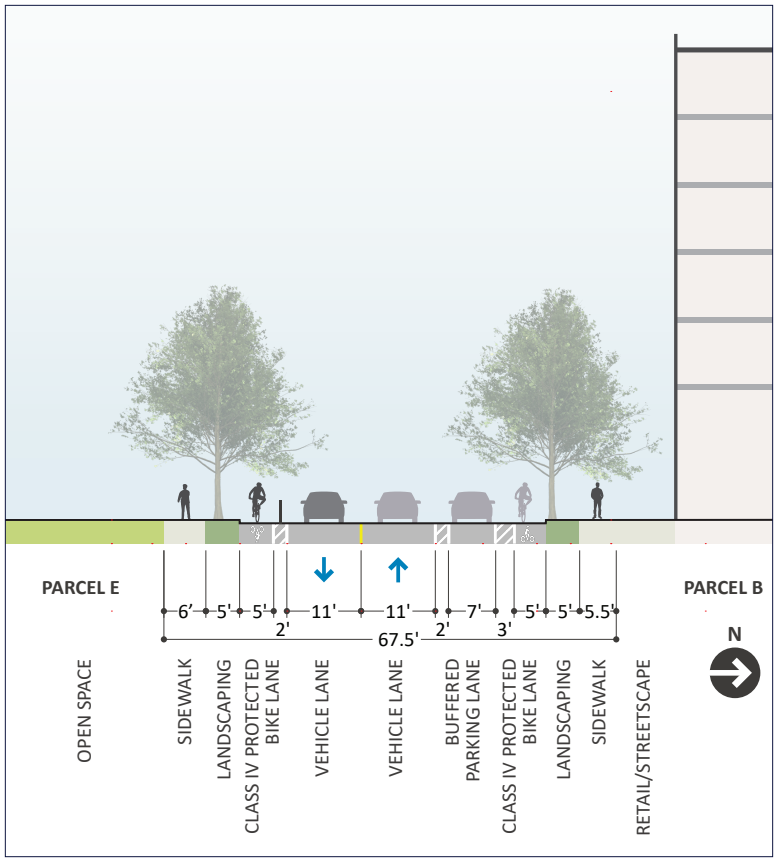
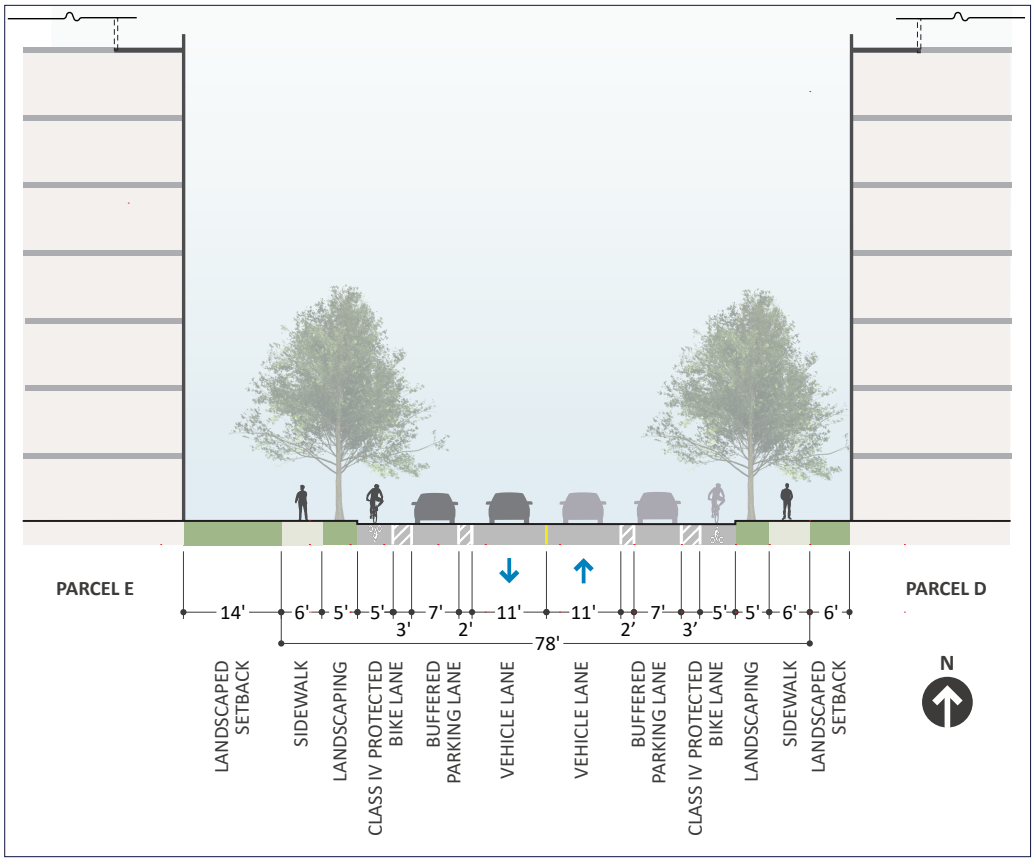


Figure 4.4 East Drive



North Drive and East Drive - Local Connector Streets

North Drive and East Drive are connector streets as a through route from Entry Drive to Campus Drive for vehicles and cyclists to travel from Serramonte Boulevard and Highway 1 ramps intersection to Campus Drive and Hickey Boulevard intersection. The street sections, as shown in Figures 4.3 and 4.4, are comprised of:

- Five-foot Class IV protected bike lanes in both directions and two 11-foot travel lanes with buffered on-street parking.
- Five-foot tree-lined planting strips with six-foot sidewalks on both sides of the street
- Existing Campus Drive is to be improved with Class II bike lanes on both sides of the street from East Drive to Hickey Boulevard.

- Restripe Campus Drive from roundabout south to Hickey Boulevard for buffered Class II bike lanes with six-foot bike lane and four-foot buffer on both sides of the street.

West Drive - Neighborhood Street

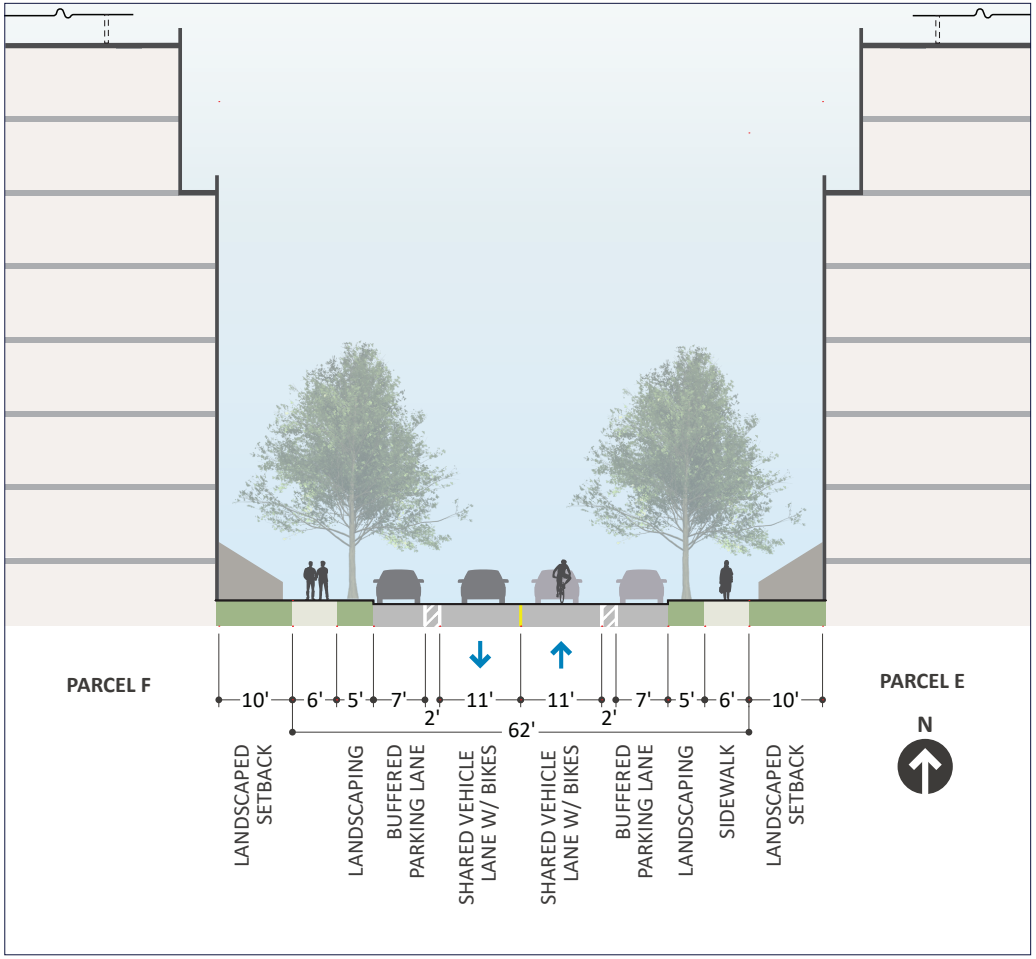
West Drive is a low vehicle speed residential street. West Drive connects with North Drive and Campus Drive to create a loop roadway network. The street section, as shown in Figure 4.5, is comprised of:

- Two 11-foot travel lanes with sharrows and buffered on-street parking.
- Five-foot tree-lined planting strips with six-foot sidewalks on both sides of the street.

West, North and South Access Ways – Access Easements

Access ways are two-way, pedestrian-oriented access easements with on-street parking designed for pedestrian access to park, daycare, retail, parking and hillside open space and trails. North and South Access ways are cul-de-sac streets with on street parking.

Figure 4.5 West Drive



- North Access Way provides access to Overlook Park, the recreational trail and east hillside open space.
- South Access Way provides access to daycare, the recreational trail and east hillside open space.
- West Access Way provides entry to parking for Parcel A and Parcel F.

B. MOBILITY

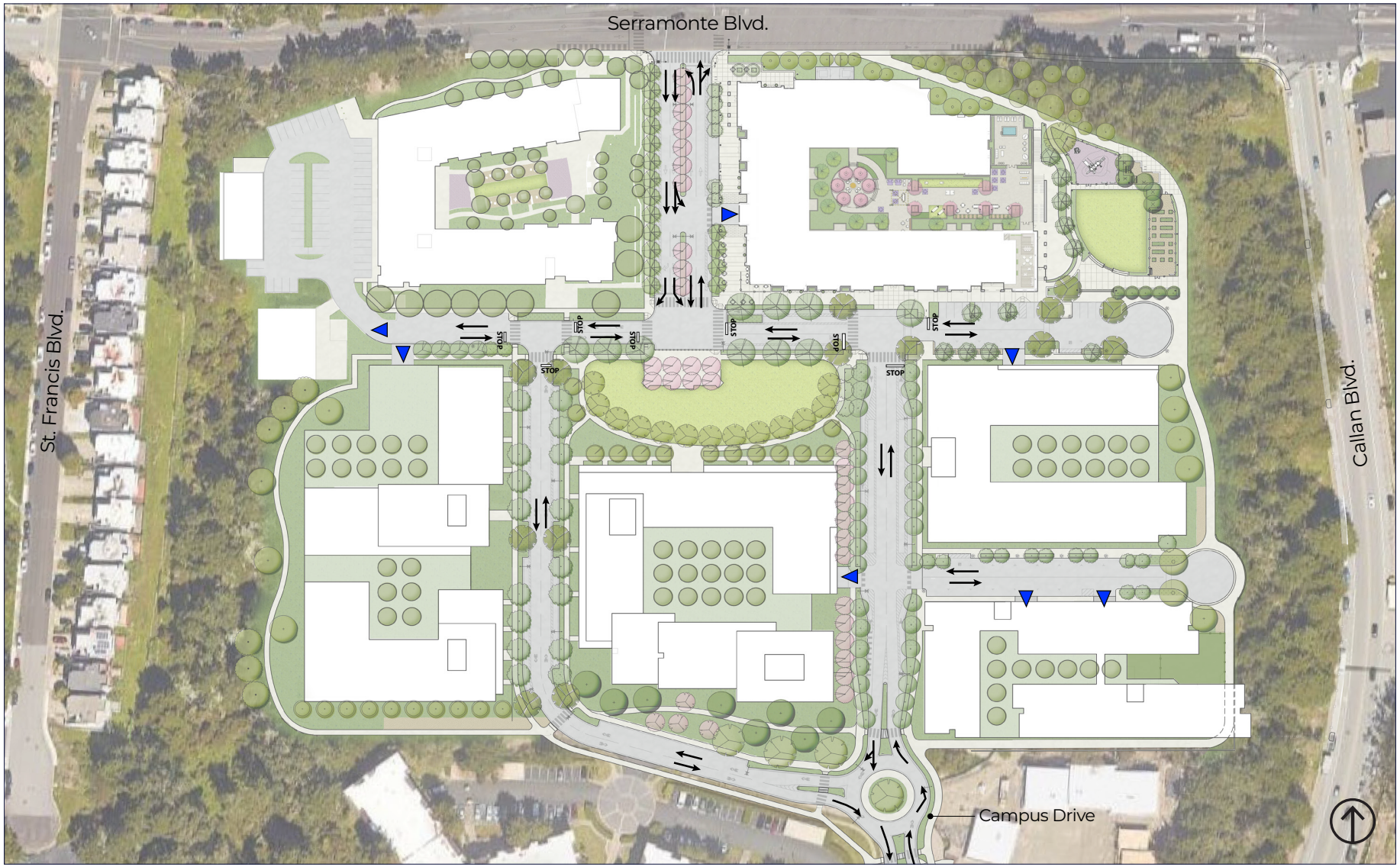
Vehicles

Vehicular access through the Serramonte Del Rey neighborhood is a system of low-speed tree-lined private streets connecting Campus Drive south of the site to Serramonte Boulevard at Entry Drive. Traffic calming measures are proposed to minimize cut-through vehicle traffic. Entry Drive has direct access to State Route 1. Interstate 280 is 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, vehicles can access the regional roadway network of the Bay Area. See Figure 4.6.

Transit

The Plan Area is well served by local and regional transit systems. This stop is served by SamTrans Route 120 with direct service to the Colma and Daly City BART Stations. This route operates on frequent, 15-minute headways during weekday commute hours. Located approximately one mile from the Daly City BART Station and in close proximity to the Colma BART station, SamTrans bus service links the site to the regional transit system serving the 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. SamTrans Route 121 connects to Skyline College.

Figure 4.6 Vehicle Circulation





Source: https://nacto.org/wp-content/uploads/gallery/2012_bufferedbikelane/bufferedbikelane_austin02.jpg

Street with buffered Class II bike lanes.

Bicycles

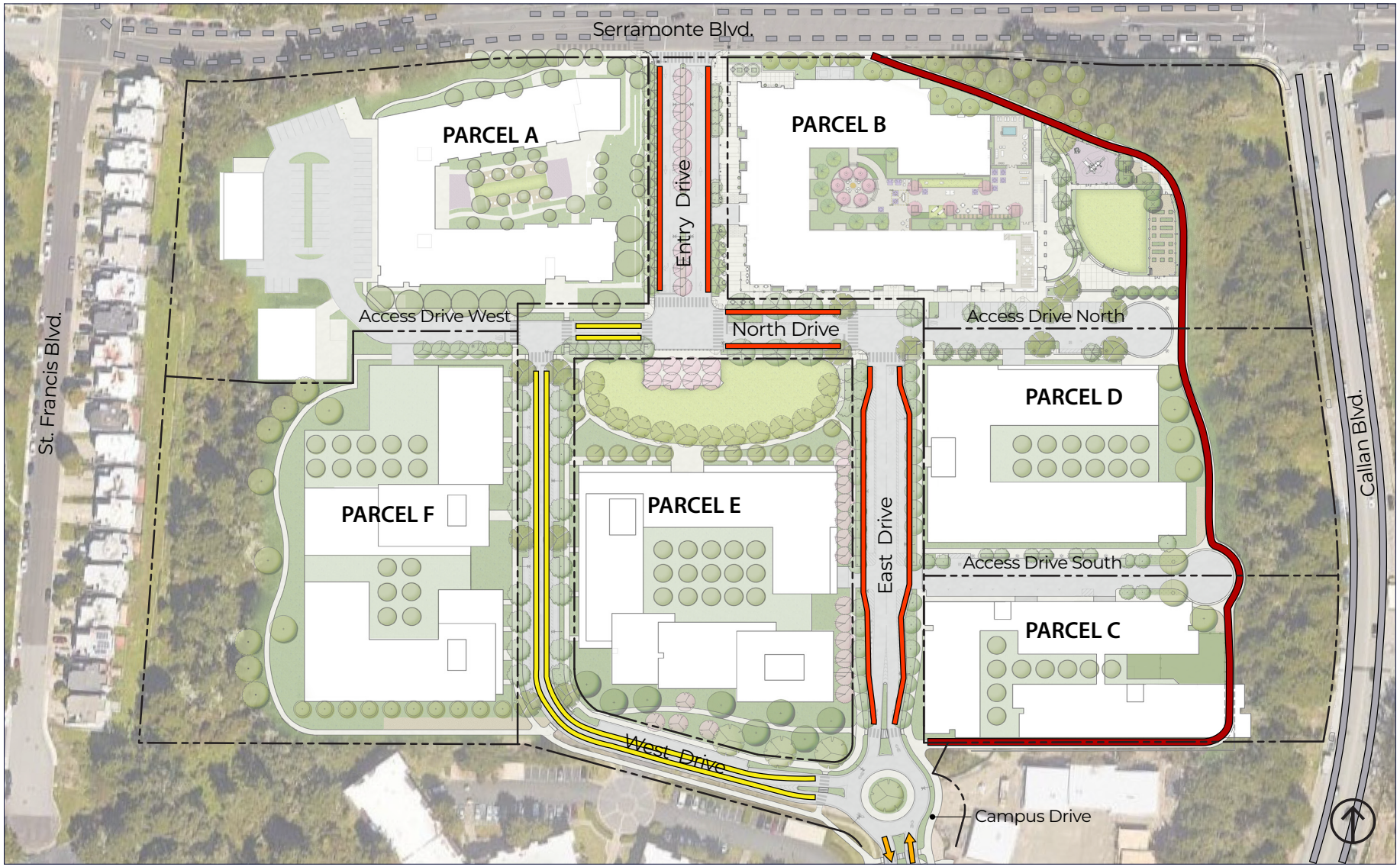
Existing bicycle facilities include Class II on-street bike lanes on Callan Boulevard south of Serramonte Boulevard and a Class III bike route on Callan Boulevard north of Serramonte Boulevard. A Class II on-street bike lane is striped on St. Francis Boulevard north of Serramonte Boulevard. Daly City's Walk Bike Daly City Plan envisions pedestrian and bicycle improvements adjacent to the Plan Area. One priority improvement in the Walk Bike Daly City Plan is the construction of Class IV on-street protected bicycle lanes on Serramonte Boulevard.

Planned bicycle facilities in the Plan Area are Class II buffered bike lanes, Class IV protected bike lanes, a dedicated Class I pedestrian/bike path and Class III bike "sharrows." 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.

Pedestrians

Residents can walk through the site and access on-site recreation and retail amenities. Sidewalks are provided on every street within the Plan Area, with curbside planting strips for street trees and storm water filtration. The trail loop will also serve to provide pedestrian access around the site that is separated from vehicles and in a more natural setting. Sidewalk and trails offer unimpeded access to walk between the Plan Area's parks, open spaces, residences, and retail shops.

Figure 4.7 Bicycle Circulation



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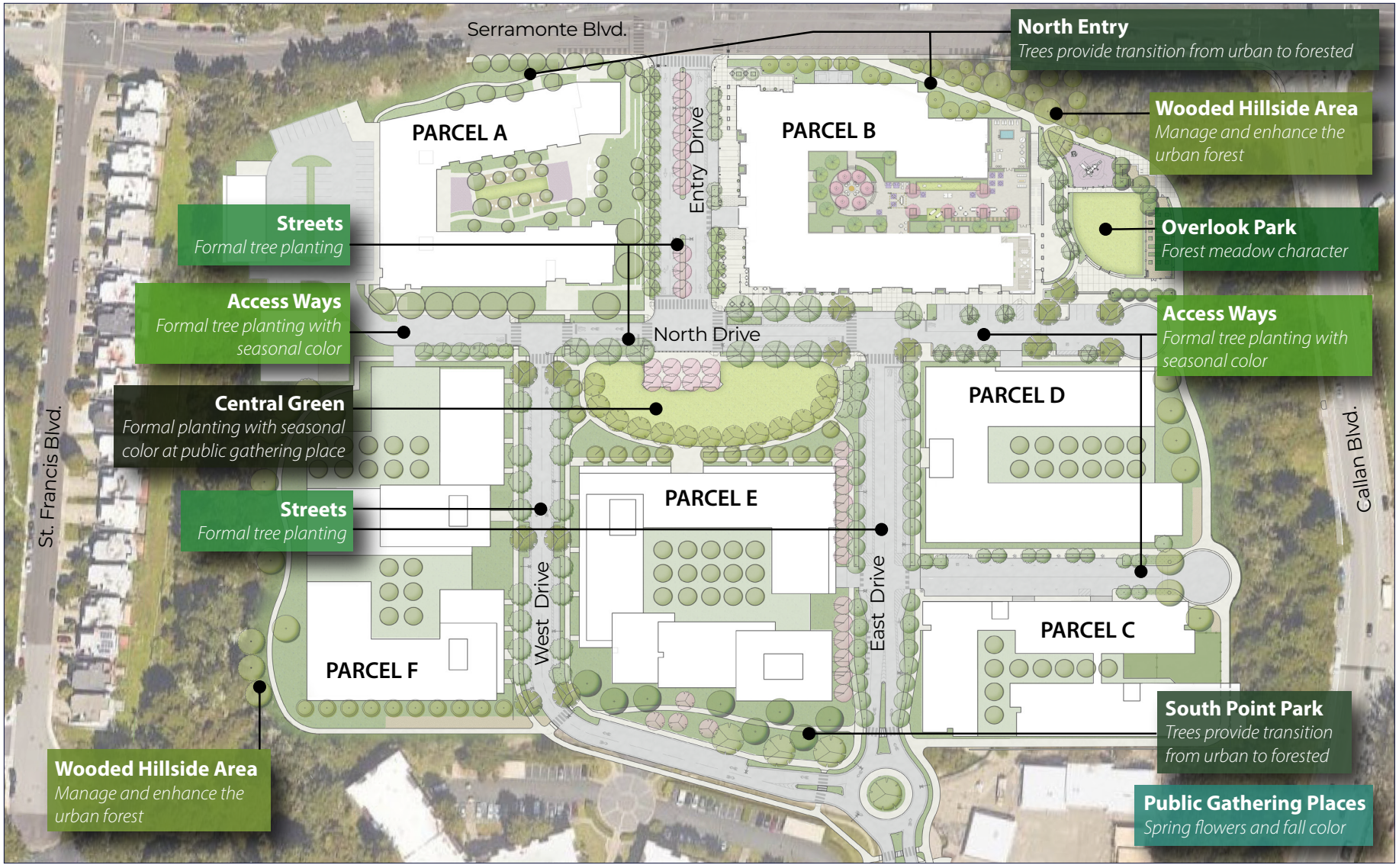
5. Parks and Open Space

This section describes the landscape design concept, design objectives, neighborhood park and open spaces, tree planting plan, and landscape design standards.

A. LANDSCAPE DESIGN CONCEPT

The Precise Plan's landscape design concept is to shape a diverse urban landscape as shown in Figure 5.1. A distinguishing feature of the Precise Plan are the wooded hillsides to the west and east of the plan area. Trees vary in health, ranging from young to mature and were planted by the District with the development of the high school. A rectangular street and block pattern of buildings is organized around a central neighborhood park, the Central Green. Along the east hillside is a recreational trail featuring Overlook Park, to the south is South Point Park and to the west is a walking trail along western hillside wooded open space. The combination of park and open spaces with recreational and walking trail access offers residents and visitors diverse 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. A variety of street and park tree species, suitable for the climate and context of the area are selected to create identity and sense of place. Seasonal interest is created with deciduous trees providing spring flowers and fall color at public gathering places, streets, and access drives.

Figure 5.1 Urban Forest Concept Plan



Objectives

The parks and open spaces shown here are concept level design plans, to guide buildout of the parks, streets, and landscape. The purpose of the landscape design concept is to improve physical and psychological health, strengthen community relationships, and create an attractive urban setting for family living. Landscape design objectives are as follows:

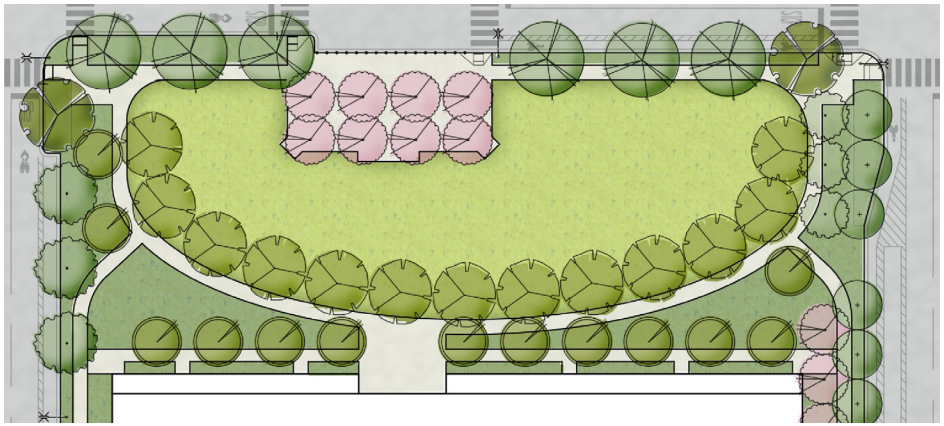
- Create safe, attractive outdoor places for healthy living to foster physical activity, meet resident and visitor needs for recreation and play for people of all ages, as well as encourage walking and biking.
- Design public places to encourage social interaction and community life with social gathering 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. NEIGHBORHOOD PARK AND OPEN SPACES

Central Green

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.

Central Green Plan

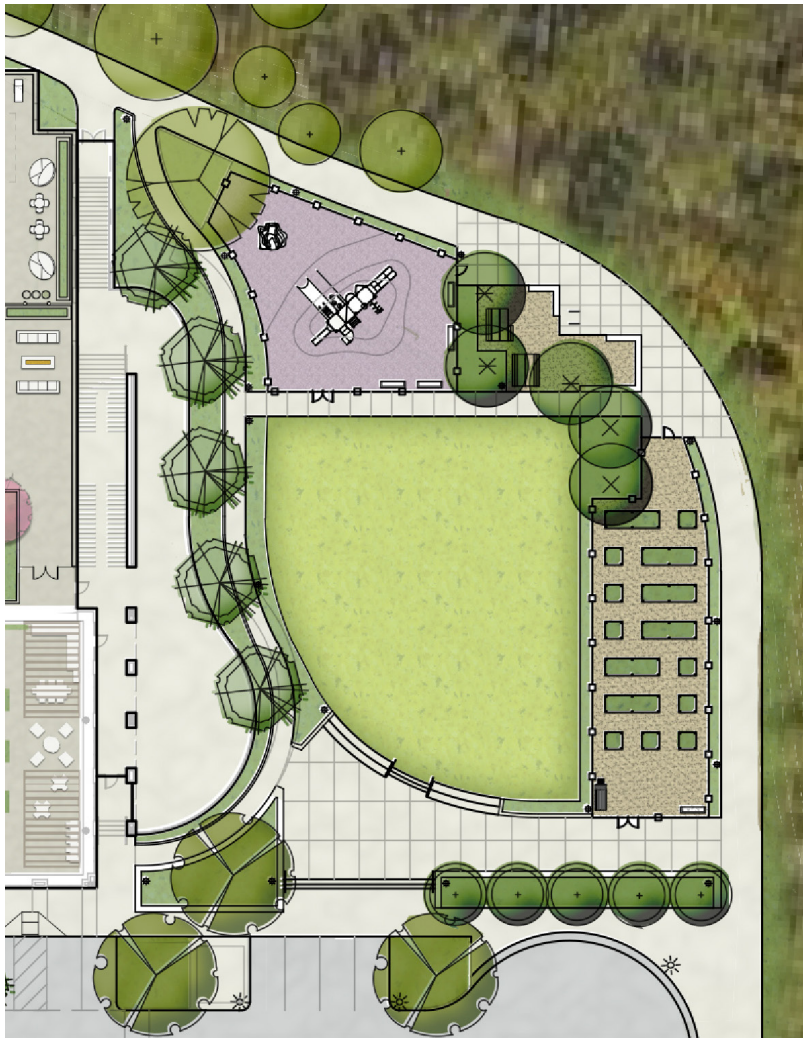


Overlook Park Rendering



Overlook Park looking from the Eastside Recreation Trail.

Overlook Park Plan



Overlook Park

Overlook Park is designed as a 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 community garden with raised beds is at the pedestrian and bicycle path along the east hillside. 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.

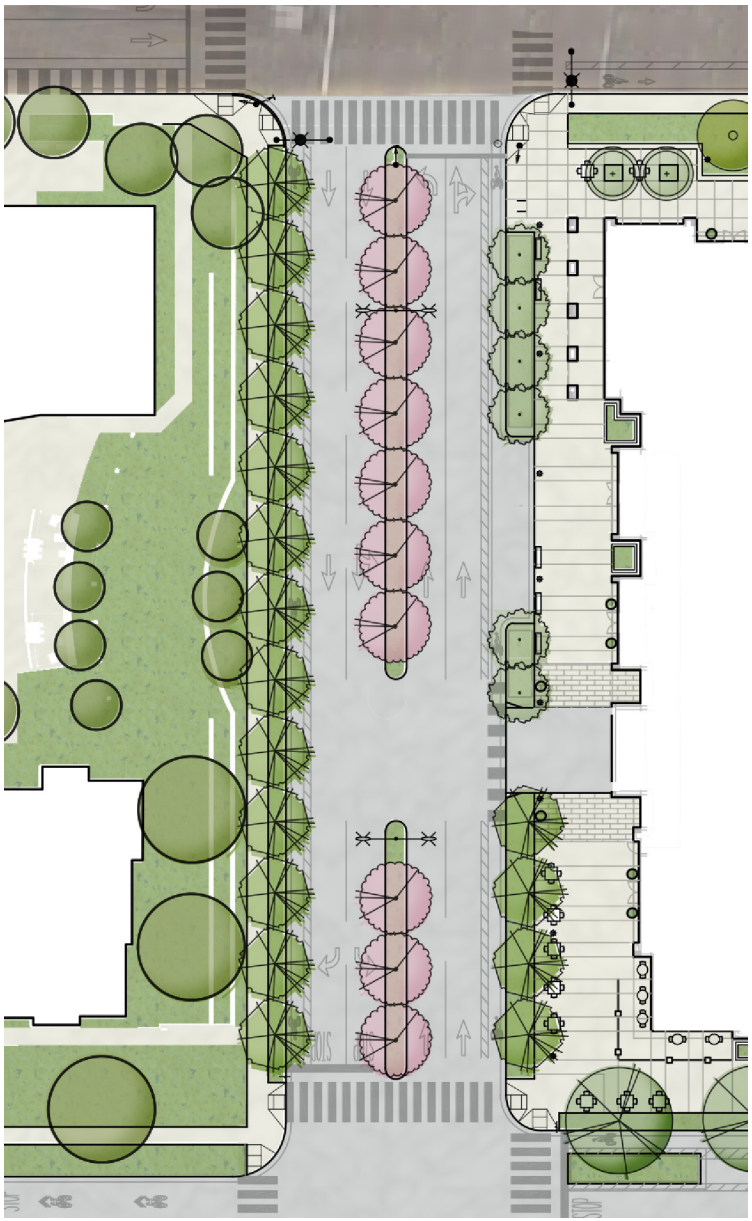
Entry Drive Plaza

Entry Drive Plaza is a "pocket" Main Street with plaza-width sidewalk space for retail activity to bring life out-doors 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 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 high- light active public spaces.

Hillside Open 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 nature and provide a visual screen of the planned buildings for residents of the surrounding community.

Entry Drive Plaza Plan



South Point Park Plan



South Point Park

South Point Park 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. Enhancements to South Point Park include passive open space, a pedestrian path, and lighting, sitting area or water feature with unique landscaping and plantings.

Eastside Recreational Trail

Eastside Recreational Trail is a pedestrian-bicycle trail for strolling and recreation extending from Serramonte Boulevard to the roundabout along Campus Drive to the south. This 8 to 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

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.

Westside Walking Trail Section



0 6
Scale (Feet)

Eastside Recreational Trail Section



0 6
Scale (Feet)

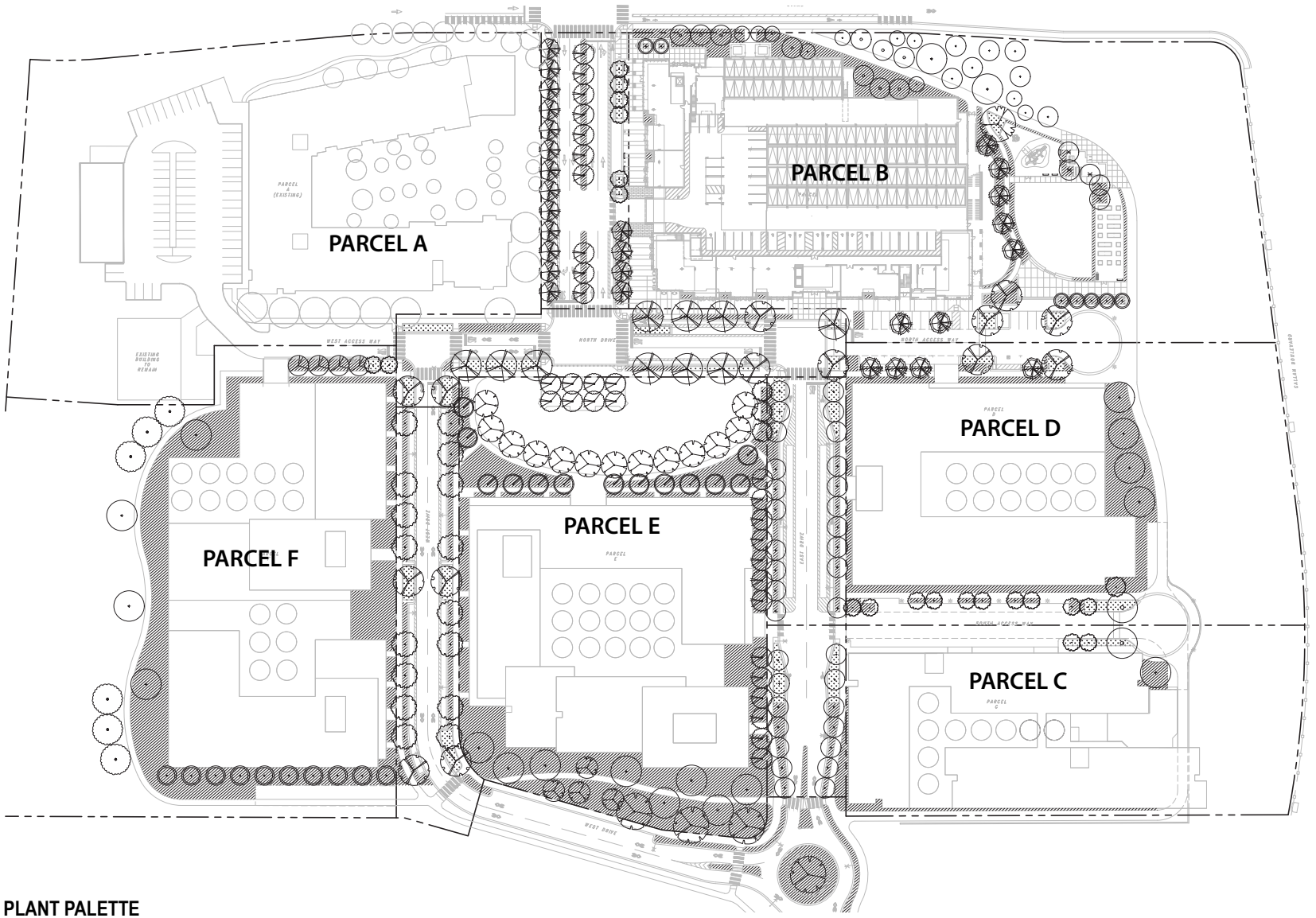
C. PLANTING PLAN

The type and arrangement of street trees and park plantings will contribute to a healthy and attractive urban neighborhood. 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 tree species list in Table 5.1 shall be used for specifying tree species for parks, streets and open spaces located per the street tree planting plan in the Appendix and as shown in Figure 5.2.

A diversity of tree species, suitable for the climate and context of the plan area are selected to create identity and sense of place. Seasonal interest will be created with deciduous trees providing spring flowers and fall color at public gathering places along Entry Drive, Central Green, and access drives. Continuous planter strips separating streets from sidewalks are along all internal streets and drives, and are planted with broad canopy trees, low shrubs, and groundcovers.

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. 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. The south entrance at Campus Drive features a landscaped round-about marking the entry into the new neighborhood.

Figure 5.2 Planting Plan



PRELIMINARY PLANT PALETTE

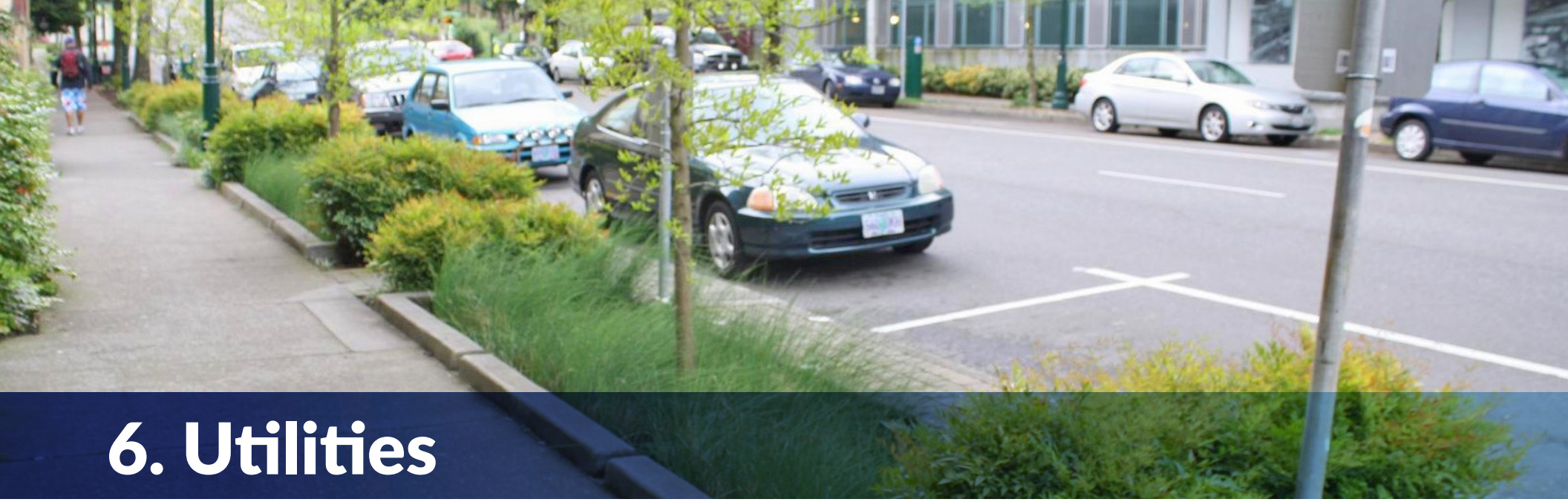
KEY/ SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	WTR USE	QYT
TREES						
T–1	**ACER BUERGERIANUM**	TRIDENT MAPLE	24" BOX	PER PLAN	M	10
T–2	**ACER X FREEMANII AUTUMN BLAZE**	AUTUMN BLAZE FREEMAN MAPLE	24" BOX	PER PLAN	M	31
T–3	**ACER MACROPHYLLUM**	BIG LEAF MAPLE	24" BOX	PER PLAN	M	6
T–4	**ARBUTUS 'MARINA'**	MARINA STRAWBERRY TREE	24" BOX	PER PLAN	L	14
T–5	**CERCIS 'FOREST PANSY'**	FOREST PANSY REBUD	24" BOX	PER PLAN	M	17

KEY/ SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	WTR USE	QYT
TREES						
T–6	**CERCIS OCCIDENTALIS**	WESTERN REBUD	24" BOX	PER PLAN	M	3
T–7	**CUPRESSUS MACROCARPA**	MONTEREY CYPRESS	24" BOX	PER PLAN	L	13
T–8	**GINKGO 'PRINCETON SENTRY**	MAIDENHAIR TREE	24" BOX	PER PLAN	M	16
T–9	**HYMENOSPORUM FLAVUM**	SWEETSHADE	24" BOX	PER PLAN	L	16
T–10	**KOELREUTERIA PANICULATA 'FASTIGIATA'**	GOLDENRAIN TREE	24" BOX	PER PLAN	L	1

KEY/ SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	WTR USE	QYT
TREES						
T–11	**LAGUNARIA PATERSONII**	NORFOLK ISLAND HIBISCUS	24" BOX	PER PLAN	M	13
T–12	**LOPHOSTEMON CONFERTUS**	BRISBANE BOX	24" BOX	PER PLAN	L	34
T–13	**LYONOTHAMNUS FLORIBUNDUS**	CATALINA IRONWOOD	24" BOX	PER PLAN	L	6
T–14	**MELALEUCA QUINQUENERVIA**	SEJEPUT TREE	24" BOX	PER PLAN	M	4
T–15	**OLEA EUROPEA 'SWAN HILL'**	OLIVE TREE	24" BOX	PER PLAN	L	10

KEY/ SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	WTR USE	QYT
TREES						
T–16	**PISTACIA CHINENSIS**	CHINESE PISTACHE	24" BOX	PER PLAN	L	2
T–17	**QUERCUS AGRIFOLIA**	EVERGREEN OAK TREE	24" BOX	PER PLAN	L	13
T–18	**QUERCUS SUBER**	CORK OAK	24" BOX	PER PLAN	L	3
T–19	**SEQUOIA SEMPERVIRENS**	COAST REDWOOD	24" BOX	PER PLAN	L	13
T–20	**TRISTANIOPSIS LAURINA**	WATER GUM	24" BOX	PER PLAN	L	19

Table 5.1 - Recommended Tree Species for Public Streets and Open Spaces within the Precise Plan			
Forested Hillsides (Tree Succession Species)		**Streets & Parks**	
Species	**Common Name**	**Species**	**Common Name**
Aesculus californica	California Buckeye	*Acer buergeranum*	Trident Maple
Acer macrophyllum	Big Leaf Maple	*Acer x freemanii 'Autumn Blaze'*	Autumn Blaze Maple
Arbutus menziesii	Pacific Madrone	*Acer Macrophyllum*	Big Leaf Maple
Calocedrus decurrens	Incense Cedar	*Arbutus 'Marina'*	Strawberry Tree
Ceanothus 'Ray Hartman'	Wild Lilac	*Cercis 'Forest Pansy'*	Forest Pansy Rebud
Hesperocyparis macrocarpa	Monterey Cypress	*Cercis occidentalis*	Western Redbud
Fremontodendron californicum	Fremontia	*Cupressus macrocarpa*	Monterey Cypress
		Ginkgo 'Princeton Sentry	Maidenhair Tree
		Hymenosporum flavum	Sweetshade
		Koelreuteria paniculata 'Fastigiata'	Goldenrain Tree
		Lagunaria pattersonii	Primrose Tree
		Lophostemon confertus	Brisbane Box
		Lyonothamnus floribundus	Catalina Ironwood
		Melaleuca quinquenervia	Cajeput Tree
		Olea europea 'Swan Hill'	Fruitless Olive
		Pistacia chinensis	Chinese Pistache
		Quercus agrifolia	Coast Live Oak
		Quercus suber	Cork Oak
		Sequoia sempervirens	Coast Redwood
		Tristaniopsis laurina 'Elegant'	Water Gum



6. Utilities

Plan Area utility infrastructure is for stormwater, sanitary sewage and water supply and distribution. Dry utilities systems are for power, natural gas, and communications.

A. STORMWATER

Existing and planned stormwater system flows are for the 18.4-acre Plan Area not including Parcel A. Refer to Appendix C for Precise Plan storm water plans.

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. Post school closure uses on the campus include a bus yard, district offices, churches, child day care facilities, a Comcast building, and the recently completed Faculty and Staff housing. Faculty and Staff Housing (including the apartments, car barn, and surface parking lot located west of the apartments) and the Comcast building will remain operational throughout and after construction of the Precise Plan. The Faculty and Staff Housing was approved separately and storm water improvements for the building, surface parking lot and area immediately adjacent to the building will not be modified as part of this Precise Plan. The driveway

just to the south of the Faculty and Staff Housing will be replaced and is included in the plan.

Existing ground coverage consists of approximately 410,035 sq. ft. impervious and 236,194 sq. ft. pervious surfaces (63.5% 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 two storm drain outfalls located around the perimeter of the project. The first outfall is 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. The second outfall is located near the southeast corner of the plan area and discharges to an existing 27" storm drain main in Callan Boulevard.

Planned System

The Plan Area's stormwater drainage system generally maintains existing drainage patterns and replaces the existing drainage system on site. The system is designed to not increase the peak flow rate of stormwater leaving the site to the City's storm drainage system during the design rainfall event to a level greater than existing, pre-construction conditions.

The proposed changes in the Plan Area consist of open space, parks, landscape areas, concrete paths, private roadways, asphalt drives, asphalt parking lots, and multi-story residential buildings.

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 outfalls located near the main vehicular entrance and the southwest corner of the site.

The proposed ground coverage consists of approximately 516,185 sq. ft. impervious and 130,044 sq. ft. pervious surfaces (79.9% impervious). The Plan Area 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 106,150 sq. ft. and will therefore require stormwater retention.

The Plan Area 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.

Although the sequence of the development is flexible, at no time in the development process will the Plan Area increase the peak rate of stormwater runoff leaving the site at any phase of the project to a level greater than pre-construction conditions.

For each phase of development, pre- and post-construction areas of impervious surfaces will be calculated within the phase limits to determine if there will be an increase in the peak runoff rate. If there is a calculated increase in peak runoff rate, a temporary stormwater detention system such as a detention basin or below-grade detention pipe would be located within the footprint of undeveloped parcels, to be replaced with the project's on-site, below grade stormwater detention system at Overlook Park. The Overlook Park system is designed to satisfy detaining peak flows for new development in excess of existing conditions.

Stormwater Requirements

The Plan Area will not increase the flow or volume leaving the site for the design storm. If a development project proposes to increase the impervious area of a development parcel, stormwater retention will be required to retain the increased flow and volume. Each phase of development will conform to stormwater treatment requirements. Stormwater treatment requirements for the buildings will be met on each individual lot. Stormwater treatment requirements for the streets will be met with best management practices (BMPs) located in the private roadways or in temporary stormwater treatment facilities located within the footprint of undeveloped parcels, to be replaced with on-street BMP as streets are built out in the Precise Plan area.

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 mains that run through the Plan Area, an 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 Faculty and Staff housing and the existing school site discharge into the main that runs through the Plan Area, 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).

Planned System

The Precise Plan will construct a public sewer system in the private street (to be located in an easement) and an on-site (within each development parcel) sewer system to connect the buildings to the public sewer system. The planned sewer system will consist of manholes and pipes. The onsite sewer system consists of pipes, cleanouts, and manholes. The Plan Area will connect to the 10-inch sanitary sewer main in Serramonte Blvd at Entry Drive and the new sewer connection on Callan Boulevard. Refer to Appendix C for Precise Plan sewer system plans.

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 Plan area 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 high school 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 Faculty & Staff Housing project is served from the existing 10-inch main.

Planned System

The Precise Plan will construct a new public water main within a public easement within the new streets and provide new domestic water, fire water, and irrigation water services to the proposed buildings. Planned services are to be fed from a portion of the existing 10-inch main constructed as part of the Faculty and Staff Housing and a new 10-inch water main constructed with the new private streets. The on-site (within each development parcel) domestic water system will consist of service lines from the public main to each building. Refer to Appendix C for Precise Plan water system plans.

D. DRY UTILITIES

Dry utility infrastructure modifications and additions will be required and will be built in phases to accommodate 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 high school building. Data/Telecom services were also extended to serve the Faculty & Staff Housing project. A joint trench will be provided in the private streets to extend the utility providers' infrastructure throughout the development to serve the development parcels. Dry utilities will be coordinated with the appropriate utility provider to establish new service routes to support the Plan Area. Refer to Appendix C for Precise Plan dry utility plans.

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7. Implementation

A. MAINTENANCE

Public and private improvements in the Plan Area shall abide by the maintenance requirements of this section. Subject to the provisions of any applicable State law, the following shall apply:

A.1.1 Master Association. Prior to the issuance of any building permit to construct any market-rate residential unit in the project, the Jefferson Union High School District (District) shall form and perpetually maintain a Master Association for the Serramonte Del Rey Neighborhood ("Master Association"). The Master Association shall be self-governing and govern common areas for the term of the Precise Plan uses are in operation. The purpose of the Master Association, among other responsibilities, shall be to maintain all common areas within the Precise Plan area in a neat, safe and healthful condition, including the on-going removal of litter throughout and including streets, parks, and other areas not maintained by individual parcel developers that are not dedicated or otherwise conveyed to a public agency. Until the Master Association is formed, the District is responsible for the foregoing.

A.1.2 Maintenance Plan. A maintenance plan for roadway, parks, and private utilities shall be submitted by the applicant and approved by the City prior to the issuance of any building permit to implement the project. A litter control maintenance plan shall be submitted that includes provision for on-going letter and garbage control. The maintenance plan shall be incorporated into the CC&R's in connection with the creation of the Master

Association at the discretion of the District and recorded at such time.

Minimum Requirements for Trash and Litter Disposal shall be as follows:

- All trash shall be confined in approved receptacles and enclosures. Any building permit application submitted to the City for review shall be accompanied by a letter from the trash hauler indicating that the proposed trash receptacles provided in the building for which the permit is sought to meet the hauler's requirements for quantity, size, and accessibility.
- All unenclosed materials, equipment and/or supplies of any kind shall be maintained within approved enclosure areas. Any stacked or stored items shall not exceed the height of the enclosure.
- All trash and storage enclosures shall be properly maintained in accordance with approved plans.
- All waste materials generated by the development, such as cardboard boxes, skids, garbage, litter, etc., must be stored in the enclosure for disposal.
- No waste material shall be visible at any time.
- All enclosures shall be designed to conceal the contents.
- All enclosures should be kept clean and free of odor.

A.1.3 Maintenance and Repair - Master Association.

The Master Association shall develop a maintenance plan (including a street sweeping, street surface repair and replacement, and garbage disposal plan approved by the Planning Division and the Department of Public Works) for the upkeep of common areas, private streets, and private infrastructure. The Master Association will be responsible for the maintenance, litter removal and repairs of privately owned, but publicly accessible[1] common areas that are not part of individual parcel development, including privately owned streets, sidewalks, bicycle lanes, parks, open spaces, trails and paths, utilities and improvements in streets including temporary and permanent storm water infrastructure, stormwater retention system and stormwater treatment areas located in park, open space, private streets and accessways, street lighting, landscaping, planter strips, street furniture and the fixtures, furniture and equipment located in the parks. The Master Association is responsible for maintenance of storm water infrastructure in private utility easements on development parcels.

1 References to publicly accessible spaces and infrastructure, as used below, shall refer to spaces and infrastructure that is privately owned, but publicly accessible, to be distinguished from spaces and infrastructure that are dedicated or otherwise conveyed to a public agency, including without limitation the City.

A.1.4 Maintenance and Repair - Parcel Specific Responsibilities. Parcel Developers or, if the property interests of such Developers are conveyed, their successors in interest, are responsible for the maintenance, replacement, repairs and litter removal for on-site improvements on their respective parcels, including exterior equipment, fixtures, walls, roofs, windows, doors and other architectural, landscaping and publicly accessible common areas on private parcels in a clean, sanitary and attractive condition. The Developer of a parcel shall be responsible for the maintenance, replacement, repairs, and cleaning of improvements on the development parcel, including private storm water improvements and stormwater treatment areas serving the parcel. This excludes stormwater infrastructure in private utility easements and stormwater retention facilities serving other parcels and the plan area.

A.1.5 Maintenance and Repair – Facilities Owned by City. The City of Daly City is responsible for the maintenance and repair of water mains and sewer mains owned by the City located in water easements and sewer easements granted to the City.

A.1.6 Maintenance and Repair – Utility Providers. In any joint trench, public utility easements, maintenance, and repair responsibility for improvements within such easements is by the specific utility owner that owns or is otherwise legally responsible for such improvements (i.e. PG&E, Comcast, AT&T, others).

A.1.7 Budget. The Master Association shall prepare an annual budget to fund the costs incurred in maintaining the publicly accessible common facilities. The Master Association shall undertake an inventory of publicly accessible common area improvements requiring maintenance, litter removal and repairs, such that each phase of development is adequately budgeted for maintenance and operations of improvements. Landscape maintenance budget shall include consideration of level of maintenance and operation expenses commensurate to the anticipated level of use of park and recreational facilities. The Master Association may employ or contract out to perform maintenance, litter removal and repairs.

B. PHASING

B.1 Timing. The sequence and timeline of development will ultimately depend on market conditions. The pace of development will fluctuate with the regional economy, capital expectations and availability, costs for development and the conditions of the Daly City housing market.

B.2 Public Improvements. For each phase of development there are corresponding street, park, open space improvements and utilities necessary to support development of individual parcels per Table 7.1 and as shown in Figure 7.1.

Figure 7.1 Phasing

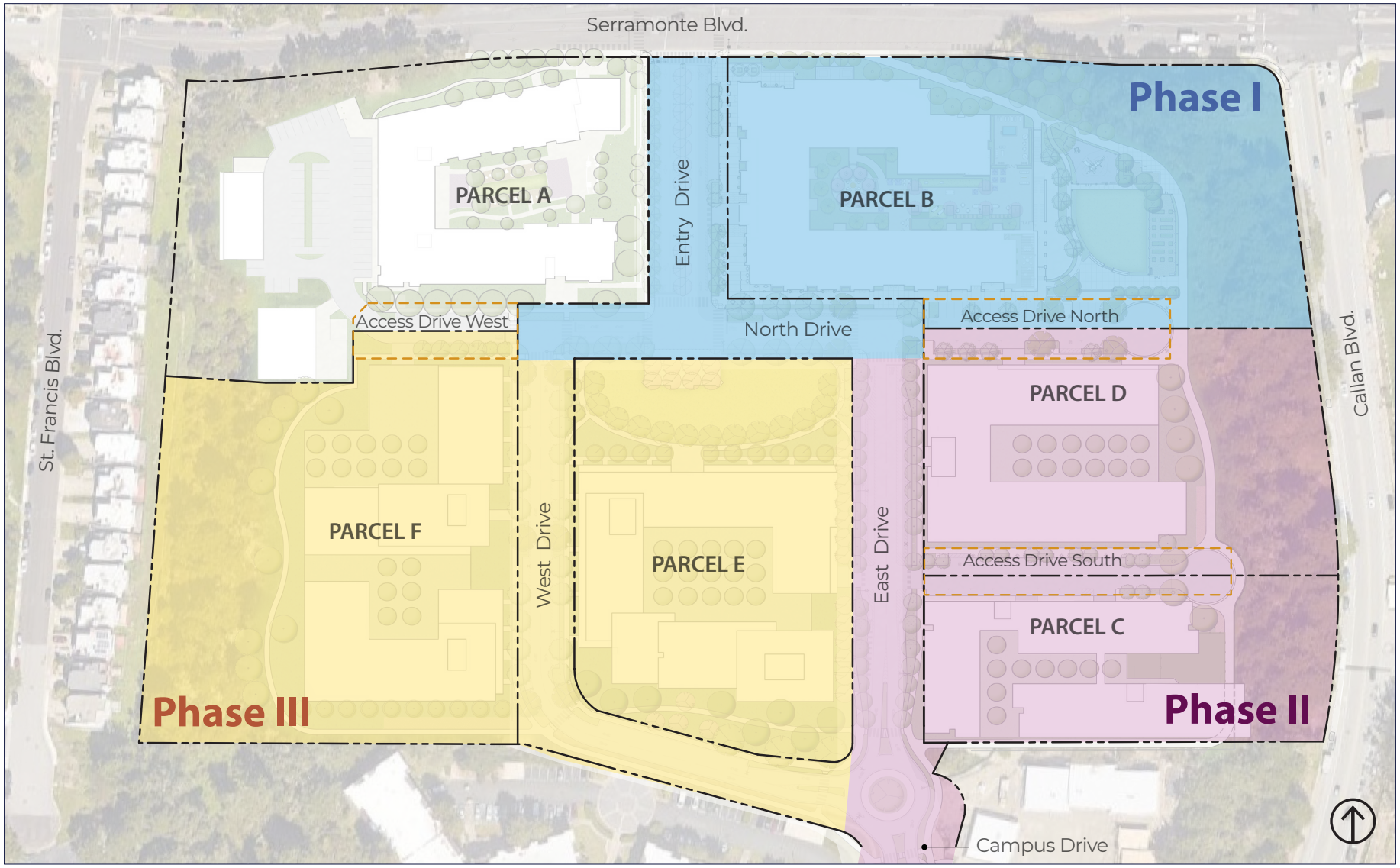


Table 7.1 - Anticipated Phasing of Private Streets and Private and Publicly Accessible Park and Open Space Improvements Required by Development Parcel

Phase	Parcels	Private Streets and Accessways	Private and Publicly Accessible Park and Open Space
1	B	▪ Entry Drive ▪ North Drive ▪ North Access Way	▪ Entry Drive Plaza ▪ Overlook Park ▪ Eastside Recreation Trail within parcel
2	C and C'	▪ East Drive from South Access Way to Campus Drive ▪ South Access Way	▪ Eastside Recreation Trail within parcel
	D	▪ East Drive from North Access Way to South Access Way ▪ North Access Way	▪ Eastside Recreation Trail within parcel
3	E	▪ West Drive from North Drive to Campus Drive	▪ Central Green ▪ South Point Park
	F and F'	▪ West Drive from North Drive to Campus Drive	▪ Westside Walking Trail

Notes:

1. The chronology of phasing in Table 7.1 is not intended to be binding, and 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. For the purposes of assessing consistency with the Table 7.1 for conformance review, a reviewer shall assess whether development of a listed parcel includes the streets, park, open space, and utilities needed to support the development of the parcel.
2. Off-site public circulation improvements are to be implemented per Exhibit C Public Circulation Improvements in the Development Agreement, which are: sidewalk and retaining wall improvements along Callan Boulevard within each parcel B, C and D; Serramonte Blvd. and Highway 1 intersection and traffic signal improvements; Serramonte Blvd./Entry Drive intersection pavement reconstruction; contribution to City park, bicycle and pedestrian improvements; and off-site intersection improvements.[2]
3. Tentative Map lots C' and Lot F' are zero-square-foot lots contained within Parcel C and Parcel F respectively. These lots may not be developed until the time a lot line adjustment is approved which creates a lot that is at least 10,000 square feet in area, and which complies with the other objective standards of the Precise Plan. The purpose of lot line adjustments to a zero-square foot lot is to streamline ministerial review to facilitate affordable housing financing and/or the buildout of the plan area consistent with the objective development standards of the Precise Plan. Corresponding street, park, open space and utility improvements for Parcel C and F are required with development of Parcels C' and F'.
4. See the Tentative Map for utility improvements associated with each parcel. On and off parcel utility improvements in the Precise Plan Area shall be sized to support buildout of the Precise Plan, unless identified as interim and to be replaced when future parcels are built out.
5. The extent of street improvements will vary depending on the sequence of parcel development as follows:
   a. If Parcel C is developed first, East Drive shall be constructed from Campus Drive to South Access Way.
   b. If Parcel D is developed first, East Drive shall be constructed from Campus Drive to North Access Way (with a temporary EVA on South Access Way) or alternatively, Entry Drive, North Drive and North Access Way shall be constructed.
   c. If Parcel E is built before Parcels C and D, East Drive and North Drive will be constructed including the roundabout and/or West Drive and North Drive will be constructed including the roundabout.
   d. If Parcel F is built before Parcels C, D and E, then West Drive and the roundabout will be constructed.
   e. When the first of either Parcel B or Parcel D is developed, North Access Way from their building to the curb across the access way shall be built such that there is a two-way paved travel way. The subsequent parcel B or D is required to complete the sidewalk, landscaping and storm water treatment facilities between their building and the curb on their side of North Access Way.
   f. If Parcel C is developed before Parcel D, Parcel C p is required to build South Access Way from their building to the curb across the access way, so there is a two-way paved travel way. Parcel D, when developed, is required to complete the sidewalk, landscaping and storm water treatment facilities between their building and the curb on their side of the South Access Way.
   g. Serramonte Boulevard and Highway 1 ramp intersection improvements will be constructed with the first market rate development per the Development Agreement.
   h. Bike lanes on Campus Drive to Hickey Blvd will be striped concurrent with the roundabout construction.
6. A Storm Drain Memo shall be submitted for conformance review for each phase in accordance with the Master Plan Drainage Memo. At Building Permit submittal: a Hydrology & Hydraulics report based on final design will be provided with the Building Permit submittal in accordance with the Master Plan Drainage Memo.
7. The Head Start facility may be located on other parcels.

2 Improvements in public right of way to be maintained by the City, with the exception of the Parcel B, C and D sidewalk and retaining wall improvements on Callan Blvd, which will be subject to the City's standard landscape maintenance agreement, mutually acceptable to the City and applicant's civil engineers, as addressed in the project's Development Agreement.

C. CONFORMANCE REVIEW

C.1.1 Purpose. Conformance Review is the Precise Plan's ministerial, streamlined process to approve proposed projects "as-of-right" that demonstrate Plan Consistency with the Precise Plan and Entitlement Documents and Compliance with the Objective Development Standards of the Precise Plan, as defined below. Design Review is not required for projects ministerially approved "as-of-right."

C.1.2 Plan Consistency. Plan Consistency is the review of project submittal documents for conformance to:

1. Precise Plan requirements for the scope and phasing of park, open space, street, accessway, storm water, water, wastewater, utility, emergency access, and on and off-site transportation improvements associated with each parcel per Precise Plan Figure 7.1 Phasing, Table 7.1 Development Phasing and Appendix C: Civil Engineering Exhibits, and
2. Entitlement Document requirements of the Development Agreement, Tentative Map, Conditions of Approval, Inclusionary Housing Agreement and the Mitigation and Monitoring program.

C.1.3 Compliance with Objective Development Standards ("Compliance"). Compliance with objective development standards is the review of project submittal documents for conformance with the Precise Plan's Objective Development Standards as listed in Section II above.

C.1.4 Variance from Numerical Standards and Precise Plan. Deviations from the numerical standards in Section II above may be permitted by up to 20 percent for any parcel, upon approval by the Planning Division. Deviations from the minimum and maximum densities prescribed in Table 3.3, the requisite amount of private open space (150 square feet per dwelling unit), and the quantity and general location of common open space shall not be permitted.

Modification or reconfiguration of the Precise Plan pattern of streets and blocks, shape of open space areas, site layout, orientation, or location of buildings, architectural or landscape elements may be permitted provided all other Objective Design Standard can be met. Deviations from the approved roadway configurations, including lane provision and width, shall not be permitted unless approved by the Department of Public Works.

C.1.5 Submittal Requirements. Submittal requirements shall include documentation as set forth in the 2023 Daly City Municipal Code Section 17.28.030 C. 2. (a) – (f), Procedure for Application for Planned Development of the Daly City Zoning Ordinance, and shall include a completed Conformance Review Check List, as attached to the Precise Plan as Appendix A, and any additional information requested by the Planning Manager. Submittal requirements for minor modifications to approved and constructed projects to be per Planning Manager request.

C.1.6 Review Process and Timing.

1. **Pre-submittal conference.** Upon request of the Applicant, the Planning Manager shall convene a pre-submittal conference to review the scope of the project, submittal requirements, conformance review process, timeline, and staff availability. It is an opportunity for the Applicant and the design team to ask technical questions to prepare a submittal. The Planning Manager, City Engineer, and Development Coordinating Committee members shall attend upon request.
2. **Submittal.** The Applicant shall submit documentation as described under "Submittal Requirements" above.
3. **Conformance Review.** The Planning Manager, designated staff or third-party consultants shall conduct the Conformance Review per the responsibilities described in Table 7.2. The Planning Manager shall coordinate reviewer comments and provide them to the Applicant no later than 45 business days after filing a project submittal.[3]
4. **Determination.** The Planning Manager shall review the project submittal and reviewer comments to determine whether the submittal is plan consistent and standards compliant and therefore approved as-of-right.

   If the Planning Manager deems a project application inconsistent with the Precise Plan or Entitlement Documents, and/or non-compliant with the Objective Development Standards in Section II, prior to a decision to deny approval of the proposed project, the Planning Manager shall provide the Applicant with written documentation as to what elements of the submittal are not in conformance.[4]

3 Notwithstanding anything in this chapter, to the extent the Permit Streamlining Act or other State Law applies for shorter deadlines, the regulations in such laws shall govern.

4 This process is separate and independent from the Planning Manager's coordination and provision of any reviewer comments on the Applicant's initial project submittal, as required under the "Review Process and Timing" section of this Chapter.

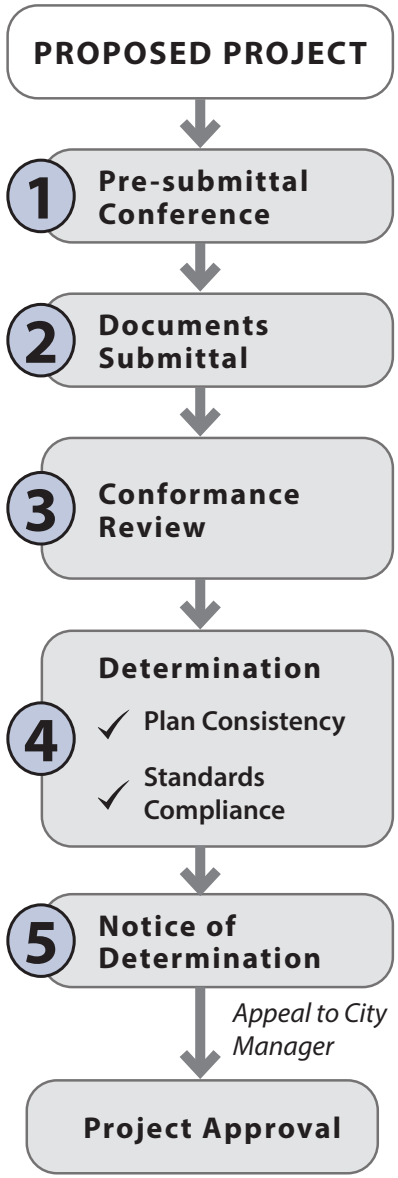
The Applicant can revise the submittal and resubmit. The Planning Manager, upon receipt of the re-submittal, shall make their determination. Total City Review Time from submittal to determination shall not exceed 90 business days.[5]

If the City fails to complete Conformance Review per the above timing requirements, the submittal shall be deemed to be conforming with the Precise Plan and Entitlement Documents, planning review shall be complete, and requested permits shall be issued.

5. **Notification of Determination.** The Planning Manager shall communicate in writing to the Applicant the Planning Manager's determination.
6. **Appeal.** A Conformance Review determination may be appealed within 20 business days to the City Manager by the Applicant. City Manager shall make a determination within 20 business days of receipt of the appeal. The City Manager's decision on appeal shall be final and not appealable.

5 For this paragraph, "City Review Time" shall mean the time, measured in business days, taken by the City to review a project submittal and provide comments to the applicant or render a Conformance Review decision. City Review Time does not include the Applicant's time from the date of receiving comments to the date of resubmitting a revised project submittal responsive to comments.

Figure 7.2 Conformance Review and Approval Process



C.1.7 Review Criteria. The following criteria shall guide the determination of plan consistency and standards compliance:

- All Figures in the Precise Plan illustrate the general arrangement and relationships among parcels, buildings, streets, accessways, parks and open spaces, and exact compliance or conformance is not required so long as other objective criteria are met.
- The final configuration of parcels, buildings, streets, accessways, parks and open spaces are subject to refinement, and exact compliance or conformance is not required so long as other objective criteria are met.
- Consistency and conformance with the Precise Plan shall be construed rationally and shall accommodate unforeseen solutions or innovation that can occur over the extended build-out of the Precise Plan. Notwithstanding the above, no deviations are permitted to minimum residential densities and minimum open space area requirements.

C.1.8 Standards Interpretation. The nature of the Objective Standards is such that consistency determinations are ministerial, without the exercise of discretion. Accordingly, it is not anticipated there will be cause for interpretation of these standards by the City. In the unforeseen event that interpretation is required, the Planning Manager shall make any interpretation of the Precise Plan's development standards required to evaluate the proposed project and shall inform the reviewer of any interpretations as needed. The Planning Manager shall include any interpretations as part of its written determination of consistency with the objective development standards of the Precise Plan.

C.1.9 Staffing. The Planning Manager shall check staff availability prior to the pre-submittal conference to meet the conformance review timeline. If staffing is not available, the City can designate a third-party consultant to be paid for by the Applicant. Consultants shall have professional planning experience on similar projects. The Applicant shall pay all reasonable staff coordination and third-party consultant costs.

C.1.10 Staff or Consultant Review Responsibilities. Staff or consultant review responsibilities are per Table 7.2, Reviewer Responsibilities.

- The Planning Manager shall provide oversight and make all Conformance Review determinations.
- Staff of consultant shall compare the project submittal, Conformance Check List, and applicable plan elements, standards and requirements of the Precise Plan and the Entitlement Documents.

Table 7.2 - Reviewer Responsibilities

Responsibility		Reviewer			
Plan Consistency	**Standards Compliance**	**Planning Manager**	**City Engineer**	**Development Coordinating Committee**[6]	**Housing And Community Development Manager**
Phasing		X	X		
Parks		X			
Streets		X	X		
Utilities, Off-Site Transportation Improvements		X	X	X	
Development Agreement		X	X		X
Final Map		X	X		
MMRP		X	X	X	
Inclusionary Housing Agreement		X			X
Tentative Map and Conditions of Approval		X	X		
	Land Use and Urban Design	X			
	New Buildings	X			
	Parks	X			
	Streetscapes	X			

6 Development Coordinating Committee includes Planning Division, Building Division, Engineering Division, Department of Water and Wastewater Resources, North County Fire Authority and other committee members as deemed appropriate by the Planning Manager.

- Reviewers are to provide written comments on plan consistency to the Planning Manager. In the case where the reviewer concludes inconsistency with plan elements, or non-compliance to objective development standards, the reviewer shall identify specific objective standards to be addressed to achieve a consistency.
- If requested by the Applicant, the Planning Manager and any reviewers shall meet with the Applicant to discuss steps to resolve any comments.

The Planning Manager shall consider the recommendations of the reviewers, and shall make the final determination for approval, approval with conditions, or denial of the submittal based on objective criteria as set forth herein.

D. PLAN AMENDMENTS

Amending the Precise Plan shall follow the requirements of the Daly City Municipal Code section 17.28.020 (I) as of the date of approval of the Precise Plan. This Municipal Code section is included as a part of Supporting Documents provided with this Precise Plan.

E. SUBDIVISIONS

The subdivision of parcels shall conform to the requirements of the Precise Plan and the Daly City Municipal Code Title 16 Subdivisions.

F. INCLUSIONARY HOUSING

The following requirements are subject to the terms and exceptions provided in the affordable housing agreement:

F.1 Units Required. Construction of inclusionary units is required within the Planned Development Zone PD-31 area pursuant to an Affordable Housing Plan.

F.2 Timing. This Precise Plan authorizes flexibility in timing of construction and geographic distribution of inclusionary units throughout the PD-31 area to allow for a greater number of inclusionary units and deeper level of affordability than the minimum levels required by the City Ordinance.

F.3 Percentage of Total Residential Units. The Precise Plan requires, for Parcels B-F, not less than 20 percent of the total number of total residential units completed at final build-out to be affordable housing, consisting of 13.5% low-income units at no greater than 60% AMI and 6.5% moderate income units at no greater than 120% AMI. One market rate residential building can be constructed prior to construction of affordable units. 150 low-income affordable units are planned to be located on Parcel C. The subsequent phases after the first market rate building and the first residential structure built on Parcel C have been constructed can be phased and include unit counts proposed by the developer in any way such that the overall percentage of affordable units does not drop below 20% of all constructed residential units at Parcels B-F at any time consisting of 13.5% low-income units and 6.5% moderate income units.

G. 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.

H. ENTITLEMENT DOCUMENTS

The term "Entitlement Documents" shall refer to all the below except the Precise Plan.

- **General Plan Amendment**. By Resolution No. [], City Council approved text and map amendments to the General Plan to enable high density residential and mixed-use residential development.
- **Precise Plan.** By Resolution No. [], City Council approved the Serramonte Del Rey Precise Plan, which modified land use designations and created a new street and open space network.
- **Development Agreement.** The District and the City of Daly City entered into a Development Agreement to secure vested development rights and terms.

- **Affordable Housing Agreement**. The District and the City of Daly City entered into an Affordable Housing Agreement to secure rights and terms for the Project's Affordable Housing Plan.
- **Tentative Map and Conditions of Approval**. The City Council approved a Tentative Map indicating the subdivision of the District lands into parcels with infrastructure and open space improvements, including Conditions of Approval.
- **Mitigation Monitoring and Reporting Program.** 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, 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.

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Appendix A:
Conformance Review Checklist

Topic	Section	Number	Standard	Applicant To Fill Project Compliance (Yes/No/Not Applicable)	City Staff Comments
Land Use and Urban Design	A	2	See Table 3.1 Permitted Uses		
Land Use and Urban Design	A	3	See Table 3.2 Uses Permitted with a Use Permit		
Land Use and Urban Design	A	4	See Table 3.3 Prohibited Uses		
Land Use and Urban Design	A	5	See Table 3.4 Permitted Density By Parcel		
Land Use and Urban Design	A	5	See Table 3.5 Anticipated Development		
Height	A	6	See Figure 3.3 Building Heights		
Height	A	6.1	Ornamental architectural features, such as turrets, parapets, corner towers, or other accentuating features.		
Height	A	6.2	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 four feet above maximum height is exempt from the coverage calculation.		
Height	A	6.3	Architectural and landscape screening designed to conceal mechanical and roof mounted equipment.		
Height	A	6.4	Sustainability elements, such as photovoltaic cells, small-scale wind turbines suitable for residential development, storm water catchment / treatment equipment, solar water heating equipment.		

Topic	Section	Number	Standard	Applicant To Fill Project Compliance (Yes/No/Not Applicable)	City Staff Comments
Height	A	6.5	Enclosed amenity spaces to a height of 12 feet where roof is designed as an accessible outdoor common area if coverage of enclosed amenity space is no more than 30 percent of building roof area.		
Building Frontage/ Build-to-line	A	7.1	The building frontage on all parcels shall comply with the percentage of building that is required to be aligned along the build-to-line, as shown in Figure 3.4.		
Building Frontage/ Build-to-line	A	7.2	The primary wall of a building shall align with the build-to line. The primary wall can be located up to 6 feet from a build-to-line. Ground floor building frontages may be recessed from the build-to line.		
Building Frontage/ Build-to-line	A	7.3	Balconies and other projections above 16’ from ground level may encroach across the build-to line up to 6 feet, provided such projections meet Building and Fire Codes, and do not interfere with underground infrastructure.		
Building Frontage/ Build-to-line	A	7.4	Building entry canopies, arcades, and galleries with a height no greater than 16 feet may encroach up to 15 feet across the build-to-line.		
Building Frontage/ Build-to-line	A	7.5	Stairs to podium level courtyards overlooking parks, stoops, and appropriate fencing can encroach up to 10’ on the park side of a build-to line.		
Ground Floor Use	A	8	Figure 3.5 Ground Floor Use identifies the location, type and orientation of ground floor uses by parcel for the Plan Area.		
Ground Floor Use	A	8.1	Mixed Use. This requires retail, café, and restaurant uses with outdoor dining, building entries, residential lobbies, commercial or community uses that attract pedestrian activity with physical and visual access to and from the adjacent sidewalk.		

Topic	Section	Number	Standard	Applicant To Fill Project Compliance (Yes/No/Not Applicable)	City Staff Comments
Ground Floor Use	A	8.2	Active Residential Use. Ground floors shall have one or more of the following: commercial or community uses; main building entry, residential lobby, residential amenity spaces, and individual ground floor residential unit entrances. Ground floor residential unit entrances shall be 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.		
Ground Floor Use	A	8.3	Residential Use. This requires ground floor residential use, such as residential units without individual unit entries accessible from the street (which can have a back porch, garden, or patio), or other residential use, and excludes parking, loading and services areas.		
Ground Floor Use	A	8.4	Parking, Loading and Service Use. The location for parking, loading and service uses fronting streets, yards and accessways which are not permitted elsewhere.		
Ground Flor Use	A	8.5	Required Street Frontage. Where Mixed-Use, Active Residential Use, and Residential Use frontages 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 at active ground floor use frontages. - Blank walls or walls opening to structured parking areas at the ground floor are limited to 30’ maximum.		

Topic	Section	Number	Standard	Applicant To Fill Project Compliance (Yes/No/Not Applicable)	City Staff Comments
Setbacks	A	9	The perimeter of the Plan Area shall have minimum setback dimensions that comply with Table 3.7.		
Architectural Character	B	1.1	Buildings shall be of high quality, contemporary architectural design. Contemporary architectural design is 21st century design: it reflects current trends in architecture. Contemporary architectural design does not adhere to a particular style of set of standards; rather, it seeks to distinguish itself from the past by incorporating the latest innovations in building technology and design.		
Architectural Character	B	1.2	Buildings shall not directly reference historic architectural styles or use materials associated with specific periods or styles.		
Architectural Character	B	1.3	Building shall not use terracotta tile roofing, mansard roofs, asphalt roof tiles or shingles.		
Architectural Character	B	1.4	Ribbon windows and flat building facades shall not be permitted.		
Architectural Character	B	1.5	Auto-oriented ground floor building design, such as continuous, open to the street, at grade covered parking spaces and extended curb cuts, shall not be permitted.		
Proportion	B	1.6	The size of the pedestrian, podium and tower levels shall be in proportion to one another.		
Proportion	B	1.7	Visual discord due to the mixing of too many differently shaped and sized building elements, forms, colors, or textures, shall not be permitted.		
Proportion	B	1.8	Random, oversized building elements shall not be permitted.		
Pedestrian level massing	B	2.1	To create a pedestrian level setback for active uses with occupied floor above, pedestrian level façade setbacks from the build-to-line shall not exceed 10 feet.		

Topic	Section	Number	Standard	Applicant To Fill Project Compliance (Yes/No/Not Applicable)	City Staff Comments
Pedestrian level massing	B	2.2	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 shall be no less than 14 feet where there is amenity space.		
Podium level massing	B	2.3	Podium level building massing shapes the spatial definition of the public realm. Building street walls up to 90 feet are considered the podium level.		
Podium level massing	B	2.4	The first one to three levels of all buildings shall be differentiated from the upper floors to provide a visual support for the floors above. They shall have high quality materials appropriate for a pedestrian environment.		
Podium level massing	B	2.5	Stepbacks are required as shown on Figure 3.3, Building Heights. Where required, stepbacks shall be no higher than 65 feet above grade with the building set back no less than six feet from the street wall.		
Tower level massing	B	2.6	The tower, or skyline level consists of all building levels above 90 feet from grade. The skyline level contributes to the visual identity of the Plan Area.		
Tower level massing	B	2.7	Tower massing shall extend to ground level to visually anchor the tower to the ground.		
Tower level massing	B	2.8	Towers extending to ground shall be set back 10 feet minimum from the build-to line.		
Tower level massing	B	2.9	Towers shall be oriented in an east-west direction to minimize impacts to views from residences along Saint Francis Boulevard.		
Tower level massing	B	2.1	Each tower shall not exceed a massing envelope of 240 feet long by 150 feet wide, as shown in figure 3.6.		

Topic	Section	Number	Standard	Applicant To Fill Project Compliance (Yes/No/Not Applicable)	City Staff Comments
Tower level massing	B	2.11	A minimum separation of 60 feet shall be provided between any two towers or portions of skyline level building massing.		
Tower level massing	B	2.12	Towers are not permitted adjacent to the central open space.		
Façade modulation	B	3.1	Long continuous facades that extend the length of a parcel or city block shall not be permitted. Buildings over 100 feet in width shall provide vertical breaks in building massing in the form of projections and recesses to reduce the overall scale of the building.		
Façade modulation	B	3.2	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, in accordance with the City's Building and Fire Codes. The recess or projection shall be a minimum of 3 feet in depth.		
Façade modulation	B	3.3	The façade shall be divided into segments of 30 to 60 feet in width, as shown in figure 3.7, using one or more of the design approaches below: -Vertical shifts -Balconies or bay windows -Corner expression -Volumetric recesses (including balconies) -Volumetric projections -Change of Material: to achieve modulation by a change of material, the material change must occur for at least 20% of the façade and must change in plane at least 18 inches in depth from the facade.		

Topic	Section	Number	Standard	Applicant To Fill Project Compliance (Yes/No/Not Applicable)	City Staff Comments
Fenestration	B	3.4	Building fenestration shall incorporate recessed and/or projecting window bays, balconies, canopies, and architectural elements, contrasting surfaces, and/or a rhythm to the building's light and shadow.		
Fenestration	B	3.5	Avoid featureless expanses of fenestration that eliminate a sense of human scale.		
Blank facades	B	3.6	Ground floor blank facades at building walls facing public spaces or streets greater than 50 feet shall not be permitted.		
Blank facades	B	3.7	At the ground floor, blank facades longer than 50 feet shall provide landscaping, public art, or architectural relief with design interest to the satisfaction of the Planning Division.		
Ground floor design	B	3.8	Transparent windows, storefronts, show windows, building entries, dwelling entries, and/or other active uses shall be placed along street and public open space frontages, as required in the Ground Floor Active Frontage standards.		
Ground floor design	B	3.9	Doors or sliding windows shall be used by ground-floor restaurants, eating and beverage services to enable outdoor dining along sidewalks and plazas.		
Entries	B	4.1	Buildings shall have identifiable main entrances that are directly visible and accessible from public rights-of-way. An entry canopy, recessed building volume, a sculptural volume, change in scale or identifiable architectural treatments are acceptable features.		
Entries	B	4.2	In mixed-use buildings, residential entries are to be differentiated from commercial entries.		
Entries	B	4.3	Pedestrian seating and bicycle parking shall be located near building entrances.		

Topic	Section	Number	Standard	Applicant To Fill Project Compliance (Yes/No/Not Applicable)	City Staff Comments
Windows	B	4.4	Upper story windows shall provide architectural details, such as sills, or lintels, that recess or project from the facade.		
Windows	B	4.5	Reflective glazing is not permitted.		
Windows	B	4.6	Non-reflective coatings, low-emissivity glass, external shade devices and other elements shall be used.		
Materials and color	B	5.1	Building materials, colors and finishes shall be coordinated to create a visually harmonious color palette appropriate for a family-oriented residential neighborhood, consistent with contemporary building design.		
Materials and color	B	5.2	High quality building materials and architectural detailing, with a preference for natural materials at the ground level, shall be used where people directly experience buildings.		
Materials and color	B	5.3	Changes in color, texture or materials shall be used to differentiate architectural elements and building massing.		
Materials and color	B	5.4	Monolithic use of color, where an entire building is one color or tone shall not be permitted.		
Materials and color	B	5.5	Garish, or discordant use of color shall not be permitted.		

Topic	Section	Number	Standard	Applicant To Fill Project Compliance (Yes/No/Not Applicable)	City Staff Comments
Parking ratios	C	1.1	The following parking ratios are currently anticipated for Parcels B through F: - The parking ratio for residential units is zero to 1.5 spaces per dwelling unit . - The Applicant may increase parking above the foregoing ratio if supported by a parking analysis prepared by a qualified traffic engineer. - By way of example, at Parcel C, if the parking ratio for the affordable housing is 0.5 parking space per dwelling unit, such is permissible because it falls within the foregoing range of parking ratios. Development of Parcel C may provide parking at a parking ratio up to 1.5 spaces/unit. To the extent parking is provided, the parking ratio will be included in the documents submitted to the City for review and approval of Parcel C.		
Parking ratios	C	1.2	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.		
Parking ratios	C	1.3	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. To the extent that Applicant demonstrates that overflow parking is not needed for a particular development, it will be eliminated as a requirement in the future.		
Parking ratios	C	1.4	Residential parking can be accommodated in mechanical puzzle lifts.		

Topic	Section	Number	Standard	Applicant To Fill Project Compliance (Yes/No/Not Applicable)	City Staff Comments
Parking ratios	C	1.5	No more than 10% of residential parking can 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 puzzle lift spaces.		
Parking ratios	C	1.6	Parking Enforcement: Applicant or a delegee will be responsible for enforcement of any parking rules on JUHSD property. If private parking restrictions for on-street parking are put in place, parking spaces available for public use will be designated to access publicly accessible parkland, trails, and open space during time periods of private parking restrictions.		
Parking ratios	C	1.7	One bicycle parking stall per unit shall be provided and accessible from street level, unless otherwise mandated by the building code. Bicycle parking, if in excess of one stall per unit, can be located anywhere on site.		
Design of Off-street parking and loading	C	2.1	Parking shall be located behind, within, or under buildings, or within separate structures. Surface parking areas are prohibited between any building and Entry Drive, North Drive, East Drive and West Drive street frontages.		

Topic	Section	Number	Standard	Applicant To Fill Project Compliance (Yes/No/Not Applicable)	City Staff Comments
Design of Off-street parking and loading	C	2.2	Parking stall and drive aisle dimensions for each parcel may comply with either approach 1 or 2 below, or a combination of both approaches: - The 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 conformance review, and/or - 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.		
Design of Off-street parking and loading	C	2.3	For mixed-use projects, shared parking is encouraged to allow uses with different peak hours of operation to utilize off-street parking facilities of other buildings in the Precise Plan.		
Design of Off-street parking and loading	C	2.4	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 areas must be located on the side street, wherever possible. Loading zones should not disrupt the flow of traffic within a given project area.		
Design of Off-street parking and loading	C	2.5	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.		

Topic	Section	Number	Standard	Applicant To Fill Project Compliance (Yes/No/Not Applicable)	City Staff Comments
Vehicle and bicycle access	C	3.1	Location of vehicular parking entrances shall be as follows: - Parcel A shall be accessed from Access Drive West. - Parcel B shall be accessed from Entry Drive or Access Drive North; or any combination of these. - Parcel C shall be accessed from Access Drive South. - Parcel D shall be accessed from Access Drive North, Access Drive South; or both. - Parcel E shall be accessed from East Drive or West Drive; or both. - Parcel F shall be accessed from West Drive or Access Drive West; or both.		
Vehicle and bicycle access	C	3.2	Vehicular entries shall be located a minimum of 100 feet from intersections and crosswalks except for driveways located along access ways.		
Vehicle and bicycle access	C	3.3	Bicycle access shall be from street level, and not required through garage entrances. Bicycle storage for each building shall be accessible from ground level, as close to the driveway entry as practicable, and clearly signed. Bicycles in excess of one per unit can be stored anywhere on site.		
Vehicle access design	C	4.1	Two-way vehicular entrances designed as a single driveway shall have a maximum width of 24’.		
Vehicle access design	C	4.2	Where a driveway crosses a sidewalk, clearly demarcate the sidewalk across the entire width of the driveway by using colored paving or materials.		
Vehicle access design	C	4.3	On-street parking may be provided in the form of parallel parking or angled parking.		
Parking structures	C	5.1	Above-ground garages not screened by residential uses shall include façade treatments or screening.		

Topic	Section	Number	Standard	Applicant To Fill Project Compliance (Yes/No/Not Applicable)	City Staff Comments
Parking structures	C	5.2	Parking garages shall be lined with ground floor active uses or residential entries where indicated per street frontage requirements, and designed with building façades that screen structural elements of the garage where not required by street frontage requirements.		
Parking structures	C	5.3	The design of entries to parking garages shall not be more prominent on the building façade than the primary pedestrian entry.		
Parking structures	C	5.4	Above-ground parking garages shall be designed with human scale design elements that complement and do not contrast with buildings and public spaces of the Precise Plan.		
Parking structures	C	5.5	Parcels B, C, D, E, and F may contain above-ground parking garages.		
Parking structures	C	5.6	Parking structure lighting shall be designed to avoid direct glare towards adjacent residential buildings.		
Bicycle facilities	C	6.1	Bicycle parking should be in close proximity to building entrances and bicycle routes for user convenience.		
Bicycle facilities	C	6.2	Bicycle parking shall accommodate a range of bicycle types, including standard bicycles, E-bikes, tandem bicycles, and trailers.		
Bicycle facilities	C	6.3	On-street bicycle parking shall be separated from automobile parking by use of a landscaped buffer or curb.		
Bicycle facilities	C	6.4	Off-street bicycle parking shall be in secure locations in each building in the Precise Plan area.		
Common open space	D	2.1	Buildings shall provide spatial enclosure for common open spaces to create privacy, limit views from streets, and wind protection.		
Common open space	D	2.2	Common open space shall be visible and accessible to and from building amenity areas.		

Topic	Section	Number	Standard	Applicant To Fill Project Compliance (Yes/No/Not Applicable)	City Staff Comments
Private open space	D	3.1	Private open spaces shall be directly accessible from the unit and large enough to permit outdoor activities with a minimum of five feet width and depth.		
Private open space	D	3.2	Private open space shall be constructed with high quality durable materials.		
Private open space	D	3.3	Fencing or screening between ground floor private open spaces shall permit visibility in and out of the open space for the top 18 inches.		
Hillside woodlands	E	1.1	A tree succession operations plan for aging mature trees prepared by a qualified arborist will guide the replacement of existing trees over time due to age or fire vulnerability.		
Landscape design	E	1.2	Removed trees shall be replaced with a diverse plant ecology governed by the area's unique coastal/Mediterranean climate including evergreen and deciduous species as recommended by an arborist.		
Landscape design	E	1.3	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.		
Planting	E	2.1	Plant material shall be comprised of at least 75% drought tolerant plant species. Planting plans shall comply with Daly City's Water Conservation in Landscaping regulations and the Water Use Classification of Landscape Species (WUCOLS).		

Topic	Section	Number	Standard	Applicant To Fill Project Compliance (Yes/No/Not Applicable)	City Staff Comments
Planting	E	2.2	Where turf grass is used, low water use hybrids and/ or no mow varieties shall 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 sightlines remain open and clear, and places of concealment are not fostered. Plants should be used to screen above-ground utilities. Along streets and sidewalks, plants shall be used in planters within the right of way to create spatial separation between sidewalk and vehicular traffic.		
Planting	E	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.		
Planters	E	3.1	Landscape planters within any private street shall be a minimum of four feet wide.		
Planters	E	3.2	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.		
Planters	E	3.3	Where landscape planting is provided under trees, planters shall be 4' W x 6' L minimum.		
Planters	E	3.4	Planted medians shall provide at least a 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.		

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Site irrigation	E	4.1	Site Irrigation systems shall comply with all local and state requirements as of time of project approval, and shall meet the City's water efficiency regulations.		
Site irrigation	E	4.2	All irrigation equipment shall be controlled with weather-based controllers located in easily accessible, locked stainless steel pedestal boxes. The equipment shall include flow sensors and automatic shut off valve capability with a wi-fi based alarm system to alert maintenance controller team(s).		
Site irrigation	E	4.3	Irrigation systems shall provide quick couplers or hose bibbs in lockable wall boxes in all common use areas.		
Soils and drainage	E	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.		
Soils and drainage	E	5.2	Planting areas shall by dressed with a 3-inch layer of mulch.		
Soils and drainage	E	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.		
Site furnishings	E	6.1	Site furnishings shall be comprised of materials designed to withstand outdoor conditions.		

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Site furnishings	E	6.2	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.		
Site furnishings	E	6.3	Seating shall be provided at retail, parks, open spaces, adjacent to the trails, and in front of primary building lobbies. 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.		
Site furnishings	E	6.4	Café tables with chairs shall be movable with a variety of sizes for public use in gathering spaces and shall be constructed of materials suitable for outdoor public usage.		
Site furnishings	E	6.5	At least one drinking fountain shall be provided at each of the following: Overlook Park, Central Green, and the Recreation Trail. Dog bowl and water bottle filling attachments are recommended but not required.		
Site furnishings	E	6.6	Within Overlook Park, Applicant shall provide play equipment for children ages two through twelve. All play areas will be designated for children between the ages of two to five and for ages five to twelve years old. Any community garden shall provide raised beds and a regular water service connection with water spigot at 100-foot intervals.		

Topic	Section	Number	Standard	Applicant To Fill Project Compliance (Yes/No/Not Applicable)	City Staff Comments
Trees	E	7.1	Trees within the street right of way, in plazas, and high-visibility open space areas shall be provided in 24-inch box size or larger and be secured with at least three 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.		
Trees	E	7.2	Individual developments within the Plan Area shall use trees that are provided in minimum 15-gallon size or larger for no greater than 50 percent of the trees planted. All other trees shall be box-specimen.		
Trees	E	7.3	Entries at the north and south shall have unique tree plantings, and the design of these planting shall be approved by the Planning Division.		
Trees	E	7.4	Seasonal interest shall be created with deciduous trees providing spring flowers and fall color.		
Trees	E	7.5	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.		
Trees	E	7.6	Enhanced finishes and/or striping shall be used at the master plan entry, at all driveway entries, and at all crosswalks.		
Trails and paths	E	8.1	Trail surfaces shall be asphalt or concrete, provide for adequate clearances along the edges and overhead, and be suitable for their intended use. Refer to trail sections in Chapter 5 for trail dimensions.		

Topic	Section	Number	Standard	Applicant To Fill Project Compliance (Yes/No/Not Applicable)	City Staff Comments
Trails and paths	E	8.2	Signage, ornamental landscaping, and trees shall be provided along the trail system to enhance user experience.		
Stormwater management	E	9.1	Project submittals shall comply with the Precise Plan's phased, performance-based approach to stormwater management, consistent with the San Mateo County Municipal Regional Stormwater Permit, and Daly City's municipal code pertaining to stormwater management. Projects shall minimize the amount of paved area. Where feasible, paved areas shall 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.		
Stormwater management	E	9.2	Stormwater retention features that minimize runoff into streets, parking lots, landscaped areas, and open spaces shall be incorporated, where feasible. Stormwater retention features include drainage swales and rain gardens.		
Open Space Landscaping Standards	E	10.1	Landscaping shall define the edges of paths, plazas, and seating areas.		
Open Space Landscaping Standards	E	10.2	Trees shall be planted to shade walkways, gathering areas, parking, and other larger expanses of pavement.		
Open Space Landscaping Standards	E	10.3	Landscaping in setback areas shall create a transition zone between the sidewalk and street-level residential units and entries.		
Open Space Landscaping Standards	E	10.4	Landscaped areas shall be regularly maintained to keep them aesthetically pleasing, and to remove dead and dying plants.		

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Open Space Landscaping Standards	E	10.5	Gateway or entry points shall be emphasized with distinctive trees and plants.		
Open Space Landscaping Standards	E	10.6	Existing trees, to the extent feasible, and healthy, are to be preserved and integrated into site designs.		
Open Space Landscaping Standards	E	10.7	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.		
Open Space Landscaping Standards	E	10.8	Native, drought-tolerant, or well-adapted tree and plant species shall be used.		
Open Space Landscaping Standards	E	10.9	Seasonal and year-round flowering shrubs and trees shall 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.		
Open Space Landscaping Standards	E	10.1	All landscaped areas shall be designed by a landscape professional to the satisfaction of the Planning Division.		
Signage	F	1.1	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.		
Signage	F	1.2	Signs shall be made of high-quality, durable, and environmentally friendly materials.		

Topic	Section	Number	Standard	Applicant To Fill Project Compliance (Yes/No/Not Applicable)	City Staff Comments
Signage	F	1.3	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.		
Monument & gateway signage	F	2.1	The Precise Plan shall 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.		
Monument & gateway signage	F	2.2	If provided, a single gateway or monument sign at the southern portion of the Plan Area near the round-about shall be located at Parcel E and be less than 4 feet high. The sign shall not obstruct sightlines for drivers to the extent safety is compromised.		
Monument & gateway signage	F	2.3	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 4 feet high and no longer than 20 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. ft. in area. The maximum face area of signage of the tower structure shall not exceed 200 sq. ft.		

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Monument & gateway signage	F	2.4	Gateway or monument signs shall not have internal illumination but will be lighted with externally mounted luminaires.		
Building signage	F	3.1	The physical design of signage shall conform to the architectural detailing of the associated building and shall be in proportion to the surface onto which such signage is mounted, as determined by the Planning Division.		
Building signage	F	3.2	Signage shall not obstruct architectural details such as recesses, structural bays, or windows.		
Building signage	F	3.3	Externally illuminated or halo lit signs shall be required. The use of internally lighted or box type signs are prohibited. Internally lighted signs measuring 2 sq. ft. or less are allowed.		
Building signage	F	3.4	No more than three (3) building residential signs shall be provided per building. 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 more than one location, a minimum of one shall be placed close to the main entry. The second and third can be located such that the top of the signage is not greater than 25' feet from grade. The aggregate sign area shall not exceed 150 sq. ft.		
Building signage	F	3.5	Durable, vandal-resistant materials and finishes shall be utilized for address signs.		
Building signage	F	3.6	Conduit, tubing, or raceways shall be concealed. Transformers and other equipment for the signage shall also be concealed.		
Storefront signage	F	4.1	Signage for multi-tenant retail buildings shall be developed to minimize potential visual conflict, clutter, and competition.		

Topic	Section	Number	Standard	Applicant To Fill Project Compliance (Yes/No/Not Applicable)	City Staff Comments
Storefront signage	F	4.2	Maximum size for sign area per retail tenant is 30 sq. ft. on the face of a building. A second sign per retail tenant, not exceeding 20 sq. ft., 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.		
Storefront signage	F	4.3	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.		
Storefront signage	F	4.4	Ancillary retail space or leasing offices shall be signed in a manner consistent with the storefront signage standards in this section.		
Prohibited signs	F		See following standards for Prohibited Signs (F.5.1 to F.5.13)		
Prohibited signs	F	5.1	Signs which rotate, move mechanically or by the wind, flash, blink or reflect light by means of a polished or mirrored surface.		
Prohibited signs	F	5.2	Open flames, balloons, loudspeakers used to call attention to a product, service, or a property.		
Prohibited signs	F	5.3	Signs which identify or advertise a product or service not available on the premises.		
Prohibited signs	F	5.4	Externally illuminated signs where the source of light is directly visible or cause glare or reflections that are a traffic hazard or nuisance.		
Prohibited signs	F	5.5	Signs which emit or reflect light by means of direct fluorescence, phosphorescence, or "day-glow" colors.		
Prohibited signs	F	5.6	Any sign illumination which exhibits undue glare.		

Topic	Section	Number	Standard	Applicant To Fill Project Compliance (Yes/No/Not Applicable)	City Staff Comments
Prohibited signs	F	5.7	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.)		
Prohibited signs	F	5.8	Internally lit signs where the entire face of the sign is illuminated, rather than just the graphics.		
Prohibited signs	F	5.9	Advertising bench signs, unless required by SamTrans at Serramonte Blvd.		
Prohibited signs	F	5.1	Off-site directional signs.		
Prohibited signs	F	5.11	Roof signs.		
Prohibited signs	F	5.12	Outdoor advertising billboard signs.		
Prohibited signs	F	5.13	Abandoned signs.		
General lighting standards	G	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.		
General lighting standards	G	1.2	Light shall be designed to minimize glare and light trespass into neighboring buildings and properties.		
General lighting standards	G	1.3	High-efficiency technology such as LED lighting with advanced controls shall be utilized to minimize energy consumption.		
General lighting standards	G	1.4	The use of energy–efficient, long-life LEDs with light color rendered as a warm white (maximum K 3000) is encouraged.		
Street lighting	G	2.1	Provide streetlights in general locations shown on Figure 3.8, Lighting Diagram for Locations.		
Street lighting	G	2.2	Streetlights shall comply with Daly City standards.		
Pedestrian lighting	G	3.1	Provide pedestrian lighting in general locations shown on Figure 3.8, Lighting Diagram. Additional locations for pedestrian lighting are along pedestrian pathways in open spaces and in surface parking areas.		

Topic	Section	Number	Standard	Applicant To Fill Project Compliance (Yes/No/Not Applicable)	City Staff Comments
Pedestrian lighting	G	3.2	Pedestrian lighting shall not be taller than 25 feet in height.		
Pedestrian lighting	G	3.3	Pedestrian lighting may be integrated with streetlighting by providing additional luminaires facing the sidewalk on streetlight poles, installed at a lower height than street luminaries.		
Pedestrian lighting	G	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.		
Low illumination pedestrian lighting	G	4.1	Commercial grade bollards, step lights, and path lights shall be used as appropriate along pedestrian walkways and plazas.		
Low illumination pedestrian lighting	G	4.2	Nighttime lighting for recreational uses in parks and public spaces should be unobtrusive and control glare.		
Building lights	G	5.1	Lighting should be integrated into the design of buildings and building architecture to highlight significant architectural features such as signs, entrances, walkways, or storefront displays.		
Building lights	G	5.2	Building facades may be illuminated using shielded fixtures to highlight architectural features.		

Appendix B:
Compliance Review - Example Projects

URBAN DESIGN STANDARDS

Street Frontage – Mixed-Use Ground Floor Use

Compliant



Building meets street frontage standards for mixed-use ground floor uses:
A.7.2 Primary elevation aligns with build-to-line
A.7.3 Projections with a height greater than 16 feet can encroach across the build-to-line up to 6 feet.
B.2.2 Ground floor height meets 14-foot minimum
B.3.8 Physical and visual pedestrian access required

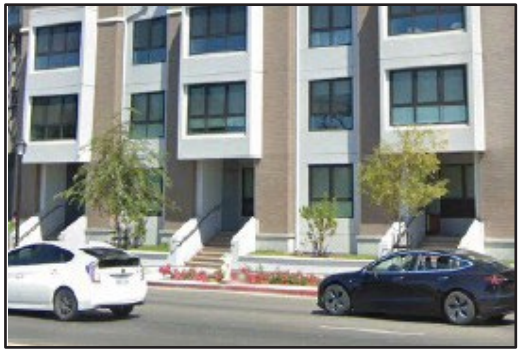
Non-Compliant



Building does not meet street frontage standards for mixed-use ground floor uses:
A.8.5 Exceeds permitted maximum of two 12-foot driveways - loading areas prohibited for active street frontages
B.2.2 Does not meet minimum floor-to-floor ground floor height of 14 feet
B.3.8 No physical or visual pedestrian access from sidewalk

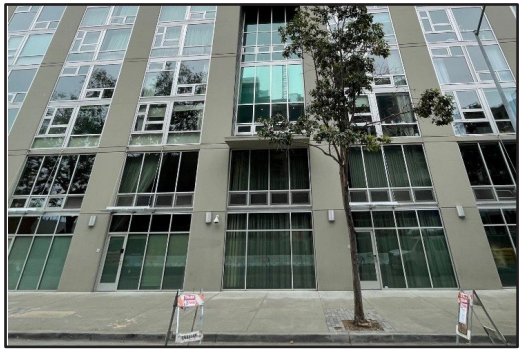
Street Frontage - Active Residential Ground Floor Use

Compliant



Building meets street frontage standards for active residential ground floor use:
A.7.2 Primary elevation aligns with build-to-line
B.3.8 Residences have physical and visual pedestrian access from sidewalk

Non-Compliant



Building does not meet street frontage standards for active residential ground floor use:
B.3.8 Lack of ground floor uses with physical and visual pedestrian access from sidewalk

ARCHITECTURAL DESIGN STANDARDS

Building Massing - Pedestrian and Podium Level

Compliant



Building meets building massing standards for pedestrian and podium levels:
B.2.4 First one to three levels of all buildings shall be differentiated from the upper floors to provide a visual support for the floors above; high quality materials at pedestrian level.
B.2.5 Upper levels of building stepback from lower building wall

Non-Compliant



Building does not meet building massing standards for pedestrian and podium levels:
B.2.4 Lack of differentiation between upper and ground floors
B.2.5 No upper level building stepbacks

Building Massing - Tower Level

Compliant



Building meets building massing standards for towers:
B.2.7 Tower massing extends to ground level
B.2.8 Tower massing extending to the ground is setback minimum 10 feet

Non-Compliant

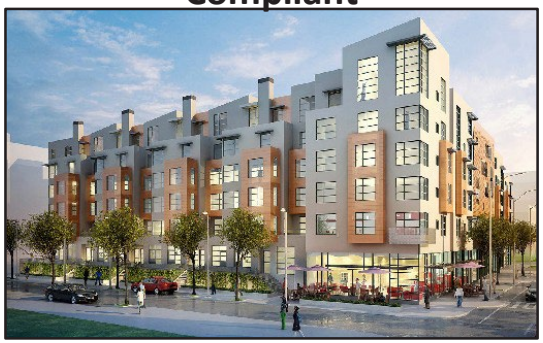


Building does not meet building massing standards for towers:
B.2.7 Tower extending to the ground is not setback minimum 10 feet

ARCHITECTURAL DESIGN STANDARDS

Architectural Character; Massing; Facade Composition; Windows & Doors; Materials & Colors

Compliant



Building complies with the following standards:

Architectural Character

B.1.1 Contemporary architectural design

B.1.2 No reference to historic styles or materials

B.1.3 Avoids prohibited roof forms and materials

B.1.4 Avoids ribbon windows and flat building facades

B.1.5 Avoids auto-oriented ground floor

B.1.6 Building elements are in proportion to one another

B.1.7 Avoids visual discord of too many sizes and shapes

B.1.8 Avoids randomly sized building elements

Building Massing

B.2.2 Ground floor storefronts floor-to-floor height 14 feet

B.2.4 Ground floor differentiated from upper floors

B.2.5 Upper levels of building stepback from building wall

Facade Composition

B.3.1 No continuous long flat facade

B.3.2 Occupied projections

B.3.3 Facade divided using projecting and recessed volumes

B.3.4 Fenestration uses projecting bays and recesses

B.3.5 Avoids featureless fenestration

B.3.6 Avoids blank facades

B.3.8 Transparent storefront windows

B.3.9 Sliding ground floor doors for outdoor dining

Windows and Doors

B.4.1 Identifiable building entrances

B.4.2 Residential entries differentiated from retail entries

B.4.4 Upper story windows with detail

B.4.5 No use of reflective glazing

Materials and Colors

B.5.1 Materials and colors coordinated for visual harmony

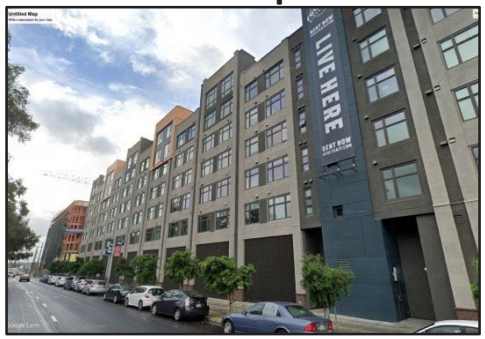
B.5.2 High quality materials used at ground floor

B.5.3 Color differentiates architectural elements

B.5.4 No monolithic color

B.5.5 No garish or discordant colors

Non-Compliant



Building does not comply with the following standards:

Building Massing

B.2.4 Ground floor not differentiated from upper floors

Facade Composition

B.3.1 Continuous long flat façade – no building projections or recesses for facade over 100 feet in length

B.3.2 No occupied projections

B.3.3 Facade not divided using projecting or recessed volumes

B.3.4 Fenestration is flat, with no visual relief, no contrasting surfaces or use of projecting or recessed planes to create a rhythm of light and shadow

B.3.8 No active ground floor uses

Windows and Doors

B.4.1 Entrances not identifiable or easy to find from sidewalk

B.4.4 Upper story windows have no architectural details that recess or project from facade

Materials and Colors

B.5.2 Color does not differentiate architectural elements

B.5.3 Building is a monolithic color

ARCHITECTURAL DESIGN STANDARDS

Architectural Character; Massing; Facade Composition; Windows & Doors; Materials & Colors

Compliant



Building complies with architectural character, massing, facade composition, windows & doors, materials & color standards.



Building complies with architectural character, active ground floor use, building massing, facade composition, window detail, and color standards.

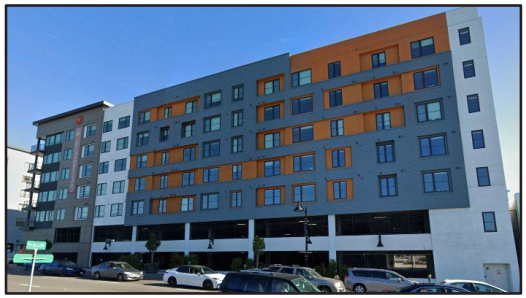


Building complies with architectural character, massing, facade composition, windows & doors, materials & color standards.

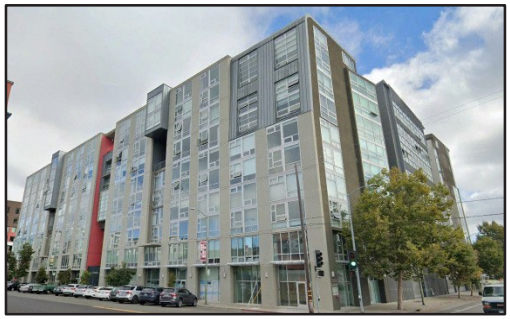
Non-Compliant



Building does not comply with architectural character (use of historic architectural style) and color standards (monolithic color).



Building does not comply with architectural character (auto-oriented ground floor), no ground floor use, flat building massing, no facade modulation, no identifiable pedestrian entrance.



Building does not comply with architectural character (vertical ribbon windows), no active ground floor use, flat building massing, no facade modulation, no clear building entrance, no window detail, monolithic building color.

ARCHITECTURAL DESIGN STANDARDS
Parking Structures

Compliant

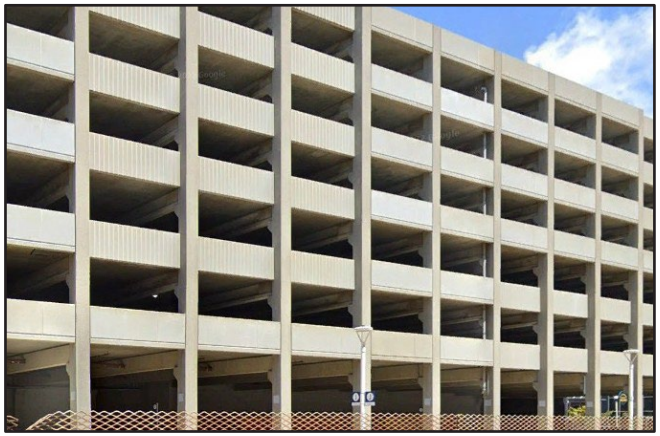


Parking structure complies with the following standards:

C.5.1 Above grade parking structure applies screening to minimize visual impact

C.5.4 Above grade parking structure designed with human-scale elements that complement and does not contrast with buildings and public spaces

Non-Compliant



Parking structure does not comply with the following standards:

C.5.1 Above grade parking structure does not apply screening to minimize visual impact

C.5.4 Above grade parking structure does not visually recede, rather it visually contrasts with surrounding buildings and public spaces

Acknowledgements

Jefferson Union High School District

Board of Trustees

- Andrew Lie, President
- Kalimah Salahuddin, Vice President
- Jerome Gallegos, Trustee
- Sherrett Walker, Trustee
- Rosie Tejada, Clerk

District Staff

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

Brookwood Equities

- Alan Katz, President
- Bruce Fukuji, Planning Manager
- Chris White, Project Manager

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

Fehr & Peers Transportation Planning

- Bill Burton, Senior Associate

Jett Landscape Architecture + Design

- Bruce Jett, Principal
- Jesse Markman, Principal
- Samantha Elms, Landscape Designer
- Rebecca Vanni, Associate

BKF Engineers

- Brian Scott, Principal
- Tim Heffernan, Senior Project Manager

Office of the San Mateo County Counsel

- John D. Nibbelin, Chief Deputy County Counsel
- Timothy J. Fox, Lead Deputy County Attorney

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PLACEWORKS

ORANGE COUNTY • BAY AREA • SACRAMENTO • CENTRAL COAST • LOS ANGELES • INLAND EMPIRE • SAN DIEGO

Jefferson Union High School District - City of Daly City

Serramonte Del Rey Development Agreement Summary

October 12, 2023

Affordable Housing

- Deeper Level of Affordability than City's Inclusionary Housing Ordinance: Parcel C will provide 150 affordable housing units ranging from 23% AMI to 60% AMI:
    - 24 units will be set aside for residents with Intellectual and Developmental Disabilities (IDD)
    - 12 units will be at 23% AMI, with the intention that these families can qualify to utilize the on-site Head Start facility.
- 20% Affordable Housing representing double the affordable housing required by City's Inclusionary Housing Ordinance:
    - Parcel C will include 150 affordable units plus 2 manager's units (13.5% of the proposed units in Parcels B through F) at Very Low and Low Income levels
    - Parcels D through F will include up to 73 units at Moderate Income levels
- The affordable housing developer will offer wrap-around support services for Parcel C residents
- Timing Considerations
    - One market rate building may be built prior to the affordable housing and without Moderate Income units. After the first market rate building, each subsequent market rate building will be built with 10% of the units at Moderate Income. The final market rate building will be built with the number of Moderate Income units necessary to bring the overall percentage of affordable units to 20% overall.
    - The affordable housing parcel may be built with two affordable housing buildings. One affordable housing building with at least 60 units will be built before a second market rate rental housing building can built.
    - After the first market rate building is built, the overall percentage of Very Low and Low Income affordable housing will not drop below 13.5% of the overall unit count (Parcels B through F).
- Timing Contingencies
    - In the unlikely event that the affordable housing project takes longer than anticipated to be built after the first market rate building is completed, contingencies will ensure affordable housing representing 13.5% of the units are provided.

Off-site Improvements

- Serramonte Blvd / Hwy 1 Intersection Improvements
    - The District will implement the following improvements at the intersection of Serramonte Blvd and Highway 1 at the time of the first market rate building:
        - Signalize the intersection
        - Walk/Bike Daly City bike lanes
        - Bus stop improvements
        - Paving reconstruction at the intersection
    - The District will design and implement the improvements. The costs will be allocated as follows:
        - District will pay the full intersection costs up to $1.7M adjusted for escalation. Beyond this amount, the District and City will share costs 50/50 up to an additional $400,000 ($200,000 each) adjusted for escalation.
        - Fee Deferral: The City will defer payment of certain city fees (AB 1600 fees and General Plan Maintenance Fee) until a later phase of the project build-out to help spread the cost of the intersection improvements over the phases of the project.
- Sidewalk on Callan Blvd
    - District will repair the existing sidewalk to prolong its life and eliminate tripping hazards as needed.
    - District will widen the existing sidewalk at three locations along the 740’ frontage. This will create three passing zones approximately 8’ long with a width of 5’.
    - District will provide a treated lumber retaining wall along the hillside adjacent to the sidewalk on an as-needed basis to reduce sloughing of soil onto the sidewalk (see engineering drawing below for details). The length of retaining wall that will be needed is estimated at approximately 50% of the 740’ sidewalk.
    - District will implement the work and pay for the costs for the design, permitting and construction of the sidewalk improvements. The improvements described above will be completed as each building on parcel fronting Callan (parcels B, C and D) is built.
- Bicycle Lanes on Campus Drive south of site (Condition of Approval)
    - District to restripe Campus Drive between the proposed roundabout and Hickey Blvd within the existing curb-to-curb width of the roadway to create buffered bike lanes in both the north and south direction.
    - The restriping will be complete no later than at the time that Campus Drive will be opened to new vehicle traffic from the project, i.e. when the proposed roundabout is completed and connected with a new building within the project.
- Hickey Blvd / Callan Blvd Intersection Improvements (Condition of Approval)
    - The District will create a 200’ right turn lane from westbound Hickey Blvd onto northbound Callan Blvd, eliminating on street parking.
    - The District will optimize signal timing of the intersection.
    - Applicant will pay the cost in full and take responsibility for implementation.

    - The restriping and timing of the signalization will be complete no later than at final Certificate of Occupancy for the first housing project to be built.
- The District will improve the following additional intersections:
    - Optimize traffic signal at Callan Blvd / Serramonte Blvd
    - Lengthen turn lanes by modifying striping at the following intersections: Hwy 1 ramps / Serramonte Blvd, Skyline Blvd / Hickey Blvd, Callan Blvd / Hickey Blvd.
    - The improvements will be paid for and implemented by the District by the time of the Certificate of Occupancy of the final building in the project, or of the 500th unit, whichever is sooner.

Project Program Design

- Head Start
    - District will make space available for lease within the project, currently planned to be co-located with the affordable housing building
    - The District and the Affordable Housing Developer are working with the Head Start program to provide a comparable scale as the existing facility and work with Head Start to support their fundraising efforts
- Masterplan includes DPW requested protected bike lanes through the project (reflected in project plan)
    - Entry Drive incorporates buffered bike lanes with vertical delineators, and North County Fire Department accepts vertical delineators within the 26-foot emergency vehicle clear right-of-way.
    - North Drive and East Drive change Class II buffered bike lanes to Class IV protected bike lanes.
    - There are sharrows rather than protected bike lanes on West Campus Drive.

Cash Contributions to City

- Cash payment of $300,000 to City to implement off-site park, bicycle, and/or pedestrian improvements at City's discretion. Payment made pro rata for each parcel at Certificate of Occupancy.
- Cash payment of $160,000 to City towards Clarinada / Hwy 1 intersection signalization. Payment made pro rata at the time each parcel achieves its Certificate of Occupancy. (Condition of Approval)

Other Terms

- Development rights will be vested for 30 years
- Some city development fees limited to inflation adjustments

DEVELOPMENT AGREEMENT BETWEEN THE CITY OF DALY CITY AND JEFFERSON UNION HIGH SCHOOL DISTRICT

THIS DEVELOPMENT AGREEMENT (the "Agreement") is entered into this [ ]th day of [month], 2024, between THE JEFFERSON UNION HIGH SCHOOL DISTRICT (the "District"), and the CITY OF DALY CITY, ("City") pursuant to the authority of Sections 65864 et seq. of the California Government Code.

RECITALS AND FINDING

This Agreement is based on the following facts, understandings and intentions of the parties:

A. To strengthen the public planning process, encourage private participation in comprehensive planning and reduce the economic risk of development, the California Legislature enacted the Development Agreement Statute (Government Code, Section 65864 et seq.), which authorizes any city to enter into binding, long-term agreements with persons or entities having legal or equitable interests in real property, for which agreements provide for the development of the property.

B. City, by Ordinance No. 635, adopted development procedures for the Planned Development District, now contained under Daly City Municipal Code Chapter 17.28. Daly City Municipal Code Chapter 17.28.030 prescribes the requirements for a Precise Plan necessary to govern development in a Planned Development District.

C. In 1985, the City adopted Precise Plan PD-31. Precise Plan PD-31 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 Serramonte High School. Housing, office and Summit Shasta Charter High School was developed on the southern portion of the PD-31 site south of the existing high school building.

D. A portion of the remaining 22 acres of the PD-31 site has been entitled as PD 31A for Faculty and Staff housing and has been constructed. The rest of the 22-acre second phase area on the North of the PD-31 site has not been realized and is the subject of the Precise Plan, as such term is defined below, considered and approved by the City Council on [xxxxxxxxxx]. The Precise Plan area is the location of existing District school facilities currently used for District office space.

E. The Precise Plan will enable the District to build out the Project to transform their existing outdated high school facilities into a new walkable, bikeable and family-friendly residential neighborhood with a mix of low-income and market-rate housing for members of the community. The Project also includes retail uses, parks and open space, a Head Start Preschool Program, and recreational trail improvements. The Project envisions phased development of up to 1,235 units of affordable and market rate rental housing on District lands to be built-out over the Term of this Agreement, as defined below (inclusive of the Faculty and Staff housing described in Recital D that is already constructed). The Project will attract investment, increase funding for student education, and allow the District to attract and retain highly qualified teachers. The Precise Plan is a land use entitlement pursuant to the Daly City Municipal Code and operates independently of this Development Agreement.

F. The District seeks to subdivide the Project Site into Parcels A through F in accordance with the Tentative Map, as such terms are defined below.

G. In addition to this Agreement, the Precise Plan, and the Tentative Map, the Project Approvals include a Tentative Affordable Housing Plan that will be memorialized in an Affordable Housing Plan and an Inclusionary Housing Agreement pursuant to Daly City Municipal Code Section 17.47.140

H. The District is a public school district in San Mateo County. Currently, the District is the lowest funded high school district in the County, and every year the District loses staff, the majority of which leave for other districts. By developing the Project, the District aims to generate revenue to support underfunded educational programs, attract and retain faculty and staff, and improve the quality of life for students, neighbors, and the City.

I. The Project is consistent with the goals and policies of the 2030 Daly City General Plan, as amended by the 2015 Housing Element.

J. The Project at build-out will provide more affordable housing units than required by the City's Inclusionary Housing Ordinance. The City and the District have developed a Tentative Affordable Housing Plan to govern the provision of affordable housing throughout the Project. Prior to issuance of building permits for the Project, the Tentative Affordable Housing Plan will be memorialized in an Inclusionary Housing Agreement pursuant to Daly City Municipal Code Section 17.47.140 and subject to the terms of this Agreement.

K. The City finds the Project, including this Agreement and the Tentative Map, comply with Government Code section 66473.7.

L. On December 5, 2023, after a duly noticed public hearing, the City's Planning Commission voted to recommend approval of the Project Approvals, including the proposed General Plan Amendment GPA-04-21-14998, Planned Development PD-04-21-14997, Major Subdivision SUB-04-21-14999, and Design Review DR-04-21-15000, as well as certification of the Project Environmental Impact Report.

M. [PLACEHOLDER FOR CITY ACTION ON DA ORDINANCE].

N. [PLACEHOLDER FOR CITY FINDING OF CONSISTENCY, IF SO FOUND: The City Council hereby finds that this Development Agreement furthers the public health, safety and general welfare and is consistent with the City's General Plan as amended. The City Council further finds that the City has taken all necessary proceedings in accordance with the City's ordinances, rules and regulations for the approval of this Agreement.]

AGREEMENT

ARTICLE 1: DEFINITIONS

Section 1.1. "City" is the City of Daly City, a municipal corporation organized and existing under the laws of the State of California.

Section 1.2. "City Council" is the City Council of the City.

Section 1.3. "City Manager" is the City Manager of the City or the City staff person (s)he designates to carry out all or part of the City's responsibilities for implementing this Agreement.

Section 1.4. "City Planning Manager" is the senior City official authorized to administer the City's planning and development procedures and projects, including its development agreements.

Section 1.5. "Conflict" with any Project Approvals shall mean (1) an express inconsistency with the Project Approvals or (2) a material limitation on or interference with the ability of the District, whether it be technical, economic, or otherwise, to construct and operate the Project according to the Project Approvals.

Section 1.6. "Days" shall refer to calendar days.

Section 1.7. "Development Impact Fees" shall mean monetary exactions which are charged by City in connection with any approval, permit or entitlement relating to development, for the purpose of financing all or a portion of the cost of public facilities, programs or services related to the Project, including but not limited to any Fair Share Fees, other Assembly Bill 1600 fees (pursuant to the Mitigation Fee Act [California Government Code section 66000 et seq]), general facilities fees, parks facilities fees, fire fees, sewage fees, water fees, or police fees.

Section 1.8. "District" refers collectively to the Jefferson Union High School District, a public school district.

Section 1.9. "Effective Date" is the date this Agreement is executed by the City Manager pursuant to Section 6.18 hereof.

Section 1.10. "Enacting Ordinance" means City Ordinance No. [New Ord #], enacted by the City Council on [date], 2024, approving this Agreement. This Agreement shall constitute a part of the Enacting Ordinance as if incorporated therein in full, and a copy of this ordinance is attached hereto as Exhibit [K].

Section 1.11. "Existing Ordinances" means Ordinances in effect as of the Effective Date of this Agreement, including the Enacting Ordinance of this Agreement and the Precise Plan adopted concurrently with this Agreement. City has separately compiled the Existing Ordinances and intends to maintain them in an appropriate file indexed to this Agreement. District has reviewed said compilation, as of the time of this Agreement, and agrees thereto; for convenience, many of the Existing Ordinances are attached hereto in Exhibit [I]. District shall have the right to waive its vested rights as to any particular vested law, regulation, development standard, or other requirement, at its sole discretion, consistent with the terms of Section 3.2 of this Agreement.

Section 1.12. "Fair Share Fees" shall be those fees for development enacted pursuant to Daly City Municipal Code Chapter 3.36, including any fees for city administrative facilities, fire facilities

and equipment, libraries, police facilities and equipment, community recreation centers, street improvements, and water and sewage facilities.

Section 1.13. “Force Majeure Event” refers to delay or other circumstances that materially and negatively impact the District's ability to develop this Project as contemplated in the Project Approvals, including this Agreement and its Exhibits, including, but not limited to: acts of God, including without limitation floods, earthquakes, fires, pandemics, casualties; acts of war or civil unrest, a public enemy, terrorism, insurrections, riots, mob violence, sabotage, and malicious mischief; strikes, walk-outs, labor disputes, and other labor stoppages; unfavorable market conditions, including without limitation a recession or depression, that render development economically and otherwise infeasible; delay attributable to the actions or inaction of any governmental agency, including without limitation delays in the issuance of permits, approvals, or other actions required for development of the Project, including without limitation Project Approvals and Subsequent City Approvals, or the enactment of conflicting state or federal laws or regulations; delays of the City in processing any Subsequent City Approval beyond periods of time permitted by law or required by this Agreement or the Precise Plan; boycotts or other shortages or limits on the availability of necessary equipment, materials, or supplies; failure of transportation (but not attributable to a mere increase in price unless such price is commercially unreasonable and will extend for a period of time under the circumstances); a development moratorium (including but not limited to a sewer or water moratorium) approved by the City or other entity having jurisdiction; environmental conditions on the Project Site or other properties in the vicinity; any litigation, administrative action, or judicial or administrative decision, ruling, or order preventing or delaying the development of the Project or adversely affecting the ability of the City, the District, or the District’s successors or assigns to obtain financing for the Project; the commencement of circulation of an initiative or referendum petition or the filing of any court action to set aside or modify this Agreement, the Project Approvals, or any Subsequent City Approvals; delay attributable to insufficient water available to serve the Project or any phase or portion thereof; or any, delay claimed by a party in the performance of any term, covenant, condition or obligation under this Agreement caused by a default of the other party. For the purpose of this definition, a cause shall be beyond the control of the party whose performance would otherwise be obligated only if such cause would prevent or hinder the performance of an obligation by any reasonable person similarly situated and shall not apply to causes peculiar to the party claiming the benefit of a Force Majeure Event (such as the failure to order materials in a timely fashion).

Section 1.14. "Future Ordinances" means Ordinances enacted after the Effective Date of this Agreement (including amendments which may be made to Existing Ordinances). Any ordinance amendment to the Project Approvals that is sought by the District and approved by the City shall not be considered a "Future Ordinance."

Section 1.15. "Ordinances" means the ordinances, resolutions, codes, rules, regulations and official policies of City governing the permitted uses of land, density, design, improvement, and construction standards and specifications applicable to the use and development of the Project Site. Said Ordinances include without limitation the Precise Plan, City's General Plan, Zoning Ordinance, and construction codes.

Section 1.16. "Planning Commission" is the Planning Commission of the City.

Section 1.17. "Precise Plan" means the Serramonte Del Rey Precise Plan update, adopted on [DATE], focusing on the Phase II area of the 1985 Serramonte Del Rey Precise Plan (PD 31), complementing the City's 2019 approval of a Precise Plan update to permit the construction of faculty and staff housing on a portion of the Project Site (PD 31A), which constitutes the first

phase of the Project's development. The Precise Plan is a land use entitlement pursuant to the Daly City Municipal Code and operates independently of this Development Agreement.

Section 1.18. "Project" means the planned further development of the Project Site or a portion thereof, to further its function as a mixed-use project consisting of 1,235 residential units and the public infrastructure associated with the Project Site, in accordance with this Agreement, the Exhibits thereto, the Tentative Map, and the Precise Plan.

Section 1.19. "Project Approvals" shall mean this Agreement and its Exhibits; the Precise Plan; a General Plan amendment; the Tentative Map; Tentative Affordable Housing Plan; any other land use entitlements or agreements related to the Project that are considered and approved by the City concurrent with this Agreement; and any and all amendments to the foregoing that are sought by the District and approved by the City.

Section 1.20. "Project Site" means that certain real property graphically depicted on Exhibit [A] and legally described in Exhibits [B]. For ease of identification in this Agreement, and pursuant to the Precise Plan, the Project Site contains separate parcels of property subject to the Tentative Map to be potentially developed, defined as follows for the purposes of this Agreement:

(a) "Parcel A" means that certain real property within the Project Site graphically depicted and labeled as Parcel A in [Figure 2.2] of the Precise Plan and on the Tentative Map.

(b) "Parcel B" means that certain real property within the Project Site graphically depicted and labeled as Parcel B in [Figure 2.2] of the Precise Plan and on the Tentative Map.

(c) "Parcel C" means that certain real property within the Project Site graphically depicted and labeled as Parcel C in [Figure 2.2] of the Precise Plan and on the Tentative Map.

(d) "Parcel C^1" refers to a zero-square-foot lot depicted on the Tentative Map that can be expanded during implementation of the Project , but may not be developed until a lot line adjustment is approved to create a lot that is at least 10,000 square feet in area and complies with other objective standards of this Precise Plan.

(e) "Parcel D" means that certain real property within the Project Site graphically depicted and labeled as Parcel D in [Figure 2.2] of the Precise Plan and on the Tentative Map.

(f) "Parcel E" means that certain real property graphically depicted and labeled as Parcel E in [Figure 2.2] of the Precise Plan and on the Tentative Map.

(g) "Parcel F" means that certain real property graphically depicted and labeled as Parcel F in [Figure 2.2] of the Precise Plan and on the Tentative Map.

(h) "Parcel F^1" refers to a zero-square-foot lot depicted on the Tentative Map that can be expanded during implementation of the Project, but may not be developed until a lot line adjustment is approved to create a lot that is at least 10,000 square feet in area and complies with other objective standards of this Precise Plan. .

(i) "Infrastructure Parcels" means those Parcels numbered one (1) through six (6) on the Tentative Map, and which accommodate urbanized development and infrastructure that includes, without limitation, streets, parkland, and utilities.

The foregoing parcels shall continue to be referred to as Parcels A through F and Parcels 1 through 6 even if the legal lot lines are modified through any Subsequent City Approvals, so long as such parcels are in substantial compliance with the parcels shown on the Tentative Map.

Section 1.21. "Subsequent" means occurring after the Effective Date.

Section 1.22. "Subsequent City Approvals" means any subsequent land use or development permits, approvals, or entitlements applied for by District or its successors in interest, assigns, agents, development partners, lessees, licensees, or sublessee with respect to development of the Project Site, including but not limited to:

(a) Development Applications and Conformance Review, including Design Review

(b) Amendments to the Tentative Map or other Project Approvals

(c) Final Subdivision Maps

(d) Site Improvement Plans

(e) Environmental Review pursuant to the California Environmental Quality Act

(f) Building permits, demolition permits/approvals, and/or certificates of occupancy

Section 1.23. "Tentative Map" shall mean the tentative subdivision map dividing the Project Site into separate lots as depicted in Exhibit [G].

ARTICLE 2: LIST OF EXHIBITS

[PROPOSED EXHIBIT LIST]

EXHIBIT A. SITE MAP

EXHIBIT B. LEGAL DESCRIPTION OF PROJECT SITE

EXHIBIT C. PUBLIC CIRCULATION IMPROVEMENTS

EXHIBIT D. HEAD START PRESCHOOL OPERATIONS

EXHIBIT E.1 TENTATIVE AFFORDABLE HOUSING PLAN

EXHIBIT E.2 INCLUSIONARY HOUSING AGREEMENT

EXHIBIT F. PRECISE PLAN

EXHIBIT G: TENTATIVE MAP

EXHIBIT H. MITIGATION MONITORING AND REPORTING PROGRAM

EXHIBIT I. FINDINGS PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

EXHIBIT J: COPY OF EXISTING ORDINANCES

EXHIBIT K: ENACTING ORDINANCE

ARTICLE 3: DEVELOPMENT OF PROJECT SITE

Section 3.1. General. District shall have the vested right to develop the Project on the Project Site in accordance with the Project Approvals, and any subsequent amendments to the Project Approvals that are sought by the District and approved by the City, and City shall have the right to regulate development and use of the Project Site in accordance with the provisions of this Agreement.

Section 3.2. Applicable Ordinances. Subject to the terms of this Agreement and the Project Approvals and any amendments thereto, the Existing Ordinances shall control the permitted uses of the Project Site, the density and intensity of such uses, the maximum height and size of proposed buildings, the requirements for reservation and dedication of land for public purposes, and development standards. Except as otherwise provided in this Agreement, to the extent that any Existing or Future Ordinances, whether adopted by the City Council or by initiative, purport to be applicable to the Project Site but are in conflict with this Agreement or the other Project Approvals, the Project Approvals shall prevail, unless the parties mutually agree to amend or modify this Agreement pursuant to Article 5 hereof. To the extent that any Future Ordinances are not in conflict with this Agreement and the other Project Approvals, such Future Ordinances shall be applicable to the Project Site. The ordinances that govern pursuant to this Section 3.2 shall be known as the "Applicable Ordinances." Notwithstanding the above, District shall have the right, at its sole election, to waive any of the foregoing vested rights, in whole or in part, in conducting construction or operations on the Project Site or in pursuing any particular Subsequent City Approval or other entitlement or permit.

Section 3.3. City Conditions. This Agreement shall not prevent the City from denying or reasonably conditioning approval of any application for a Subsequent City Approval on the basis of Applicable Ordinances and Project Approvals, and which do not conflict with the same. In the event of a conflict between a Project Approval and any conditions of approval for the Project or Subsequent Project Approvals, the Project Approvals, including this Agreement, shall prevail.

Section 3.4. Processing of Subsequent City Approvals. The parties recognize that in order to implement the further development of the Project Site as contemplated in this Agreement, District must obtain subsequent approvals, including without limitation the Subsequent City Approvals. Provided that District exercises reasonable diligence, acts in good faith, pays all required processing fees and files full and complete applications in conformity with this Agreement, the other Project Approvals, and Applicable Ordinances, as set forth in Section 3.2, City shall expeditiously review and process all applications for Subsequent City Approvals required to develop the Project consistent with the terms of this Agreement, the other Project Approvals, and Applicable Ordinances. City shall use its best efforts to process and act upon all such applications within the time periods set forth in the Project Approvals, or in the Applicable Ordinances for those approvals not addressed in the Project Approvals.

Section 3.5. Fees and Exactions. Except as otherwise provided in this Agreement, the development of the Project under the Project Approvals, and the Subsequent City Approvals shall be subject only to those fees, exactions, and fee and exaction amounts which are in effect at the time of the Effective Date, subject to adjustment of fee amounts only for inflation and deflation, which adjustment shall be based upon the U.S. Bureau of Labor Statistics Consumer Price Index for All Urban Consumers (CPI-U) for the Bay Area (San Francisco-Oakland-Hayward), not seasonally adjusted, using the Effective Date as a baseline for the purpose of inflation or deflation calculations. Notwithstanding the above, the Development Impact Fees applicable to the Project shall be as follows: (1) for the Triggering Development, as that term is defined in Exhibit C of this

Agreement, including any and all demolition, buildings, infrastructure, utilities, non-residential facilities, and publicly accessible parks associated with the Triggering Development, the Development Impact Fees due shall be those which are/were in effect in the year 2023, subject to adjustment of fee amounts only for inflation and deflation, which adjustment shall be based upon the U.S. Bureau of Labor Statistics Consumer Price Index for All Urban Consumers (CPI-U) for the Bay Area (San Francisco-Oakland-Hayward), not seasonally adjusted, using the Effective Date as a baseline for the purpose of inflation or deflation calculations (the "2023 Development Impact Fees"); and (2) for Project development other than the Triggering Development, the Development Impact Fees due shall be those lawfully adopted and that first amend the 2023 Development Impact Fees.

If any Project Approval or Subsequent City Approval is subject to a legal challenge prior to the expiration of the statute of limitations to challenge either approval, then the Project Approval or Subsequent City Approval shall remain subject only to those fees, including without limitation Development Impact Fees and other fees and exactions, and fee amounts which are in effect at the time of the Effective Date. However, such fee amounts shall not be subject to adjustment for inflation and deflation during any such legal challenge, but rather shall be subject to adjustment based upon the U.S. Bureau of Labor Statistics Consumer Price Index for All Urban Consumers (CPI-U) for the Bay Area (San Francisco-Oakland-Hayward), not seasonally adjusted, beginning on the date that such legal challenge is resolved, including without limitation through settlement or adjudication by a court at law, such that the Project is permitted to move forward with development under the Project Approval or Subsequent City Approval, as applicable (“Resolution”).

To the extent the City subsequently repeals or otherwise reduces a Development Impact Fee in existence at the time of the Effective Date, said fee shall be reduced or no longer apply to the Project.

Section 3.6. Timing of Payment for Fair Share Fees. Any fair share fees paid by the District, including without limitation Fair Share Fees paid towards utilities, streets, improvements, and services benefiting members of the public in addition to future Project residents. will be based on the Project’s proportional impacts that contribute to the public’s needs for such utilities and streets, as provided for in the Mitigation Fee Act, the federal and state constitutions, and other applicable law, and the parties agree such fees shall be calculated based on methodologies vested pursuant to this Agreement unless waived by the District and shall be paid at the time of issuance of building permit on a building-by-building basis. The amount of all Fair Share Fees imposed on the Project shall be subject to Section 3.5.

Section 3.7. City Pass Through Fees. Sections 3.5 and 3.6 of the Agreement shall not apply to any City fees that are pass-through fees from non-City governmental agencies. For any Project Approvals or Subsequent City Approvals that incur a pass-through fee, the District shall pay the fee lawfully required for all similarly situated projects at the time of the approval, permit, or entitlement. As used in this section, a "pass-through fee" refers to any fee, the amount of which is set by a non-City governmental agency, and is either collected by the City for the purposes of transmitting to that same non-City governmental agency or is collected by the City for the purposes of recouping payments in the fee amount already made by the City to the non-City governmental agency.

Section 3.8. Other Governmental Permits. At its sole expense, District shall apply for and obtain such other permits and approvals, including without limitation Project Approvals, as may be required from other governmental or quasi-governmental agencies having jurisdiction over the

Project as may be required for the development of, or provision of services to, the Project consistent with this Agreement. City shall cooperate in good faith with District to obtain such permits and approvals.

Section 3.9. Application, Processing, and Inspection fees. All Subsequent City Approvals shall be subject to generally applicable application, processing, and inspection fees (including any reimbursement policies for work performed by outside plan checkers) in effect at the time the Subsequent City Approvals are issued or, if any such fees are due prior to issuance thereof, at the time the application(s) for such Subsequent City Approvals is/are filed.

Section 3.10. Construction Codes. Ordinances establishing construction requirements and specifications, including without limitation the California Building Code, California Energy Code, California Green Building Standards, California Electrical Code, California Plumbing Code, California Fire Code, and California Mechanical Code, which are adopted or revised during the term of this Agreement shall apply as of the time of granting construction and building permits for development of the Project.

Section 3.11. State and Federal Requirements. This Agreement shall not preclude the application of changes in Ordinances, the terms of which are specifically mandated and required by changes in State or Federal laws or regulations as provided in Government Code section 65869.5, to the development and use of the Project Site. In the event that State or Federal laws, or regulations enacted after the Effective Date of this Agreement, or actions by any governmental jurisdiction other than City, prevent or preclude compliance with one or more provisions of this Agreement, or require changes in Project Approvals or Subsequent City Approvals issued by City, this Agreement shall be modified, extended or suspended to the extent reasonably necessary to comply with such State or Federal laws or regulations.

Section 3.12. District's Obligations. The District's Obligations with respect to community benefits shall be the construction and financing of public improvements and the operation of the Head Start Preschool as set forth in Exhibits C and D to this Agreement. The terms therein are incorporated into this Agreement and subject to the terms herein; in the event of a conflict, the terms in Exhibits C and D shall prevail. The District shall also implement the environmental mitigations and monitoring programs to be undertaken in connection with the development of the Project Site as set forth in Exhibit [H] to this Agreement. The amounts of the monetary payments to be made by District for constructions and financings, benefits, and environmental mitigations and monitoring programs under this Agreement are those amounts set forth in Exhibits C, D, and G. Notwithstanding anything else in this Agreement, the parties agree that the District's enjoyment of rights in the Tentative Affordable Housing Plan are material to the implementation of the Project and that failure to realize the foregoing rights, including without limitation through finalization of the Tentative Affordable Housing Plan through the Affordable Housing Plan and/or the Inclusionary Housing Agreement, shall relieve the District from any and all obligations to provide the community benefits identified in this Agreement and its Exhibits.

If any Project Approval or Subsequent City Approval is subject to a legal challenge prior to the expiration of the statute of limitations to challenge either approval, the amount of the monetary payments to be made by District for constructions and financings, benefits, and environmental mitigations and monitoring programs under this Agreement shall remain those amounts set forth in Exhibits C, D, and G. However, to the extent such payments are subject to adjustment for inflation pursuant to the terms of this Agreement, such payment amounts shall not be subject to adjustment for inflation and deflation during any such legal challenge, but rather shall be subject to adjustment based upon the U.S. Bureau of Labor Statistics Consumer Price Index for All Urban

Consumers (CPI-U) for the Bay Area (San Francisco-Oakland-Hayward), not seasonally adjusted, beginning on the date of Resolution.

Notwithstanding anything else in this Agreement, if any Project Approval or Subsequent City Approval is subject to a legal challenge prior to the expiration of the statute of limitations to challenge any approval, then the District shall have no obligation to construct, finance, design, or otherwise implement any of the public improvements or responsibilities set forth in Exhibits C and D to this Agreement until the date of Resolution. In the case of such a legal challenge, any relevant time periods for construction, finance, design, or implementation of an any of the public improvements or responsibilities set forth in Exhibits C and D to this Agreement shall be tolled until the date of Resolution. The District shall have the right to terminate this Agreement at any time prior to the District's commencement of construction of the Project's first residential unit.

The provision of affordable housing throughout the Project shall be governed by the Tentative Affordable Housing Plan, as set forth in Exhibit E.1 to this Agreement. Upon approval of the Project, the Tentative Affordable Housing Plan will be finalized by City staff and memorialized in an Inclusionary Housing Agreement pursuant to Daly City Municipal Code Section 17.47.140, in the form provided in Exhibit E.2. The finalized Affordable Housing Plan and Inclusionary Housing Agreement shall be separate and independent from this Agreement, but their terms shall be in substantial compliance with the Tentative Affordable Housing Plan and the Inclusionary Housing Agreement included as Exhibits E.1 and E.2, respectively, and there shall be no substantive differences.

The maximum buildout of the site will be in accordance with the maximum allowable levels identified in the Precise Plan, Exhibit F to this Agreement, except to the extent the District seeks, and the City approves, an amendment thereto. Though the Precise Plan for the Project is a vested element per the terms of this Agreement, it is adopted pursuant to Daly City Municipal Code Chapter 17.28 as a land use entitlement separate from this Agreement. The parties acknowledge that District cannot at this time predict whether Project buildout will occur to the maximum allowable levels identified in the Precise Plan. Future decisions with respect to actual Project buildout will depend upon a number of circumstances not entirely within the control of District, including without limitation housing demand, construction costs, and financial market conditions. Decisions with respect to the extent of future Project buildout shall be within the exercise of District's good judgment, so long as the Project is developed in accordance with the provisions of this Agreement and the other Project Approvals. This section does not limit or modify the procedures and remedies described in Article 4.

Provision of parking spaces on the Project Site is a community benefit and shall be provided pursuant to the Precise Plan for the Term of the Agreement, subject to State law, including, but not limited to Government Code section 65863.2, limiting the enforcement of parking minimums for development projects proximate to public transit. Following development of any portion of the Project Site and for the Term of the Agreement, the District shall be responsible for enforcement of any parking rules on that portion of the Project Site.

Section 3.13. General Provisions with Respect to Financing Public Infrastructure or Providing Public Services. To the extent any provision of public infrastructure or public service is not a negotiated benefit of this Agreement included in Exhibit C or D, District shall be entitled to reimbursement for amounts exceeding its fair share contribution to the subject public infrastructure or public service in accordance with the Mitigation Fee Act, the federal and state constitutions, and other applicable law. Except as otherwise provided in Exhibit C, which governs the terms of reimbursement for certain Intersection Improvements, City agrees to cooperate in

good faith in exploring the use of reimbursement agreements and/or public financing mechanisms for the provision of public infrastructure or public services relating to the Project Site that comport with applicable local, state, and federal laws.

Section 3.14. Labor Standards. The following labor standards shall apply to construction of the Project:

(a) In addressing the costs to complete a Project building or work of improvement within a phase involving development of market-rate housing ("Market-Rate Phase") if the District or the selected developer receives a Subsidy to complete such work within that Market-Rate Phase, then the District shall ensure the selected developer of such work of improvement duly applies for and completes such Subsidy and will pay laborers the prevailing wage, as established by the Director of Industrial Relations pursuant to Labor Code sections 1773 and 1773.9 ("Prevailing Wage"). A "Subsidy" is where all of the extra costs of completing such improvements and paying Prevailing Wage (as against a project cost that does not include the payment of Prevailing Wage) is specifically covered by funding from the City or any third party, such as under a grant or other money from any state, federal, or other third-party public or private funding, or combination thereof. A condition precedent of this obligation for any particular Project building or Project component is that Subsidies are secured (and are contractually binding in benefitting the District or developer, as applicable) prior to the City's approval of the Subsequent Approval pertinent to that Project building or other work of improvement. If the Subsidy terminates, is reduced, or otherwise unavailable, the District shall not have any obligations set forth in this paragraph.

(b) City shall make best efforts to provide or pursue a Subsidy.

(c) District agrees, with respect to the issuance of future Project requests for proposals ("RFPs") to develop any Parcel or Project-related improvement, to include a factor that gives preference to developers who promise to include residents of San Mateo County and its incorporated cities as a portion of the workforce constructing the scope of work subject to the RFP.

(d) District, in implementing the Project and contracting with Project developers, will comply with all applicable federal, state, and local laws and regulations and, in accordance with such laws, will not discriminate against any subcontractor, employee, or applicant for employment in the recruitment, hiring, employment, utilization, promotion, classification or reclassification, transfer, recruitment advertising, evaluation, treatment, demotion, layoff, termination, rates of pay or other forms of compensation, and selection for professional development training (including apprenticeship); or against any other person on the basis of:

(i) sex (which includes pregnancy, childbirth, breastfeeding, and medical conditions related to pregnancy, childbirth, or breastfeeding);

(ii) race, religion, color, national origin (including language-use restrictions); ancestry, religious creed (including religious dress and grooming practices);

(iii) political affiliation, disability (mental and physical, including HIV or AIDS);

(iv) medical condition (cancer and genetic characteristics) and genetic information;

(v) marital status;

(vi) parental status;

(vii) gender;

(viii) age (40 and over);

(ix) pregnancy, military, and veteran status;

(x) sexual orientation, gender identity, and gender expression;

(xi) the exercise of family and medical care leave;

(xii) the exercise of pregnancy disability leave;

(xiii) or the request, exercise, or need for reasonable accommodation.

(e) District is opposed to human trafficking, and in implementing the Project, shall confirm that the selected Project developers do not have any history of trafficking persons. The District shall mandate that its Project developers cannot engage in forms of the trafficking of persons District will comply with all applicable federal, state, and local laws and regulations that prohibit the trafficking of persons.

(f) District shall ensure that any Project construction is performed by qualified and properly licensed contractors.

(g) District shall ensure Project developers shall comply with the provisions of Section 3700 of the California Labor Code which require every employer to be insured against liability for workers' compensation or to undertake self-insurance in accordance with the provisions of that Code.

(h) District will only contract with Project developers who ensure each contractor and subcontractor keeps accurate payroll records, showing the name, address, social security number, work classification, straight time and overtime hours worked each day and week, and the actual per diem wages paid to each journeyman, apprentice, worker, or other employee employed by him or her in connection with the Project development. The privacy of such records shall be governed by applicable law, and nothing in this provision shall be construed to make such information, including without limitation names, addresses, and social security numbers, a matter of public record.

ARTICLE 4: PERIODIC REVIEW OF AGREEMENT

Pursuant to Government Code Section 65865.1, the City's Planning Manager shall conduct an annual review of this Agreement to ascertain the parties' good faith compliance with its terms. Upon request, the District shall provide the City's Planning Manager with information reasonably necessary to carry out this determination. If the Planning Manager finds, after an administrative review, that the District is in good faith compliance with this Agreement, the Planning Manager shall issue the District a certificate of compliance. If the Planning Manager finds District is not in good faith compliance with this Agreement, then the Planning Manager shall notify the District and schedule a noticed public hearing with the City Council to consider the alleged non-compliance. If after such hearing the City Council determines the District is not in good faith compliance with this Agreement, City may pursue available rights and remedies in accordance with this Agreement. If the Planning Manager does not initiate an annual review in any given year, the District shall be deemed to be in good faith compliance with this Agreement.

ARTICLE 5: AMENDMENT

Section 5.1. In General. This Agreement may be canceled, modified or amended only by mutual written consent of the parties, in accordance with the provisions of Government Code Sections 65867, 65867.5 and 65868. No amendment shall disturb the vesting date, scope, or other element of the rights vested under Article 3 of this Agreement.

Section 5.2. Major Amendments. Any amendment to this Agreement concerning the monetary amounts due for Public Circulation Improvements in Exhibit C, the legal boundaries of the Project Site as depicted in Exhibits A and B, the District's obligations as stated in Section 3.12, or the Agreement's provisions regarding fees and exactions in Section 3.5 shall be considered a Major Amendment, and shall require giving of notice and shall require a public hearing before the Planning Commission and City Council pursuant to the provisions of Section 5.1 above. Any amendment to the Precise Plan, the Tentative Affordable Housing Plan, or any of the Project Approvals shall be governed by the terms of those documents and shall not require any amendment to this Agreement.

Section 5.3. Minor Amendments. The parties acknowledge that refinement and further implementation of the Project might demonstrate that certain minor changes might be appropriate with respect to the details and performance of the parties under this Agreement. The parties desire to retain a certain degree of flexibility with respect to the details of the Project and with respect to those items covered in the general terms of this Agreement. If and when the parties find that clarifications, minor changes, or minor adjustments are necessary and do not constitute a Major Amendment under Section 5.2, they shall effectuate such clarifications, minor changes, or minor adjustments through a written Minor Amendment approved in writing by the District and the City Manager. Unless otherwise required by law, no such Minor Amendment shall require prior notice or hearings, nor shall it constitute an amendment to this Agreement as defined by the Government Code.

ARTICLE 6: GENERAL PROVISIONS

Section 6.1. Covenants. The provisions of this Agreement shall constitute covenants or servitudes which shall run with the land comprising the Project Site, and the burdens and benefits hereof shall bind and inure to the benefit of all estates and interests in the Project Site and all successors in interest to the parties hereto.

Section 6.2. Term. The Term of this Agreement shall commence upon the Effective Date and extend until the later of (a) the expiration of thirty (30) years after the Effective Date or (b) the issuance of the final certificate of occupancy for any Project Approval or Subsequent City Approval insofar as the District has submitted such permit application to the Planning Department for review and approval prior to the expiration of thirty (30) years after the Effective Date and such permit application is still undergoing review on the expiration of thirty (30) years after the Effective Date.

Notwithstanding the foregoing, the Term of this Agreement shall be automatically extended for the period that development is prevented or delayed, in whole or in part, due to a Force Majeure Event. At any time, any party claiming an extension as a result of a Force Majeure Event shall provide the other party with written notice of such extension, the reason for the delay and an estimated length of delay. Upon the other party's receipt of such notice, the period of time for performance of any obligation or duty shall be automatically extended for the period of the Force Majeure Event, unless the other party objects in writing within thirty (30) days after receiving the notice. In the event of such objection, the parties shall meet and confer within thirty (30) days after the date of objection to arrive at a mutually acceptable solution to the disagreement regarding the delay. If no mutually acceptable solution is reached at the conclusion of the meet and confer session(s), either Party may initiate dispute resolution proceedings as set forth in Section 6.7 of this Agreement.

The Term may also be extended upon mutual written consent by both parties.

Expiration of this Agreement shall have no legal effect on any other Project Approval, including, but not limited to the Precise Plan, the Tentative Affordable Housing Plan, and their applicability to the Project.

Section 6.3. Default: Remedies; Termination. Failure or unreasonable delay by either party to perform any obligation under this Agreement for a period of thirty (30) days after written notice thereof from the other party shall constitute a default under this Agreement, subject to extensions of time by mutual consent in writing. Said notice shall specify the nature of the alleged default and the manner in which said default may be satisfactorily cured. If the nature of the alleged default is such that it cannot reasonably be cured within such thirty (30) day period, the commencement of the cure within such time period and the diligent prosecution to completion of the cure shall be deemed a cure within such period.

Subject to the prior paragraph, after notice and expiration of the thirty (30) day period without cure, the other party to this Agreement, at its option, may institute legal proceedings pursuant to this Agreement and/or give notice of intent to terminate the Agreement pursuant to Government Code Section 65868. Following such any City notice of intent to terminate, the matter shall be scheduled for consideration and review by the City Council within thirty (30) calendar days in the manner set forth in Government Code Sections 65865.1, 65867 and 65868. Following consideration of the evidence presented in said review before the City Council, and a

determination by the City Council based thereon, the City may give written notice of termination of this Agreement to the other party.

If any Parcel, or a duly subdivided portion thereof ("Portion") has completed Conformance Review or Design Review pursuant to the Precise Plan and received such approval (an "Approved Portion" or "Approved Parcel", as applicable), then any default under this Agreement that is not directly related to such Approved Portion or Approved Parcel shall not limit or otherwise affect any rights, privileges or remedies appurtenant to that Approved Portion or Approved Parcel (and no such default proceedings shall affect it). Where a default under this Agreement arises from operations on an Approved Portion or Approved Parcel of the Project, then (a) the enforcement and remedies for such default shall be limited to the Approved Portion or Approved Parcel that is causing the default, and (b) all such remedies shall be limited to: (i) specific performance or injunctive relief (and the right to recover reasonable attorney's fees in connection with such proceedings); and (ii) provisional remedies to protect the interests of the parties. For any default relating to the Project that is not an Approved Portion or Approved Parcel, any such remedies shall be limited to: (i) specific performance, injunctive or declaratory relief (and the right to recover reasonable attorney's fees in connection with such proceedings); and (ii) provisional remedies to protect the interests of the parties. The waiver by either party of any default under this Agreement shall not operate as a waiver of any subsequent breach of the same or any other provision of this Agreement.

Section 6.4. Enforced Delay: Extension of Time of Performance. In addition to specific provisions of this Agreement, performance by either party hereunder shall not be deemed to be in default where delays or defaults are due a Force Majeure Event. If written notice of such delay is given to either party within forty-five (45) days of the commencement of such delay, an extension of time for such cause will be granted in writing for the period caused by the Force Majeure Event, or longer as may be mutually agreed upon.

Section 6.5. Cooperation in the Event of Third-Party Legal Challenge. In the event of any legal or equitable action or proceeding instituted by a third party challenging the validity of any provision of this Agreement or the procedures leading to its adoption or the issuance of Project Approvals or Subsequent City Approvals for the Project, the parties hereby agree to cooperate in defending said action or proceeding.

Section 6.6. Effect of Termination. Except as otherwise provided in this Agreement, termination of this Agreement shall not affect District's obligation to comply with the standards, terms and conditions of any Project Approvals or Subsequent City Approvals issued with respect to the Project Site or any portion thereof; nor shall it affect any covenants of District which are specified in this Agreement to continue after termination.

The following provisions of this Agreement shall survive and remain in effect following termination or cancellation of this Agreement for so long as necessary to give them full force and effect: (1) Section 6.5 (Cooperation in the Event of Third-Party Legal Challenge) and (2) Section 6.7 (Legal Actions Remedies; Attorney's Fees).

Termination of this Agreement shall have no legal effect on any other Project Approval, including, but not limited to the Precise Plan or the Tentative Affordable Housing Plan.

Section 6.7. Legal Actions: Remedies; Attorney's Fees. Subject to the provisions of Section 6.3, in addition to any other rights and remedies, either party may institute legal action to cure, correct, or remedy any default, enforce any covenant or agreement herein, and enjoin any threatened or

attempted violation or enforce by specific performance the obligations and rights of the parties hereto. In no event shall either party or its officers, agents or employees be liable for monetary or other damages for any breach or violation of this Agreement, it being expressly understood and agreed that the sole legal remedy available to either party for a breach or violation of this Agreement by the other party shall be a legal action in mandamus, specific performance, injunctive or declaratory relief to enforce the provisions of this Agreement. In any such legal action, the prevailing party shall be entitled to recover all litigation expenses, including reasonable attorney's fees and court costs.

Section 6.8. Construction of Agreement. This Agreement shall be construed and enforced in accordance with the laws of the State of California and City, as they may be amended, provided that such amendments do not substantially alter the rights granted to the parties by this Agreement. Both parties and their legal counsel have reviewed this Agreement and agree that any rule that ambiguities are to be construed against the drafting party shall not apply. This Agreement, including the text and alt exhibits hereto, is intended to be interpreted as an integrated whole. Where provisions appear to be in conflict, they will be harmonized if possible. In the event that an irreconcilable conflict exists between the Agreement text and one or more of the exhibits, the text shall control.

Section 6.9. No Joint Venture, Partnership or Agency. It is specifically understood and agreed by City and District that the development of the Project Site according to the Development Plan is a non-City development. No partnership, joint venture, agency or other association of any kind between City and District is formed by this Agreement. The only relationship between City and District is that of a governmental entity regulating the development. City and District agree that nothing contained herein or in any document executed in connection herewith shall be construed as making City and District joint venturers, partners or agents of one another.

Section 6.10. Severability. If any term, provision, covenant or condition of this Agreement is held by a court of competent jurisdiction to be invalid, void or unenforceable, the remaining provisions of this Agreement shall continue in full force and effect.

Section 6.11. Further Documents. Each of the parties shall cooperate with and provide reasonable assistance to the other to the extent contemplated hereunder in the performance of all obligations under this Agreement and the satisfaction of the conditions of this Agreement. Upon the request of either party at any time, the other party shall promptly execute, with acknowledgment or affidavit if reasonably required, and file or record such required instruments and writings and take any actions as may be reasonably necessary under the terms of this Agreement to carry out the intent and to fulfill the provisions of this Agreement.

Section 6.12. Notices. Any notice or communication required hereunder between City or District must be in writing, and may be given either personally or by registered or certified mail, return receipt requested. If given by registered or certified mail, the same shall be deemed to have been given and received on the first to occur of (i) actual receipt by any of the addressees designated below as the party to whom notices are to be sent, or (ii) five (5) days after a registered or certified letter containing such notice, properly addressed, with postage prepaid, is deposited in the United States mail. If personally delivered, a notice shall be deemed to have been given when delivered to the party to whom it is addressed. Any party hereto may at any time, by giving ten (10) days' written notice to the other party hereto, designate any other address in substitution of the address to which such notice or communication shall be given. Such notices or communications shall be given to the parties at their addresses set forth on the below:

City: City of Daly City
333 90th Street
Daly City, CA 94015
Attn: City Manager

with a copy to: City of Daly City
333 90th Street
Daly City, CA 94015
Attn: City Attorney

District: Jefferson Union High School District
699 Serramonte Boulevard
Suite 100
Daly City, CA 94015-4132
Attn: Superintendent and Associate Superintendent/Chief Business Official

with a copy to: Office of the San Mateo County Counsel
400 County Center, 6th Floor
Redwood City, CA 94063
Attn: County Counsel

Section 6.13. Assignment. The rights and obligations of District hereunder shall not be assigned or transferred, except that on thirty (30) days written notice to City, District may assign all or a portion of District's rights and obligations thereunder to any person or persons, partnership or corporation who purchases all or a portion of District's right, title and interest in the Project, provided such assignee or grantee assumes in writing each and every obligation of District hereunder yet to be performed with respect to the assigned portion of the Project, and such assignees or grantees shall have the same assignment and transfer rights and obligations. The notice to City shall include the identity of any such assignee or grantee and a copy of the written assumption of the assignor's or grantor's obligations hereunder pertaining to the portion assigned or transferred. After such notice, the assignor or grantor shall have no further obligations or liabilities hereunder. Notice under this Section shall not be required for an assignment or transfer resulting from a restructuring or name change involving District and affiliated entities, so long as there is no substantial change in the management or control of District. Notwithstanding anything in this Agreement, the District may implement its obligations under this Agreement through the use of District employees, representatives, agents, contractees, and other third parties selected by the District.

Section 6.14. Authorized Applicants for Project Approvals. Notwithstanding anything else in this Agreement, the following may apply for Subsequent City Approvals: successors, assignees, or grantees of the District; and any third party with the written consent of the District, including without limitation any agents, joint development partners, lessees, licensees, or sublessees.

Section 6.15. Right to Lease Project Facilities. Notwithstanding anything else in this Agreement, the parties acknowledge and agree that District, as owner of the real estate, has the right to lease or license any portion of the real estate situated at the Project (each a "Project Component") to affiliated or third parties for any purpose consistent with the terms of this Agreement, including, but not limited to constructing, operating, subleasing, and any other use related to uses permitted under the Precise Plan. Any such lease, license, or sublease of a Project Component will not require any notification to or consent by the City provided that the tenant or occupant is required,

in the subject lease, license, or sublease, to comply with the obligations and requirements of this Agreement that would be applicable to the Parcel (or Portion) occupied or used by such tenant, licensee or occupant. The District shall ensure that any third party engaged by the District to construct and/or operate the developments on Parcel C or a Portion of Parcel C ("Parcel C Developer") is aware of the provisions regarding the Head Start Program included in Exhibit D. The parties agree that, if the District and a third party enter into a lease or license (or like rights to use and operate) for a Project Component on a Parcel or any Portion thereof (each a "Parcel Interest"), and the Project Component has qualified as an Approved Portion or an Approved Parcel, then if a default occurs that is caused by the use or operation of the Parcel Interest, then any enforcement or remedy for such default other than specific enforcement, declaratory relief and any attorney's fees and costs for such proceedings, shall be further subordinated to the interests of any ground lease tenant, leasehold mortgagee or other interest holder in the Parcel Interest, and the City will enter into a subordination agreement confirming such subordination in the form reasonably required by the holder of such Parcel Interest.

Section 6.16. Entire Agreement. This written Agreement, including the Exhibits hereto, contains all the representations and the entire agreement between the parties with respect to the subject matter hereof. Except as otherwise specified in this Agreement, any prior correspondence, drafts, memoranda, agreements, warranties or representations are superseded in total by this Agreement. This Agreement also supersedes any previous development agreements or other agreements that may affect or govern the Project Site or its development.

Section 6.17. No Third Party Beneficiaries. This Agreement shall not be construed to be an agreement for the benefit of any third party or parties and no third party or parties shall have any claim or right of action under this Agreement, including without limitation its Exhibits, for any cause whatsoever.

Section 6.18. Recitals Not Incorporated. The Recitals preceding this Agreement are not incorporated into this Agreement and are not part of the representations or the entire agreements between the parties with respect to the subject matter hereof.

Section 6.19. Time of Essence. Time is of the essence in the performance of the provisions of this Agreement as to which time is an element.

Section 6.20. Warranty of Authority. The person(s) executing this Agreement on behalf of each of the parties hereto represent and warrant that (i) such party, if not an individual, is duly organized and existing, (ii) they are duly authorized to execute and deliver this Agreement on behalf of said party, (iii) by so executing this Agreement such party is formally bound to the provisions of this Agreement, and (iv) the entering into this Agreement does not violate any provision of any other agreement to which such party is bound.

Section 6.21. Counterparts. This Agreement may be executed in multiple counterparts, each of which shall be deemed an original Agreement, and all of which shall constitute one and the same Agreement.

Section 6.22. Recordation. Within ten (10) days after the Enacting Ordinance takes effect, the City Manager shall execute this Agreement on behalf of City, and the City Clerk shall record this Agreement with the San Mateo County Recorder. If this Agreement is terminated, modified or amended pursuant to Article 4 or 5 of this Agreement, the City Clerk shall record notice of such action with the San Mateo County Recorder.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement on the day and year first set forth above.

[SIGNATURE BLOCKS TO FOLLOW]

EXHIBIT A

[PLACEHOLDER FOR SITE MAP]

EXHIBIT B

[PLACEHOLDER FOR LEGAL DESCRIPTION]

EXHIBIT C

PUBLIC CIRCULATION IMPROVEMENTS

The provisions included in Sections [1-5] of this Exhibit C are the Public Circulation Improvements. Pursuant to Section 3.12 of the Agreement, the Public Circulation Improvements are included in the District's obligations under the Agreement, and constitute a portion of the community benefits that the District shall provide. The provisions in this Exhibit C are incorporated into the Agreement and subject to the terms therein; in the event of a conflict, the provisions in this Exhibit C shall prevail. The Definitions of Article 1 of the Agreement shall apply to this Exhibit C. Where a word or phrase is specifically defined in this Exhibit C, that definition shall apply only to Exhibit C.

1. Sidewalk and Retaining Wall Improvements on Callan Boulevard

1.1 The District shall be responsible for certain improvements to existing sidewalk along Callan Boulevard, fronting a portion of Parcel B, Parcel C, and Parcel D, as described in this Section. The District shall implement the work and pay for the costs for design, permitting, and repair or construction as described in this section.

1.2 Consistent with Chapter 12.16 of the Existing Ordinances], the District shall ensure the existing sidewalk will be repaired along the 740' length identified in **Figure 1**.

1.3 The District shall widen the existing sidewalk at three (3) locations along the seven hundred and forty feet (740') frontage, from Serramonte Boulevard to the southern edge of Parcel C, such that the sidewalk spans the entire length of Parcels B, C, and D, consistent with **Figure 1**. The three locations will be distributed evenly among the Parcel B, C, and D frontages, and will create three passing zones for pedestrians approximately eight feet (8') long with a clear width of five feet (5'), at locations to be determined during site improvement permit plan check. Any new sidewalk areas shall conform to specifications consistent with Chapter 12.12 of the then existing ordinances.

1.4 The District will provide a treated lumber retaining wall along the hillside adjacent to the sidewalk as reasonably is determined to be necessary per the mutual agreement of the District's civil engineer and the City's engineer, who will work in good faith to reach an agreement, to reduce sloughing of soil onto the sidewalk consistent with the engineering drawing in **Figure 1**). The length of retaining wall that will be needed is estimated at approximately fifty percent (50%) of the seven hundred and forty feet (740') sidewalk, but shall not exceed sixty percent (60%).

1.5 The improvements described in Paragraphs 1.2, 1.3, and 1.4 will be completed on Parcels B, Parcel C, and Parcel D as each building on Parcel B, Parcel C and Parcel D is respectively built. Improvements along the frontage of a particular Parcel must be completed prior to the issuance of a Certificate of Occupancy/Temporary Certificate of Occupancy for any building on that Parcel, and the District shall have no obligation to begin or complete improvements along the frontages of any other Parcel prior to such issuance. City and the District will enter into the City's standard landscape maintenance agreement, consistent with the provision of the Daly City Municipal Code, for the maintenance of the lumber retaining wall if placed within the City's right-of-way at Callan Boulevard and any hillside areas within the aforesaid right-of-way, which will be recorded against the property fronting the improvements.

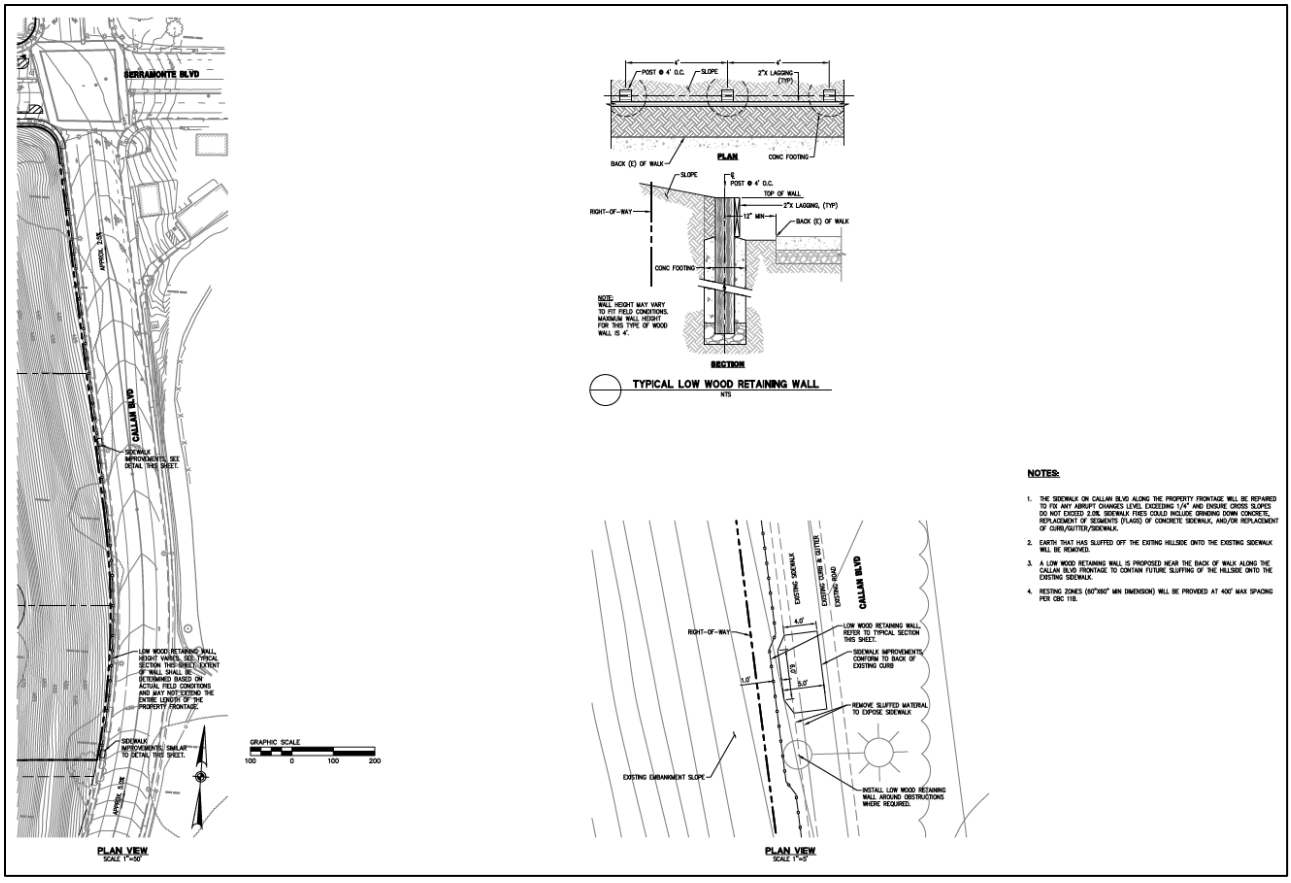


Figure 1: ***The sidewalk and retaining wall improvements described above fronting Callan (Parcels B, C and D).***

2. Serramonte Blvd. / Highway 1 Traffic Signal & Associated Improvements

2.1 The District shall design and construct the traffic signal and certain bicycle and pedestrian improvements at the Highway 1 Ramps/Serramonte Boulevard intersection to the extent such improvements are shown in **Figure 2** below, and are also depicted on the site plan view entitled "Serramonte Boulevard" on Sheet C4.0 of the approved Tentative Map. The work shown in **Figure 2** shall be referred to as the "Intersection Improvements." These improvements are separate from the "Interim Intersection Improvements" addressed in Paragraph 2.10, below.

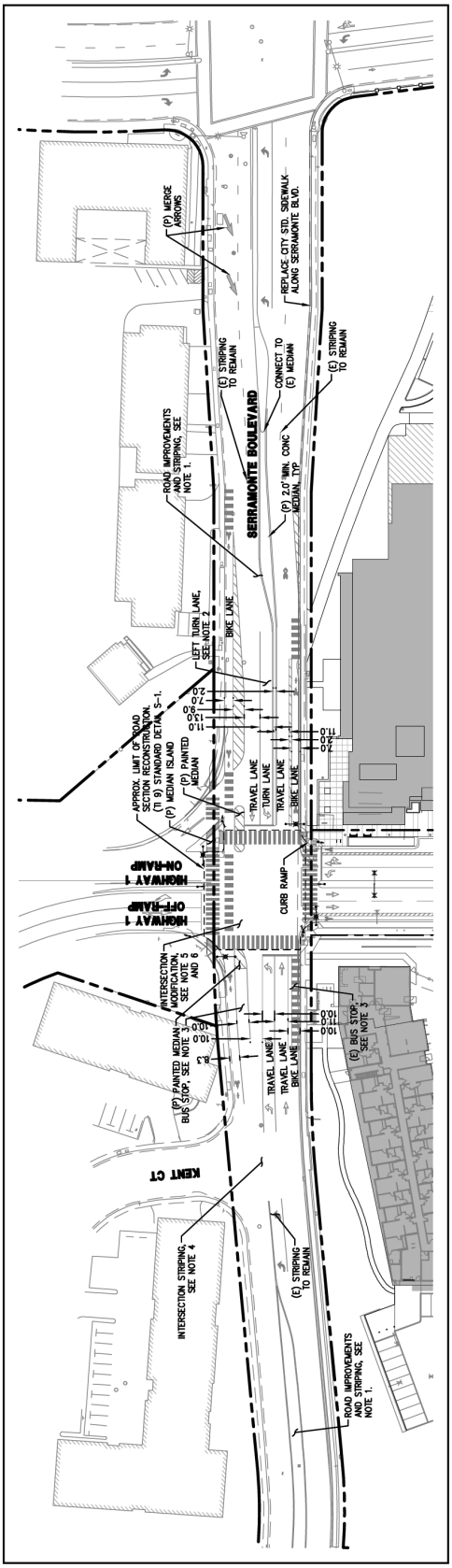


Figure 2: ***Intersection Improvements***

2.2 *Payment of Intersection Improvement Costs, Generally.* The District shall pay one hundred percent (100%) of the full Intersection Improvement costs incurred on or after the Effective Date ("Intersection Improvement Costs") in accordance with the terms of this section. The Intersection Improvement Costs shall include:

2.2.1 all direct costs of physically constructing, including labor and material costs related to:

(a) the improvements shown in **Figure 2** also depicted on the site plan view entitled "Serramonte Boulevard" on Sheet C4.0 of the approved Tentative Map) for signal improvements, restriping, median construction, bike lanes construction improvement, bus stop construction or improvement, street widening, sidewalks construction or improvement, and freeway on/off ramps construction or improvement; and

(b) pavement reconstruction to generally applicable, published standards consistent with the Tentative Map and Project conditions of approval, within the boundaries of the intersection between Entry Drive and the start of Hwy 1 Entry Ramps.

2.2.2 all soft and indirect costs associated with constructing the improvements shown in Figure 2 including, but not limited to architectural, engineering, and design fees, fees and costs related to any applications, legal fees, development management and consultant fees, permit and entitlement fees, administrative expenses, financing costs, taxes.

2.2.3 The City agrees to make good faith efforts to work cooperatively with the District and other agencies to limit the scope of Intersection Improvement Costs.

2.3 *Base Intersection Improvement Costs*. At the time of payment for the Intersection Improvements related to section 2.2.1 (a), District shall be solely responsible for all costs of up to one million, seven hundred thousand dollars ($1,700,000) as indexed in the month of the Effective Date. This amount shall be escalated at the rate of growth of the DGS California Construction Cost Index ("CCCI") on a monthly basis to account for time between the Effective Date and the time of payment for the Intersection Improvements. (the "Base Intersection Improvement Costs"). However, if any Project Approval or Subsequent City Approval is subject to a legal challenge prior to the expiration of the statute of limitations to challenge such approval, then Base Intersection Improvement Costs shall be equivalent to one million, seven hundred thousand dollars ($1,700,000) as indexed in the month of the date that such legal challenge is resolved, including without limitation through settlement or adjudication by a court at law,, such that the Project is permitted to move forward with development of the Project under the Project Approval or Subsequent City Approval, as applicable ("Resolution"). This amount shall be escalated to reflect the increase in the CCCI between the Resolution date and the time of payment by the District for the Intersection Improvements.

As used throughout this Section, "indexed in the month of" shall refer to the month in which a specified monetary amount shall begin to be escalated by any specified rate or inflator. For example, and strictly by way of example, one hundred dollars ($100) indexed in the month of January 2025 and escalated at the rate of one percent (1%) per month shall be equivalent to one hundred and one dollars ($101) in February 2025, and one hundred and dollars and one cent ($102.1) in March 2025.

2.4 *Additional Intersection Improvement Costs*. For Intersection Improvement Costs in excess of the Base Intersection Improvement Cost set forth in Section 2.3, the District and City

shall share such costs equally, in a total amount up to four hundred thousand dollars ($400,000), as indexed in the month of the Effective Date. This amount shall be escalated at the rate of growth of the CCCI (the “Additional Intersection Improvement Costs”). The Additional Intersection Improvement Costs shall result in a maximum base liability of two hundred thousand dollars ($200,000) in liability for each party, in addition to any escalation to account for the CCCI. However, if any Project Approval or Subsequent City Approval is subject to a legal challenge prior to the expiration of the statute of limitations to challenge either approval, then the Additional Intersection Improvement Costs shall be a total amount up to four hundred thousand dollars ($400,000), as indexed in the month of the date of Resolution. Such amount shall be escalated at the rate of growth of the CCCI to account for time between the date of Resolution and the time of payment for the Intersection Improvements. To the extent Intersection Improvements Costs exceed the sum of the Base Intersection Improvement Costs and Additional Intersection Improvements costs, the Parties shall proceed with the obligations set forth in Paragraph 3.6.

> *Illustrative Example:* If the final intersection improvement cost is two million dollars ($2,000,000) plus escalation, the District will pay for the first one million seven hundred thousand dollars ($1,700,000) plus escalation, and the additional three hundred thousand dollars ($300,000) plus escalation will be split with one hundred and fifty thousand dollars ($150,000) plus escalation paid by the Applicant and a reimbursement of one hundred and fifty thousand dollars ($150,000) plus escalation coming from the City.

2.5 *Payment and Reimbursement.* After all required local and State approvals for the Intersection Improvements are issued, but prior to the commencement of construction of the Intersection Improvements, the District shall prepare an estimate of the amount of Intersection Improvement Costs and the time and schedule of Intersection Improvement construction. Such estimate(s) and all bids submitted by contractors shall be shared with the City. The District's estimate shall include an identification of the estimated Base Intersection Improvement Costs, and an identification of the estimate of the Additional Intersection Improvement Costs, if any. If the estimate total Intersection Improvement Costs exceeds two million, one hundred thousand dollars ($2,100,000) plus escalation, the parties shall collaborate in good faith in accordance with Section 2.6. If the estimated total Intersection Improvement Costs does not exceeds two million, one hundred thousand dollars ($2,100,000) the District shall pay the totality of the Base Intersection Improvement Costs and Additional Intersection Improvement Costs consistent with the terms of this Paragraph and Paragraph 2.3. However, to the extent any Additional Intersection Improvements Costs are incurred, the District, after paying such Additional Intersection Improvement Costs, shall invoice the City for payment of the City's share of such Additional Intersection Improvement Costs pursuant to Paragraph 2.4 of this Exhibit ("District Invoice"). The District shall provide the City with a copy of all invoices the District received, identifying actual monies due with respect to the Additional Intersection Improvement Costs ("Supporting Invoices") and the calculation of the additional amount invoiced to account for escalation at the rate of growth of the CCCI as described in Paragraph 2.3. Certified payroll records for all laborers conducting work on the Intersection Improvements, to the extent the City has a legal requirement to maintain such certified payroll records, and other documents reasonably required by the City shall be submitted along with any reimbursement request ("Supporting Documents"). Notwithstanding anything else in the Agreement, including this Exhibit, the City shall reimburse the District for its share of the Additional Intersection Improvement Costs through a monetary payment within sixty (60) days of the District's provision of any District Invoices and any pertinent Supporting Invoices and Supporting Documents. Notwithstanding anything else in this Agreement, if estimates of Intersection Improvement Costs are lower than expected, the City shall have no right to demand additional community benefits.

2.6 *Excess Costs.* If the total Intersection Improvement Costs exceeds two million, one hundred thousand dollars ($2,100,000) plus escalation ("Excess Costs"), the District shall not be solely liable for such costs. Both parties agree to collaborate in good faith to reach an agreement on the payment of Excess Costs acceptable to both parties. Additionally, the City agrees to make good faith efforts to work cooperatively with the District and other agencies to limit the scope of Intersection Improvement Costs and contain Intersection Improvement costs, including Excess Costs. If, during the planning of the Intersection Improvements, the District has a good faith belief that Excess Costs will be incurred, the parties shall meet and confer in good faith regarding the continuation of work on the Intersection Improvements, and determine whether the District may pause planning of the Intersection Improvements, where the City shall not unreasonably withhold consent to pause such planning. District's failure to complete the Intersection Improvements pursuant to the timing set forth in Paragraph 2.8. shall not be a default of the District's obligations under this Agreement, nor shall it constitute a reason for the City to withhold issuance of any Project Approval or Subsequent City Approval.

2.7 *Credit and Fee Deferral.* The parties agree that each Development within the Project Site, as defined below, shall incur liabilities for a portion of the Intersection Improvement Costs proportional to the number of residential units in each Development, as further detailed in this Paragraph, but that the District's payment of the Intersection Improvement Costs shall entitle the District to certain credits and fee deferrals in accordance with the terms and procedures set forth below:

2.7.1 The following definitions shall apply to this Exhibit:

(a) As used in this Exhibit, "Development" shall mean a residential building constructed on the Project Site, pursuant to the Precise Plan and any amendments thereto. The "Parcel B Development" shall refer to any residential building constructed on Parcel B. The "Parcel C Development, Building A" shall refer to the first residential building constructed on Parcel C. The "Parcel C Development, Building B" shall refer to the second residential building constructed on Parcel C or Parcel C[1]. The "Parcel D Development" shall refer to any residential building constructed on Parcel D. The "Parcel E Development" shall refer to any residential building constructed on Parcel E. The "Parcel F Development" shall refer to any residential building constructed on Parcel F or Parcel F[1].

(b) As used in this Exhibit, "Triggering Development" shall mean the first Development that receives a Certificate of Occupancy and includes a market-rate housing unit. To the extent that the Parcel C Development is developed as a one hundred percent (100%) affordable housing development, with the exception of up to two (2) manager's units, any amount of retail or other ancillary space permitted by the Precise Plan, and/or and the exception of the Relocated Facility (defined in Exhibit D), it shall not be considered a Triggering Development.

(c) The term "affordable housing development" as used in this Exhibit shall mean meeting the definition of "Affordable Housing Project" as defined in Daly City Municipal Code Chapter 17.47.

(d) As used in this Exhibit, "Development Impact Fees" shall have the same meaning as set forth in Section 1.8 of the Agreement.

(e) As used in this Exhibit, the "General Plan Maintenance Fee" means the Daly City Building Division's General Plan Maintenance Fee assessed on new construction, currently set at a value of 0.005 multiplied by the valuation of the building constructed.

2.7.2 The Triggering Development shall pay the entirety of the Intersection Improvement Costs due in accordance with Paragraphs 2.2, 2.3, and 2.4 above, and pursuant to the timing for Intersection Improvements set forth in Paragraph 2.8. However, the Triggering Development shall be credited with the amount of the Intersection Improvement Costs paid, less: (1) the Development's pro rata share of the Intersection Improvement Costs, based on the number of units in the Triggering Development as a proportion of total unbuilt units in the Project at its commencement, or one thousand, one hundred and thirteen (1,113) units; and (2) any amounts contributed or reimbursed by the City (the "Credit"). The Credit shall be applied against Development Impact Fee obligations, General Plan Maintenance Fee obligations, and any other applicable fees or exactions assessed on the Triggering Development consistent with the provisions of Article 3 of the Agreement (collectively, "Project Exactions").

2.7.3 If the Credit exceeds the amount of the sum of the Project Exactions, the District and City agree to work in good faith to find other fees or costs to which the remainder of the Credit will apply, or other incentives that could be offered to the Applicant to alleviate the financial burden of the Intersection Improvement Costs. If the District and the City cannot, prior to the issuance of a Certificate of Occupancy for the Triggering Development, identify other fees or costs to be credited against or additional incentives to alleviate the financial burden of the Intersection Improvements on the District, the Credit shall carry over and be applied against Project Exactions assessed on Development(s) subsequent to the Triggering Development. The City shall not delay issuance of the Certificate of Occupancy for the Triggering Development on the basis of any procedures or negotiations contemplated in this Paragraph.

2.7.4 The foregoing Credit system shall function as a fee deferral mechanism. Once the Triggering Development has received a Certificate of Occupancy, then whenever any subsequent Development receives its Certificate of Occupancy, that Development shall pay to the City its pro rata share of the Intersection Improvement Costs. For the Parcel C Development, if all of the housing developed on Parcel C is developed as one hundred percent (100%) affordable housing developments, with the exception of up to two (2) manager’s units and the exception of the Relocated Facility for the Head Start program (see Exhibit D), and a Certificate of Occupancy for such housing is issued prior to the Triggering Development, then the pro rata share for that Development shall be paid at the time the Triggering Development receives its Certificate of Occupancy. If the final count of newly constructed units in the Project is less than the anticipated total of one thousand, one hundred and thirteen (1,113) newly constructed units, then the final Development to receive a Certificate of Occupancy shall pay the remaining amount due to account for the entirety of the Intersection Improvement Costs regardless of that Development's pro rata share.

> *Illustrative Example*. In this example, the Parcel B Development consists of 201 units, and is the first Development to include a market-rate housing unit. The total number of unbuilt residential units prior to the construction of the Parcel B Development is expected to be one thousand, one hundred and thirteen (1,113).
>
> Therefore, the Parcel B Development is the Triggering Development and the District is obligated to pay the entirety of the Intersection Improvement Costs in connection with the Parcel B Development, regardless of the pro rata share of the costs attributable to the units in the Parcel B Development.
>
> If the entirety of the Intersection Improvement Costs is one million, three hundred fifty thousand dollars ($1,350,000), then the pro rata share of the Intersection Improvement Cost is two hundred forty three thousand, eight hundred dollars

($243,800). The difference between the Intersection Improvement Cost and the pro rata share is one million, one hundred and six thousand, and two hundred dollars ($1,106,200) and is the Credit, or the amount that is credited to the Parcel B Development and will be used to offset the Development Impact Fees and General Plan Maintenance Fees levied on the Parcel B Development. If this collective fee liability is six hundred and six thousand, two hundred dollars ($606,200), the unapplied Credit amount would be five hundred thousand dollars ($500,000). The District and City would work together in good faith to find other fees or costs to which the credit will apply, or other incentives that could be offered to the Applicant to alleviate the financial burden of the Intersection Improvement Cost. If the parties in this example found no such mechanisms to alleviate the financial burden of the Intersection Improvement Cost, the City would be obligated to extend the unapplied Credit amount of five hundred thousand dollars ($500,000) to Project Exactions associated with the subsequent Project Development.

Each subsequent Development shall incur a pro rata share of the Intersection Improvement Costs which shall be paid to the City upon the issuance of a Certificate of Occupancy for that subsequent Development.

2.8 *Timing of Improvements*. The District shall commence design work on the Intersection Improvements no later than the start of construction of the Triggering Development. The District shall commence construction on the Intersection Improvements no later than three months after the issuance of the Certificate of Occupancy/Temporary Certificate of Occupancy, and shall complete construction of the Intersection Improvements no later than fifteen (15) after the issuance of the Certificate of Occupancy/Temporary Certificate of Occupancy. Notwithstanding the above, if the Triggering Development is the Parcel B Development, the District shall complete construction of the Intersection Improvements prior to the issuance of a Certificate of Occupancy/Temporary Certificate of Occupancy for the Parcel B Development. In the case of a delay attributable to the actions or inaction of Caltrans, the City, or any other governmental agency or utility, the District shall be entitled to an extension of the deadline to complete construction of the Intersection Improvements equivalent to the length of delay attributable to the actions or inaction of the City or any other governmental agency or utility.

2.9 Notwithstanding anything in this Agreement, safe and adequate vehicle access for residents of buildings on Parcel A shall be maintained throughout any Project-related construction periods.

2.10 Interim Intersection Improvements. Prior to the installation of the Intersection Improvements, the District shall design and construct interim improvements at the Highway 1 Ramps/Serramonte Boulevard intersection (the "Interim Intersection Improvements") on the following terms:

2.10.1 The Interim Intersection Improvements shall consist of the work that is substantially consistent with the scope of work shown in **Figure 3**, below.

Figure 3



***Figure 3**: Scope of Interim Intersection Improvements*

2.10.2 Upon the Effective Date of the Agreement, District shall commence, design, and complete construction of the Interim Intersection Improvements within nine (9) months.

2.10.3 If the District has not entered into an exclusive negotiation agreement with a developer for a Triggering Development within five (5) years of the Effective Date, the District shall commence with design and construction of alternative improvements for the Highway 1 Ramps/Serramonte Boulevard intersection consistent with the scope of work shown in **Figure 4**, below (the "Preferred Alternative Intersection Improvements"), and shall complete construction of the Preferred Alternative Intersection Improvements no later than eight (8) years after the Effective Date. The District shall not be deemed to be in default where a delay in completion of construction of the Preferred Alternative Intersection Improvements beyond eight (8) years after the Effective Date is due to a delay attributable to the actions or inaction of the California Department of Transportation ("Caltrans"), the City, or any other governmental agency, including without limitation delays in the issuance of permits, approvals, or other actions required for construction of the Alternative Intersection Improvements. In the case of a delay attributable to the actions or inaction of Caltrans, the City, or any other governmental agency or utility, the District shall be entitled to an extension of the deadline to complete construction of the Preferred Alternative Intersection Improvements equivalent to the length of delay attributable to the actions or inaction of the City or any other governmental agency or utility. Notwithstanding the above if, after five (5) years of the Effective Date, the District has not entered into an exclusive negotiation agreement with a developer for the Triggering Development, the parties shall meet and confer in good faith to determine whether the Interim Intersection Improvements may remain, or whether District can design and construct an alternative to the Preferred Alternative Intersection Improvements that are smaller in scope compared to the Preferred Alternative Intersection Improvements.

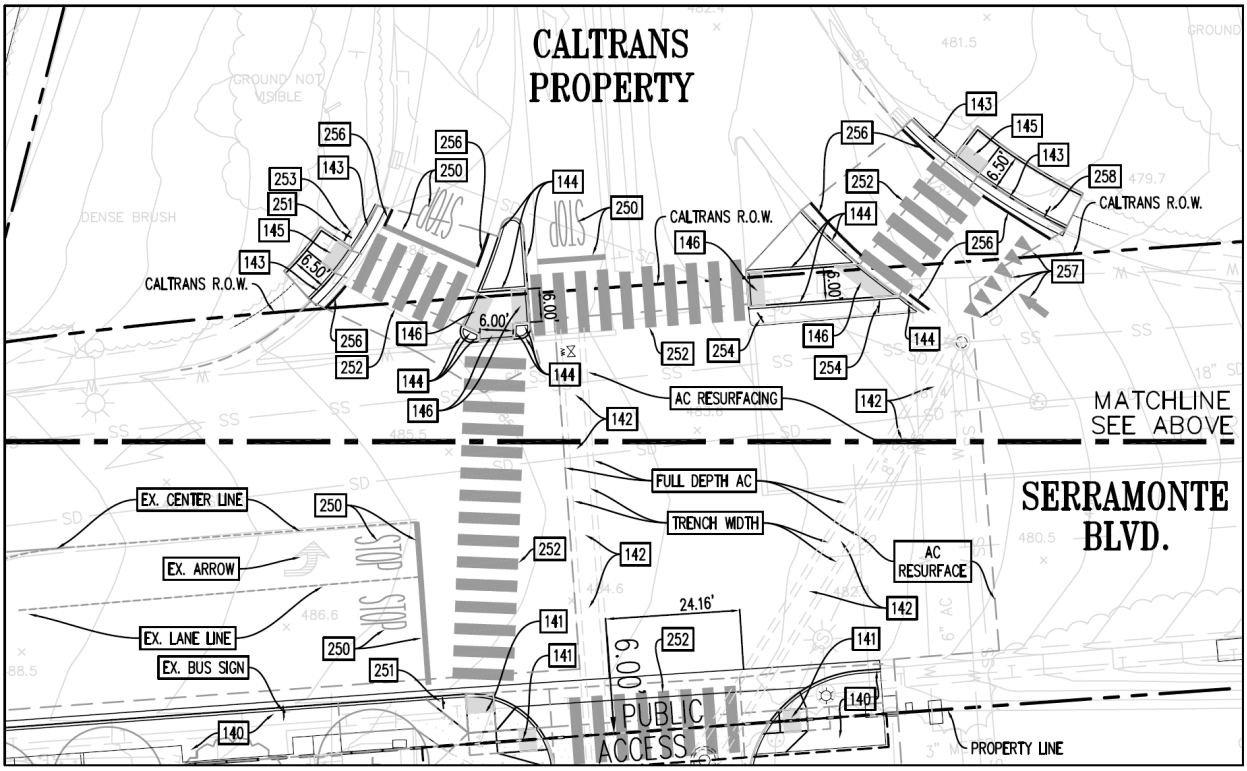


***Figure 4**: Scope of Preferred Alternative Intersection Improvements*

3. Serramonte Blvd. Pavement Reconstruction

3.1 City and District agree that the construction haul routes for the Project shall be as shown below in **Figure 6**. City will apply a Condition of Approval for the Project to require that this truck haul route be followed by contractors associated with the Project. For the purposes of this item, trucks are defined as large heavy duty construction trucks carrying out functions such as off-hauling and large deliveries of materials. No trucks will be allowed on Serramonte Boulevard outside of the intersection with Entry Drive, and no other City streets other than those shown in Figure 4 are anticipated to be used as a truck haul route.



***Figure 6**: Contractor Truck Haul Route for Construction*

3.2 Construction trucks shall cross between the Project Site and the Highway 1 on-ramp and off-ramp located directly North of the Project Site, as shown in Figure 6, through the Serramonte Blvd intersection with Entry Drive. Following the conclusion of Project construction, the District shall repair pavement directly damaged by trucks crossing through the intersection of Serramonte Boulevard and Entry Drive. Repair of the pavement directly damaged by trucks shall be to generally applicable, published standards consistent with Tentative Map and Project conditions of approval.

3.2.1 As used in this Section, "Highway 1" refers to the existing Highway 1 north-south freeway located north of the Project Site.

3.2.2 As used in this Section, "Serramonte Boulevard" refers to the four-lane east-west arterial street named Serramonte Boulevard in Daly City that extends from St. Francis Boulevard to the west to El Camino Real to the east, and passes directly North of the Project Site.

4. Contribution to City Park, Bicycle or Pedestrian Improvements

4.1 The District shall pay three hundred thousand dollars ($300,000) to the City to implement park, bicycle and/or pedestrian improvements. The City shall use the funds toward

municipal projects related to park, bicycle and/or pedestrian improvements, as determined at the City's discretion.

4.2 The District shall make the payments described in Paragraph 4.1 pursuant to the below schedule of payment, with payments due upon issuance of the Certificate of Occupancy for particular Developments on the Project Site, as defined in Paragraph 2.6 of this Exhibit. Unit counts for each Development are included in the schedule below to illustrate the proportional allocation of costs, but the District shall pay the listed amount for each Development regardless of the final unit count. No escalations shall be applied to the amounts listed in the schedule of payment, and the District shall pay the exact amounts listed.

Development	Unit Count	Percentage of Total	Allocation of Payment
Parcel B Development	201	18%	$54,000
Parcel C Development, Building A	63	6%	$17,000
Parcel C Development, Building B	89	8%	$24,000
Parcel D Development	200	18%	$54,000
Parcel E Development	280	25%	$75,000
Parcel F Development	280	25%	$76,000
Total	**1,113**	**100%**	**$300,000**

5. Off-site Intersection Improvements

5.1 The District shall fund and implement the improvements related to signal timing optimization (Item A) and striping (Items B, C, and D) in accordance with the table below.

The improvements in the table below are improvements listed on pages 69-70 of the TIA dated July 2022 and have been updated to reflect the Agreed Improvements. Only the improvements listed in the Agreed Improvement column will be implemented by the District, and no other improvements from the TIA Recommendation column or on pages 69-70 will be implemented by the District.

DA Improvement Label	TIA Intersection Number	Intersection	TIA Improvement	Agreed Improvement
A	5	Callan Blvd / Serramonte Blvd	Optimize Signal Timing	Optimize Signal Timing
B	4	Highway 1 Ramps / Serramonte Blvd	Lengthen WBL pocket to 350ft	Lengthen WBL pocket to 150ft by modifying striping only
C	6*	Callan Blvd/ Hickey Blvd	Right turn lane, restriping and Optimize Signal Timing 200ft	Right turn lane, restriping and Optimize Signal Timing 200ft
D	10	Skyline Blvd / Hickey Blvd	Lengthen NBL lane to 300ft	Lengthen NBL lane to 50ft by restriping NB approach
E	12	Callan Blvd / Hickey Blvd	Lengthen NBL lane to 250ft	Lengthen NBL lane to 100ft by modifying striping

These improvements will be made prior to the issuance of the Certificate of Occupancy of the building containing the 500th unit excluding Parcel A, except for DA Improvement C, which shall be completed no later than issuance of the Certificate of Occupancy for the Project's first residential building.

EXHIBIT D

HEAD START PRESCHOOL OPERATIONS

The provisions included in this Exhibit D are the Head Start Preschool Operations.

Exhibit D includes a Background Section (Section 1) which sets forth the mutual understanding of the parties, and a Provisions Section (Section 2), which sets forth the obligations of the parties.

Pursuant to Section 3.12 of the Agreement, the Provisions Section of Exhibit D is included in the District's obligations under the Agreement and constitutes a portion of the community benefits that the District shall provide. The Provisions in this Exhibit D are incorporated into the Agreement and subject to the terms therein; in the event of a conflict, the Provisions in this Exhibit D shall prevail. The Definitions of Article 1 of the Agreement shall apply to this Exhibit D, except that where a word or phrase is specifically defined in this Exhibit D, that definition shall apply, but only as used in this Exhibit D.

1. Background

1.1 Current Operations. A Head Start Preschool operated by Izzi Early Education ("Head Start Program") is currently located within the Project Site at 699 Serramonte Boulevard ("Existing HS Site"). The Existing HS Site facility encompasses approximately 2,800 square feet and serves no more than approximately forty (40) children at any given time. The parties agree and understand the Head Start Program shall have to be relocated to facilitate development of the Project Site.

1.2 Preference of Location. The parties understand that the non-binding preference of the City and the Head Start Program is to relocate the Head Start Program to Parcel C on the Project Site.

1.3 Preference of Scale. The parties desire that the relocated facility for the Head Start Program shall be of comparable scale as the existing facility, both in terms of facility size and students served.

2. Provisions

2.1 Definitions.

2.1.1 As used in this Exhibit, "Parcel C Affordable Housing Developer" shall refer to any third-party entity to which the District leases, licenses, or otherwise conveys all or any portion of the real property comprising Parcel C of the Project Site for the purpose of constructing, developing, or operating any residential or commercial buildings thereupon that constitute the initial development of Parcel C under this Agreement.

2.1.2 As used in this Exhibit, the "Relocated Facility" shall refer to any building, structure, or portion of a building or structure on the Project Site that in the future will be used for the operations of the Head Start Program (or alternate program referenced in Section 2.4, below) other than the Existing HS Site. The Relocated Facility shall not exceed 2,800 square feet and is meant to allow for operations of a comparable scale to current operations described in Paragraph 1.1.

2.1.3 As used in this Exhibit, "Warm Shell Condition" shall mean a space or facility that has finished-dry-walled, paint-ready perimeter walls; HVAC (heating, ventilating, and air conditioning); a stubbed domestic water line; ceilings with standard insulation; ceiling lighting; temporary life safety systems to the extent required by applicable law; live fire sprinklers to the extent required by applicable law; the minimum code required restroom(s) with basic relative commercial grade finishes; plumbing; outlets; and floors without finished materials (e.g., carpeting, staining).

2.2 Relocation Provisions.

2.2.1 Relocation Assistance to Parcels Other than Parcel C. Pursuant to Paragraph 2.2.5 of this Exhibit, if the District determines that the Relocated Facility will be relocated to a parcel on the Project Site other than Parcel C, the District's obligations are limited to (i) cooperating in facilitating the permitting and approval process to allow such use of the targeted Relocated Facility, and (ii) cooperating with the developer to provide the Relocated Facility of not more than 2,800 square feet in a Warm Shell Condition.

2.2.2 Relocation Assistance to Parcel C. Unless the preceding paragraph applies, the District shall cooperate with the City to relocate the Head Start Program from the Existing HS Site to a Relocated Facility on Parcel C as described in this Exhibit D (subject to the applicable terms and conditions noted below) in a Warm Shell Condition.

2.2.3 No Further Relocation Obligations. Aside from the obligations set forth in Paragraphs 2.2.1 and 2.2.2, the District shall have no other obligations to relocate the Head Start Program or participate in any costs arising from such relocation efforts. Consistent with Section 6.17 of the Agreement, the Head Start Program is not a third party beneficiary of these Exhibit D Provisions, and the obligations in this Exhibit D are intended to identify the District's obligations to the City.

2.2.4 Temporary Site During Relocation. Due to needs related to Project construction (including without limitation phasing, infrastructure, utility, and/or mobilization), the existing Head Start Program may be required to temporarily relocate to another site within the Project Site or offsite before being permanently relocated to the Relocated Facility (the "Temporary Relocated Facility"). The District shall cooperate with the Head Start Program in its effort to establish a Temporary Relocated Facility. The District shall have no obligation to assist the Head Start Program to find an off-site temporary location, or pay for it, and the temporary relocation of the Head Start Program off-site during construction of the Project shall not be a default of the District's obligations under this Agreement.

2.2.5 District's Discretion. Notwithstanding anything else in this Agreement: (1) the District shall have sole discretion to determine where within the Project Site the Relocated Facility or Temporary Relocated Facility will be located based on the District's Project needs ; (2) it shall not be a default of the District's obligations insofar as the District makes decisions about the Relocated Facility or Temporary Relocated Facility based on District Needs, or if a lessee, licensee, sublessee, or development partner of the District determines, after a good faith effort to accommodate the Relocated Facility, that it cannot accommodate the Relocated Facility on property in which it has an interest; (3) and failure of the Head Start Program to relocate to the Relocated Facility or Temporary Relocated Facility, provide funding for the relocation or operation of the Head Start Program, or to operate at a comparable scale to the Head Start Program's current operations, shall not constitute a default of the District's obligations under this Exhibit or the Agreement.

2.3 Funding Responsibilities.

2.3.1 Relocation Costs. The parties agree that the District shall have no obligations to fund the Relocated Facility, the Temporary Relocated Facility, any other costs pertaining to any relocation of the Head Start Program, or the operation of the Head Start Program.

2.3.2 Capital Costs. Capital costs, including the cost to construct the core and shell, provide tenant improvements in the Warm Shell, and maintain the Relocated Facility, will be funded by the Head Start Program and not by the District or the City. The City shall work cooperatively with the Parcel C Affordable Housing Developer and Head Start Program to support efforts in applying for and receiving funding to pay for costs related to any Relocated Facility on Parcel C.

2.4 Timely Start of Operations. Subject to the provisions of Section 2.6, below, the District, or its designated representative, shall coordinate in a reasonable manner with the Head Start Program (or alternate program operator, if applicable) to facilitate the start of operations of the Head Start Program (or equivalent program) not later than six (6) months after the later of (i) occupancy of Parcel C by residential tenants or (ii) issuance of a certificate of occupancy for the Relocated Facility, wherever the District determines it shall be located. The District retains sole discretion with respect to development schedules and shall not incur any obligations to expedite development on any parcel within the Project Site as a result of the obligations in this Exhibit.

2.5 Lease Term. If the Head Start Program is relocated to Parcel C, the Head Start Program lease term for any Relocated Facility will be agreed to by the Head Start Program (or its alternate provider) and the Parcel C Affordable Housing Developer, and the City and District shall cooperate in good faith with these third parties to facilitate a lease term that lasts at least through the term of this Agreement. If the District determines the Head Start Program should be relocated to a parcel within the Project Site other than Parcel C, the Head Start Program lease term for any Relocated Facility will be agreed to by the Head Start Program (or its alternate provider) and the lessee, licensee, sublessee, or development partner with an interest in such other parcel, and the City and District shall cooperate with these third parties to facilitate a lease term that lasts at least through the term of this Agreement. Notwithstanding the above, as the fee interest owner of the Project Site, the District shall not be obligated to consent to any term it finds unreasonable, as determined in its sole discretion.

2.6 Replacement Operator. If the Head Start Program is unable to raise sufficient capital to fund the construction of the Relocated Facility, its program relocation, or operation of the Head Start Program (as referenced in Paragraph 2.3, above), then (i) the relocation of the Head Start Program will be (A) suspended until such funding is available and sufficient to complete the required construction and delivery of the new Relocated Facility; and (B) if such funding is not in place by one (1) year after occupancy of the residential units in Parcel C, or the occupancy of residential units in any other parcel where the Relocated Facility is located, then the District can select an alternate Head Start Program or similar operator (that qualifies as a 501(c) (3) non-profit or equivalent) to fund the Relocated Facility improvements and operate a "Head Start" or equivalent early childhood education facility and program on Parcel C, or wherever the Relocated Facility is located. If no such operator can be identified that is able to perform within eighteen (18) months after occupancy of the residential units in Parcel C, or the occupancy of residential units in any other parcel where the Relocated Facility is located, the parties agree that the space reserved for the Relocated Facility can be reused for another purpose consistent with

the Project Approvals and the District has no further obligation related to Head Start or any childhood education facility for the entire Precise Plan Area. Notwithstanding the above, as the fee interest owner of Parcel C, the District shall not be obligated to consent to any Head Start Program successor it finds unreasonable, determined in its sole discretion.

2.7 Project Development not Dependent on Relocation. Any Subsequent City Approval, including any Certificate of Occupancy for any work or development associated with the Project, shall not be dependent upon successful funding, construction, start-up or operation of the relocated Head Start Program.

EXHIBIT E.1

[TENTATIVE AFFORDABLE HOUSING PLAN]

Affordable Housing Plan
Jefferson Union High School District
Serramonte Del Rey Neighborhood Project

1. **Applicability.** This Affordable Housing Plan ("Plan") shall apply to residential development within parcels B through F of the property located at 699 Serramonte Boulevard, Daly City, California, which is subject to Precise Plan PD-31B ("Plan Area").

2. **Moderate Income.** "Moderate Income," is defined for purposes of this Plan as income not more than 120% of area median income ("AMI").

3. **Low Income.** "Low Income," is defined for purposes of this Plan as income not more than 60% of AMI.

4. **Affordable Units.** "Affordable Units" is defined for purposes of this Plan as dwelling units that are leased to a household whose income does not exceed the targeted income limits and are charged an Affordable Rent as defined in Section 7 below.

5. **Eligible Tenant.** An "Eligible Tenant" is, with respect to the Low Income Affordable Units, a household whose income does not exceed Low Income, and with respect to the Moderate Income Affordable Units, a household whose income does not exceed Moderate Income. The owner shall prohibit any person, family or household who has not been determined to be an Eligible Tenant from renting or occupying any Affordable Unit at the time of taking possession of an Affordable Unit.

6. **Affordable Unit Requirement.** At final build-out of the dwelling units within the Plan Area, not less than 20% of all dwelling units constructed within the Plan Area shall be Affordable Units, with approximately 6.5% of dwelling units leased to Moderate Income households, and 13.5% of all dwelling units leased to Low Income households. Twelve (12) of the Low Income household Affordable Units shall be leased to households with not more than 23% of AMI.

7. **Affordable Rent Requirement.** For all Affordable Units within the Plan Area, the owner shall charge the tenant an "Affordable Rent" as defined herein. An "Affordable Rent" for a Low Income Unit means a monthly housing cost charged to and paid by the tenant that does not exceed one-twelfth (1/12th) of thirty percent (30%) of sixty percent (60%) (or for 12 units (23%)) of AMI for a household of the assumed household size (as that term is defined in the City Code) for the dwelling unit. For Moderate Income Affordable Units, an "Affordable Rent" means a monthly housing cost charged to and paid by the tenant that does not exceed one-twelfth (1/12th) of thirty percent (30%) of one-hundred twenty percent (120%) of AMI for a household of the assumed household size for the dwelling unit. Housing cost is comprised of contract rent and a utility allowance, and any additional mandatory fees for non-elective services are specifically prohibited.

8. **Rent Adjustments for Affordable Units.** Adjustments in the Affordable Rent are permitted no more than once over a twelve-month period and shall be based on the lesser of (i)

the increase permitted in updates in household median income as published by the United States Department of Housing and Urban Development ("HUD") or (ii) five percent (5%). The City will be notified in writing of any adjustment to Affordable Rent within 30 days of such adjustment.

9. **Timing and Distribution of Affordable and Market Rate Units.** One market-rate building can be constructed within the Plan Area prior to construction of the Affordable Units. The subsequent phases after the first market rate building and the first residential structure built on Parcel C have been constructed can be phased and include unit counts in any way such that the overall percentage of Affordable Units does not drop below 20% of all constructed residential units within Parcels B-F in the Plan Area at any time consisting of 13.5% Low Income Affordable Units and 6.5% Moderate Income Affordable Units. Parcel C is expected to include all Low Income Affordable Units for the Plan Area located in two residential structures, which may be built concurrently or separately, and the first residential building to be constructed on Parcel C will include a minimum of 60 Affordable Units, and one manager unit. The Moderate Income Units may be distributed throughout the Plan Area at the owner's discretion, subject to the requirements of this Plan and to the terms of the Affordable Housing Agreement.

10. **Appearance and Amenities.** The Affordable Units shall be comparable to the other units on Parcels A through F of the overall Precise Plan PD-31B area, in terms of appearances, finishes, and features, and the Affordable Units shall be provided, or have access to, the same neighborhood amenities as the other units on Parcels A through F of the overall Precise Plan PD-31B area (e.g., parks and recreation trails).

11. **Affordable Housing Agreement.** The Plan Area is subject to an Affordable Housing Agreement which sets forth the affordable housing requirements for the Plan Area. To the extent this Plan conflicts with the applicable Affordable Housing Agreement, the Affordable Housing Agreement shall control.

12. **Affordability Term.** Each building with an Affordability Unit will have a 55-year affordability term beginning on the date of issuance of a building permit for that specific building, subject to any extensions provided in the applicable Affordable Housing Agreement. After the expiration of the affordability term for any building constructed withing the Plan Area, the terms of this Plan shall no longer apply to that building.

13. **Compliance with Daly City Code.** This Plan includes the following information in compliance with Daly City Code Section 17.47.140(B):

a. The residential development will include attached rental dwelling units.

b. The proposed development exceeds the minimum inclusionary housing requirements of the City Code by providing 20% inclusionary units rather than the minimum 10% required by the City Code, and the flexibility in timing and distribution of Affordable Units allowed by this Plan is provided for in the Precise Plan under City Code 17.28.020, to maintain livability within the Plan Area.

c. The number of Affordable Units in the Plan Area and timing for construction is set forth in Sections 6 and 9 of this Plan. The expected location of Affordable Units is as shown on Exhibit B to the Affordable Housing Agreement.

d. Prior to the occupancy of any Affordable Units, the owner shall obtain City approval of a marketing plan describing the process and guidelines for selecting new tenants.

e. Verification and re-verification of the tenant's income for Affordable Units shall be governed by the terms of the Affordable Housing Agreement.

f. The owner of Affordable Units within the Plan Area shall pay an annual BMR administrative fee that may be updated by Council resolution and may not increase more than CPI.

EXHIBIT E.2

[INCLUSIONARY HOUSING AGREEMENT]

AFFORDABLE HOUSING AGREEMENT
JEFFERSON UNION HIGH SCHOOL DISTRICT
SERRAMONTE DEL REY NEIGHBORHOOD PROJECT

699 Serramonte Boulevard, Daly City, California

THIS JEFFERSON UNION HIGH SCHOOL DISTRICT PRECISE PLAN PROJECT AFFORDABLE HOUSING AGREEMENT (the "Agreement") is made and entered into in the City of Daly City on the ____ day of _____ 2024 (the "Effective Date"), by and among the City of Daly City, a municipal corporation ("City") and Jefferson Union High School District, a union high school district ("District"). The District and City are referred herein to individually as a "Party" or collectively as the "Parties."

RECITALS

The District is the fee owner of certain real property consisting of approximately 22 acres that is located at 699 Serramonte Boulevard, in the City of Daly City, commonly known as the Serramonte del Rey campus. The Serramonte del Rey campus is designated as Assessor's Parcel Number 091-211-230, which is more particularly described in Exhibit A, attached hereto and incorporated herein by reference ("Property").

A. In 1985, the City adopted Precise Plan PD-31, which includes the Property, as well as additional land to the south of the Property. Precise Plan PD-31 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 Serramonte High School. The first phase of the development was housing, office and the Summit Shasta Charter High School improvements, which were developed on the southern portion of the PD-31 area, south of the existing Serramonte del Rey high school complex. Phase 2 of the PD-31 site is an approximately 22-acre area on the northern side of the PD-31 site, which is the area defined herein as the Property.

B. An approximately 3.9-acre portion of the Property, referred to as Parcel A, was previously entitled and constructed for Faculty and Staff housing ("Parcel A Development Project"). The remainder of the Property has not yet been developed under PD-31, and the entirety of the Property is the subject of a new Precise Plan ("Precise Plan" or "Project"). The Precise Plan provides for the completion of several phased residential developments on the Property totaling up to 1,235 residential units, along with other uses. The Precise Plan was considered and approved by the City Council on _____, _____, 2024. While the Parcel A Development Project was approved under a separate application, the 122 residential units approved for that separate project are included in the proposed Precise Plan's total unit count of 1,235 residential units. The Property currently includes existing District school facilities that are being used for District office space.

C. The Precise Plan approval will initiate the subdivision of the 22-acre Property into seven development parcels referred to as Parcels A through F (Parcel C is expected to be further subdivided into two smaller sub-parcels), and additional parcels for streets and parks with

public access easements. For purposes of this Agreement "Parcel" shall be defined as any separate legal parcel within the Property at the Effective Date, and any legal parcel subsequently created within the Property by further subdivision approved by the City.

D. The Precise Plan will enable the District to transform the Property's existing outdated high school facilities into a new walkable, bikeable and family-friendly residential neighborhood with a mix of low-income, moderate-income and market-rate housing for members of the local community, including District faculty and staff. The Precise Plan will increase funding for student education, and allow the District to attract and retain highly qualified teachers.

E. The Precise Plan (including the Parcel A Development Project that was already approved) provides for phased development of up to 1,235 units of affordable and market rate rental housing, which will all be rented to residents. This housing will be developed on leased District lands and will be built out over multiple phases. The Precise Plan also includes up to 14,000 square feet of neighborhood-serving retail/commercial uses (in addition to 2,800 square feet for a Head Start childcare facility), and recreational trail improvements and other infrastructure improvements throughout the Property, inclusive of the development already approved for Parcel A.

F. On _____ _____, 2024, the Daly City Council ("Council") certified a Final Environmental Impact Report ("FEIR") for the full Project (CEQA-xxxxx) and approved the following entitlements ("Entitlements") for the Precise Plan: a General Plan Amendment (GPA-04-21-014998); Planned Development Rezoning and Permit (PD-04-21-014997); Major Subdivision (SUB-04-21-014999); and a Design Review (DR-04-21-015000) related to development on Parcel B.

G. Consistent with Chapter 17.47 of the Daly City Municipal Code, Inclusionary Housing ("Inclusionary Housing Ordinance"), which generally requires new residential rental developments with twenty (20) or more housing units to provide affordable housing within the development, the conditions of approval for the Entitlements ("Conditions of Approval") require the District to provide a minimum of ten percent (10%) of total housing units for the Project as affordable to Low Income households, as defined in the Inclusionary Housing Ordinance.

H. As the Precise Plan will provide 1,113 units of rental housing on Parcels B through F, City Code Section 17.47.070 requires that the District provide a minimum of 112 below market rate units; however, the District has committed itself to exceed the minimum requirement by providing 150 below market units for low income and very low income households, and an additional 73 units designated for moderate income households on Parcels B through F, assuming construction of 1,113 units. If the total number of dwelling units constructed as part of the Project is less than 1,113, the total number of moderate income units may vary from the numbers stated above, but the number of very low, low, and moderate income units will include at least 20% of all constructed units in Parcels B-F.

I. Pursuant to the Inclusionary Housing Ordinance, the District submitted an Affordable Housing Plan ("AHP") to the City that reflects the District's intention to provide two hundred and twenty-three (223) affordable units at very low, low, and moderate income levels as part of the Project, assuming construction of 1,113 units in Parcels B-F. The City has reviewed and approved the AHP (attached as Exhibit C), after finding that the AHP is consistent with the requirements of the Inclusionary Housing Ordinance.

J. The AHP is consistent with City Code Section 17.47.080 and 17.47.100(A), as the required inclusionary units will be on the same site as the market rate units. As articulated in Section 17.47.010, the City's policy behind the "same site" requirement is "to provide for integration of low- and moderate-income households with households in market-rate neighborhoods and to disperse inclusionary units throughout the city where new residential development occurs." While the Project site currently consists of one legal parcel (currently referred to as APN 091-211-230), the "same site" requirement in Section 17.47.080 does not require inclusionary units to be on the same legal parcel as market rate units, as this would lead to inconsistent outcomes on differently sized parcels. The City has reviewed the AHP and concluded that by placing the inclusionary units on the same interconnected residential development site as the market rate units, the AHP meets the "same site" requirement by dispersing inclusionary units throughout the City where new residential development occurs.

K. Pursuant to City Code Section 17.28.030(C), the Precise Plan shall govern the "development schedule" for a planned development, including the timing of construction and occupancy for any inclusionary units. The construction and development schedules approved as a part of a planned development take precedence over other development schedules set forth in the City Code, including those set forth in City Code Sections 17.47.080, 17.47.090 and 17.47.100(A). Regarding the timeline for construction and occupancy of inclusionary units, the Precise Plan refers to the AHP (Precise Plan, Section VI), which identifies specific timing for release of inclusionary units.

L. The District intends to ground lease the various parcels included in the Property to one or more "Developer" parties for the purpose of developing the Project. The District shall ensure that the ground lease for each parcel shall require the applicable Developer to comply with the terms of this Agreement, and the District shall remain obligated to perform under this Agreement.

M. This Agreement is intended to be the "Affordable Housing Agreement" referenced in the Conditions of Approval.

AGREEMENT

NOW, THEREFORE, with reference to the foregoing recitals and definitions, which are incorporated herein, and in consideration of the mutual promises, obligations and covenants herein contained, and other good consideration, City and the District agree as follows:

1. **Satisfaction of Affordable Housing Obligation**. In full and final satisfaction of the District's obligation to provide affordable housing units pursuant to the Conditions of

Approval, Chapter 17.47 of the Daly City Municipal Code, the Housing Element of the City's General Plan and any other local ordinance, regulation or law now or hereafter enacted, the District shall perform the covenants set forth in Section 2 of this Agreement.

2. **Affordability Covenants**. During the Term (as defined herein), the District covenants that District shall cause the development of a minimum of twenty percent (20%) of the aggregate rental units developed on Parcels B through F of the Property as affordable units (singularly, an "Affordable Unit," and collectively, the "Affordable Units"), which shall be subject to the terms and conditions of this Section 2. All of the Affordable Units referenced in this Section 2 shall only be leased to households whose annual incomes at move-in do not exceed Moderate Income (as defined in this Agreement), as to approximately 6.5% of all dwelling units constructed on Parcels B through F, which is expected to be 73 Affordable Units ("Moderate Income Affordable Units"), and households whose income does not exceed Low Income (as defined in this Agreement), as to approximately 13.5% of all dwelling units constructed on Parcels B through F, which is expected to be 150 Affordable Units and two managers units ("Low Income Affordable Units"). The tenants in the Affordable Units shall be charged an Affordable Rent as defined below. The obligations set forth in this Section 2 shall be referred to collectively as the "Affordability Covenants." To the extent the AHP differs from the terms of this Agreement, the terms of this Agreement shall control.

2.1. Low Income. "Low Income," is defined for purposes of this Agreement as income not more than 60% of area median income ("AMI").

2.2. Very Low Income. "Very Low Income" is defined as income not more than 50% of area median income ("AMI").

2.3. Moderate Income. "Moderate Income," is defined for purposes of this Agreement as income not more than 120% of AMI.

2.4. Eligible Tenant. An "Eligible Tenant" is, with respect to the Low Income Affordable Units, a household whose income does not exceed Low Income, and with respect to the Moderate Income Affordable Units, a household whose income does not exceed Moderate Income.

2.5. Prohibited Occupancy. The District and subsequent owners shall prohibit any person, family or household who has not been determined to be an Eligible Tenant (defined above) from renting or occupying any Affordable Unit at the time of taking possession of an Affordable Unit.

2.6. Affordable Rent. For Low Income Affordable Units, an "Affordable Rent" means a monthly housing cost charged to and paid by the Eligible Tenant that does not exceed one-twelfth (1/12th) of thirty percent (30%) of sixty percent (60%) (or for 12 units (23%)) of AMI for a household of the Assumed Household Size for the dwelling unit,For Very Low Income Affordable Units, an "Affordable Rent" means a monthly housing cost charged to and paid by the Eligible Tenant that does not exceed one-twelfth (1/12th) of thirty percent (30%) of fifty percent

(50%) of AMI for a household of the Assumed Household Size for the dwelling unit. For Moderate Income Affordable Units, an "Affordable Rent" means a monthly housing cost charged to and paid by the Eligible Tenant that does not exceed one-twelfth (1/12th) of thirty percent (30%) of one-hundred twenty percent (120%) of AMI for a household of the Assumed Household Size for the dwelling unit, Housing cost is comprised of contract rent and a utility allowance.

2.7. Assumed Household Size. Assumed Household Size for the Project will be as defined in City Code Section 17.47.030, which is the number of bedrooms for each dwelling unit plus one person.

2.8. Rent Adjustments for Affordable Units. Adjustments in the Affordable Rent are permitted no more than once over a twelve-month period and shall be based on the lesser of (i) the increase permitted in updates in household median income as published by the United States Department of Housing and Urban Development ("HUD") or (ii) five percent (5%). The City will be notified in writing of any adjustment to Affordable Rent within 30 days of such adjustment.

2.9. Prohibited Fees. In general, any additional mandatory fees for non-elective services are specifically prohibited and the District may not impose such charges on any Affordable Rental Unit.

2.10. Distribution of Units. Exhibit B shows the expected location of Affordable Units at initial lease-up. The actual location of Affordable Units will be submitted prior to issuance of a building permit for each Parcel, which may vary from the locations shown on Exhibit B.

2.11. Timing of Affordable and Market Rate Units. One market-rate building can be constructed on the Property prior to construction of the Affordable Units. Prior to the City's issuance of a building permit for any additional market rate building on Parcels B through F beyond the first market-rate building, the District must have all funding sources legally committed, have a building permit, and the District or the Developer for such improvements must have issued its notice to proceed to its contractor for a minimum of sixty (60) Affordable Units to be constructed on the Property.

2.12. Affordable Unit Milestones. Once the certificate of occupancy has been issued for the completion of any market-rate structure built on the Parcels B through F ("CofO"), the following deadlines apply: (i) within six (6) years of the date that CofO was issued, the District shall apply for a building permit for a minimum of sixty (60) Affordable Units to be constructed on Parcel C or other Parcel on the Property, (ii) the construction of those sixty (60) Affordable Units must have started within eight (8) years of the CofO issuance, and (iii) those Affordable Units must be completed (as evidenced by a certificate of completion) within ten (10) years of such CofO. These requirements shall be referred to as the "Affordable Unit Milestones."

2.13. Extensions to Affordable Unit Milestones. The Affordable Unit Milestones are subject to adjustment for Force Majeure Events, as defined below. Separately, if the District is moving forward in good faith with development of the Affordable Units, but cannot strictly comply with the Affordable Unit Milestones, the Parties shall negotiate an appropriate time extension in good faith to complete construction of the Affordable Units. If the District cannot comply with the Affordable Unit Milestones, and the Parties do not agree to a time extension to the Affordable Unit Milestones, the District may satisfy the Affordability Covenants, and set forth in this Section 2 by proceeding with one of the options set forth below, after obtaining written consent from the City, which consent shall not be unreasonably withheld or denied:

(a) The District shall build additional Affordable Units at locations acceptable to the City, with rent set at Affordable Rent as defined herein, and a total count of Affordable Units not less than 20% of all residential units constructed thus far on Parcels B through F consisting of 13.5% Low Income Units and 6.5% Moderate Income Units, which additional Affordable Units shall satisfy the District's obligation to provide those constructed Affordable Units under this Agreement; or

(b) The District shall pay an in-lieu fee based upon the number of market rate units built on the first market rate building to be completed ("FMRB"), at the in-lieu fee rates set forth in the City's affordable housing fee schedule adopted by City Council resolution, adjusted to reflect equivalence with providing built rental units targeted at 60% AMI instead of 70% AMI, which in-lieu fee payment shall satisfy the District's obligation to provide a commensurate number of Affordable Units required under this Agreement; or

(c) All residential development on Parcel C will be converted to market rate housing and the District will proceed with additional market rate development on the Property (Parcels B through F) with a catch-up described below:

(i) Residential development on phases after the first constructed market rate residential structure, on Parcels B through F, will include the Affordable Units representing 13.5% of all residential units constructed on the first constructed market rate building built at 60% AMI and 6.5% on the first constructed market rate building built at 120% AMI. These catch-up units will be distributed pro rata amongst the subsequently developed Parcels.

(ii) In addition to the catch-up units described above, buildings constructed after the FMRB will be built with 10% of the units rented as Affordable Units with a maximum income of 80% AMI and rent for Affordable Units based on income not to exceed 70% AMI.

2.14. Appearance and Amenities. The Affordable Units shall be comparable to the other units on Parcels A through F of the Project, in terms of appearances, finishes, and features, and the Affordable Units shall be provided, or have access to, the same neighborhood amenities as the other units on Parcels A through F of the Project (e.g., parks and recreation trails).

2.15. Subsequent Phases. The subsequent phases after the FMRB and the first residential structure built on Parcel C have been constructed can be phased and include unit counts proposed by the District in any way such that the overall percentage of Affordable Units does not drop below 20% of all constructed residential units at the Project site at any time consisting of 13.5% Low Income Units and 6.5% Moderate Income Units.

2.16. Subsidies. The City is not committing to any form of financial subsidy for Affordable Units in this Agreement. However, the City agrees that this Agreement does not preclude the possibility of a subsidy directed at the Affordable Units at a future date.

2.17. Unit Count for Parcel C. Parcel C is expected to include two residential structures, which may be built concurrently or separately, and the District agrees that the first residential building to be constructed on Parcel C will include a minimum of 60 Affordable Units, and one manager unit, except as otherwise provided in this Agreement.

3. Term.

3.1. Each building with an Affordability Unit will have a 55-year affordability term beginning on the date of issuance of a building permit for that specific building ("Initial Term").

3.2. Term. The Initial Term plus any time needed to account for any Extension Period (as defined in Section 4.8(b)) shall equal the "Term" of this Agreement with respect to any specific building or Parcel to which the Agreement applies. The Term shall be equal to fifty-five years after the required Affordable Units are completed, as evidenced by a certificate of occupancy issued for such improvements, pursuant to the Affordability Covenants described in Section 2 of this Agreement.

4. Marketing and Management of Affordable Units.

4.1 Marketing. The District will cause the Developer for the Affordable Units to market the availability of the Affordable Units through appropriate means that are reasonably expected to reach Eligible Tenants.

Prior to the lease-up of new low-income and BMR units, the owner shall submit a marketing plan to the City describing the process and guidelines for selecting new tenants. The Plan will include, but not be limited to, a description of how the units will

be affirmatively marketed, description of a lottery process for selecting new residents and how a wait list will be managed.

The City shall have 21 days to approve or reject a marketing plan, which approval shall not be unreasonably withheld. Specific requirements for the marketing plan may be attached as an exhibit to the Affordable Housing Agreement. A marketing plan approved by the City shall be required prior to issuance of the Building Permit for each Parcel, but no later than one month prior to the marketing launch for the units.

5.

4.2

4.2 Lease Addendum. All lessees of Affordable Units shall be provided with a lease addendum that describes the requirements for preserving occupancy of an Affordable Unit (i.e., annual income recertification, primary residency).

4.3 Verification and Recertification of Household Income. At the inception of an initial occupancy of an Affordable Unit and annually, on July 1 of each calendar year thereafter, the District shall cause the Developer of such Affordable Unit to certify or re-certify, as the case may be, the Low-Income or Moderate Income qualifications of the lessee household in accordance with the requirements set forth below. If, upon recertification, the District determines that the gross income of the Low Income lessee household exceeds 140 percent of the then in-effect AMI, adjusted for household size (the "Standard"), or exceeds 200 percent of the then in-effect AMI for Moderate Income lessee households, adjusted for household size, the unit no longer qualifies as an Affordable Unit and the Occupant may be charged market rate, as long as the rent increase does not exceed what is allowed under State law for rent increases. Upon decertification of an Affordable Unit due to the occupant's failure to meet the Standard, the District shall be required to cause the party operating the Parcel to offer the next available, comparable unit in the same building as an Affordable Unit and install an Eligible Tenant. The District shall not be considered in violation of this Agreement if an Affordable Unit is decertified and the District complies with this provision.

Rent increases. Rent increases for Affordable Units will not exceed what is allowable under State law.

4.4 Maintenance of the Project. The Affordable Units shall at all times be maintained in a neat and orderly condition consistent with good management practices and in accordance with all applicable laws. The District shall not permit any nuisance to be maintained on the Project. The District shall ensure that the Affordable Units are maintained in accordance with the following:

(a) Interior and exterior paint shall be maintained in a neat and attractive condition;

(b) All fixtures and appurtenances shall be maintained in good working order, including, but not limited to, the following: windows and doors, landscaping, kitchen appliances, electrical, plumbing and heating equipment;

(c) Exterior areas shall be maintained to keep grounds free of litter, trash and paper. Parking areas shall be maintained in good repair and free from dirt and litter. Common areas such as hallways and laundry rooms will be swept and cleaned as frequently as necessary and kept free of trash and other debris. Garbage removal will be effected through waste removal arrangements then maintained by prudent residential property managers in the Daly City area. The trash areas will be swept and scrubbed with disinfectant as necessary. Extermination services will be contracted with to provide a high level of sanitation and cleanliness; and

(d) Landscape areas shall be maintained in an attractive and healthy condition.

4.5 Compliance Monitoring. In order to ensure compliance with this Agreement, each of the following shall occur:

(a) The District and its successors including selected housing developers shall ensure that each lessee occupying an Affordable Unit in the Project executes, under penalty of perjury, an income verification and information form ("Income Verification and Information Form"), in a form reasonably acceptable to the City, certifying the lessee's income and financial status (e.g., the form that the California Tax Credit Allocation Committee or other such agency may require). Affordable Units will be leased only to Eligible Tenants – those individuals who have household incomes qualifying under the Affordability Covenants set forth herein.

(b) The District and its successors shall obtain a copy of the most recent federal income tax return, two months' worth of most recent bank statements, pay stubs, and other sources of income that may be received by all adults occupying an Affordable Unit.

(c) Annually, the District and its successors shall have and make available for the City to review at the property manager's office upon reasonable prior notice and during normal business hours, upon request at the property site, copies of said executed Income Verification and Information Forms and supporting documentation such as tax returns, bank statements, and pay stubs with respect to each lessee occupying an Affordable Unit along with a summary for the applicable year signed by the District or its successor, certifying compliance with the provisions of this Agreement under penalty of perjury. In no event shall the District be required to provide copies of any confidential tenant information to the City, or allow

the City to remove original or copies of confidential documents from the premises.

To certify the compliance of the District or its successor with these provisions, the City shall have a right, upon reasonable prior notice during normal business hours, to inspect the books and records pertaining to such matters of the then owner(s) or operator(s) of the Project

(d) The District shall pay an annual BMR administrative fee that may be updated by Council resolution. The current fee is $100 per each affordable unit in the development. The fee may not increase more than CPI.

(e) The District shall submit annual reports to the City reporting on current tenant incomes and rents, wait list status, financial audit, property management issues, and delivery of resident services.

(f) The City may conduct onsite monitoring visits that include inspection of units and common areas in the property, and review of tenant files and income recertifications; however, the City may not remove or make copies of confidential tenant information.

(g) Developers of individual parcels will execute an agreement with the City memorializing their obligation to comply with parts a through h of this section prior to issuance of a building permit.

4.6 Occupancy Report. Annually, by July 15th of every calendar year this Agreement is in effect, the District shall submit an Occupancy Report on the status of the Project's Affordable Units for the prior calendar year. The form of the Occupancy Report shall be in the discretion of the District, so long as the Occupancy Report contains, at minimum, the following items for all of the Affordable Units covered by this Agreement:

(e) Total number of Affordable Units that are occupied, as of the date of the Occupancy Report. Report shall include move-in dates and bedroom count;

(f) Rents charged for all Affordable Units at all times during the period covered by the Occupancy Report;

(g) Household size and household income for all Affordable Units at all times during the period covered by the Occupancy Report; and

(h) A report of all changes in the occupants of the Affordable Units at all times during the period covered by the Occupancy Report.

4.7 Nondiscrimination and Nonsegregation Requirements.

(i) Obligation to Refrain from Discrimination. There shall be no discrimination against or segregation of any person, or group of persons, on account of any basis listed in subdivision (a) or (d) of Section 12955 of the Government Code, as those bases are defined in Sections 12926, 12926.1, subdivision (m) and paragraph (1) of subdivision (p) of Section 12955, and Section 12955.2 of the Government Code, or on the basis of domestic partnership status or arrangement, in the sale, lease, sublease, transfer, use, occupancy, tenure or enjoyment of the Project; nor shall the District, or any person claiming under or through it, establish or permit any such practice or practices of discrimination or segregation with reference to the selection, location, number, use or occupancy of tenants, lessees, subtenants, sublessee or vendees of the Project. This covenant shall remain in effect without limitation as to time.

(j) Form of Nondiscrimination and Nonsegregation Clauses. The District agrees that the covenants set forth in this subsection (b) shall bind the District, for itself and its successors and assigns, and all subsequent holders of any interest in the Project.

4.8 Events of Default; Enforcement.

(k) In the event of a default in the performance or observance of any covenant, agreement or obligation as set forth in this Agreement, the City shall provide written notice to the District and any Developer that has an interest in the subject Parcel. The District shall provide contact information to the City for all Developers that have an interest in the Property. If such default remains uncured for a period of sixty (60) days after notice thereof shall have been given by the City, or such longer period as may be approved by the City in writing in its sole discretion, then the City may declare that an Event of Default has occurred hereunder and may take any one or more of the following steps with respect to only the specific Parcel or Parcels for which the default has occurred, at its option:

(i) By an action for specific performance of the District's obligations and related equitable remedies, or to enjoin any acts or things that are unlawful or that are violations of the rights of the City under this Agreement; and

(ii) Take whatever other action at law or in equity that is necessary to enforce the obligations under this Agreement.

(l) In addition to the remedies described in subsections (a)(i) and (ii) above, but subject to the provisions of the District's failure to make any or all of the Affordable Units available at affordable rent for a period of thirty (30)

consecutive days at any point during the Term and for any reason (including, without limitation, damage or destruction to the Project that renders the Affordable Units uninhabitable) shall automatically extend the Term, for only the specific Parcel in default, on a day for day basis equal to the amount of time the Affordable Units were not available for rent (the "Extension Period").

(m) No delay in enforcing the provisions hereof as to any breach or violation of this Agreement shall impair, damage or waive the right against or recover for the continuation or repetition of such breach or violation or any similar breach or violation thereof at any later time or times.

(n) A default under this Agreement is enforceable against the District and parties in possession of the Parcel (or Parcels) where the Affordable Units are to be constructed and operated. Where a default occurs in providing the mandated Affordable Units, the remedies shall be focused on the Parcel on which the default occurred. No remedy shall be enforceable against portions of the Project that are not involved in the breach of such obligation. When Certificates of Occupancy have been issued by the City for a building containing Affordable Units on a given Parcel, such remedies shall be enforced only against the District or any party in possession or with a right to possession of the Parcel where such default occurred.

5.2. Amendments. This Agreement may only be amended in writing by an instrument signed by the authorized representative of the City or its successor in interest and the then record owner or owners of the Project.

6. Release of this Agreement. The obligations of this Agreement are intended to ensure that any Affordable Units that have been allocated to a Parcel shall be constructed and operated on that Parcel consistent with this Agreement, and that any remedy for a default shall be limited to such defaulting Parcel or portion thereof. Any remedy hereunder for a default shall be pursued only against the District and the parties in rightful possession of the Parcel that is in default (i.e. there is no cross-default with other Parcels are not implicated in causing such default).

Moreover, when any Certificate of Occupancy has been issued by the City evidencing the completion of a Parcel, and all Affordable Units that are mandated for that particular Parcel have been duly constructed ("Completed Parcel"), then within thirty (30) days following written request from the District (or any party that derives its interest from District in such Completed Parcel, such as a ground tenant, lender or similar party; herein, the "Interest Holders"), the District and City will record a replacement Affordable Housing Agreement or an amendment to it ("Substitute Agreement") that will establish and confirm that: (i) this Agreement will have no further force or effect on such Completed Parcel, and (ii) the Substitute Agreement will focus on and provide enforcement only to the extent of the operations on that particular Completed Parcel (e.g., as required by Sections 2, 3, 4 and 6 of this Agreement), it being the intent of the parties

to relieve the District and all Interest Holders from any obligation to perform obligations that fall outside of those specifically required of the Completed Parcel. The Substitute Agreement shall identify the specific number of Affordable Units available for rent at 120% AMI, 60% AMI, 23% AMI, and the number of dwelling units available for intellectually and developmentally disabled persons for the Completed Parcel ("Completed Parcel Unit Count"), based on the number of such units constructed at the issuance of the Certificate of Occupancy. The Substitute Agreement shall not require more Affordable Units at any specific rent level, or units available for intellectually and developmentally disabled persons for the subject Parcel than the applicable number included in the Completed Parcel Unit Count. An Interest Holder may require that the City provide a full release from the obligations under this Agreement so long as a Substitute Agreement is to be recorded that captures and can enforce the obligations applicable to the Completed Parcel after the Certificate of Occupancy has been issued.

The Substitute Agreement will simultaneously relieve the District, and all ground tenants, developers, lenders and investors who hold an interest through the District, from the obligation to provide any additional Affordable Units on the Completed Parcel or elsewhere in the Project, except to the extent of a default relevant to such Completed Parcel. The Substitute Agreement is expressly intended to release the Parcel from any obligations to improve or maintain the Completed Parcel beyond those obligations that applied to such Completed Parcel as of the date the Certificate of Occupancy was issued. Upon expiration of the Term, provided there is no material default under this Agreement, City shall execute and record a Termination of Affordable Housing Obligations or equivalent agreement, in the form reasonably directed by the District, confirming the District has met its obligations under this Agreement and that the Agreement has no further force or effect on the Parcel(s) or Project. The City shall use good faith efforts to complete such recordation within thirty (30) days after the Term concludes.

7. **Agreement Runs with the Land**. This Agreement shall be recorded in the Official Records of San Mateo County with respect to Parcels B through F, and will have priority over the liens of all deeds of trust, mortgages and other financing instruments encumbering Parcels B through F of the Property. This Agreement shall be a covenant running with the land. It shall inure to the benefit of City and its successors and assigns from the Effective Date until all affordable housing obligations in this Agreement have been satisfied; provided, however that as to any Completed Parcel, the obligations shall be governed by and limited to the Substitute Agreement, and only the Substitute Agreement will run with the Completed Parcel, as evidenced by the recordation of a release under Paragraph 5 of this Agreement. The covenants contained in this Agreement shall be binding upon the District and any successor in interest as owner of fee title to all or any portion of Parcels B through F of the Property. Upon the transfer by the District of all or any portion of its interest in the Parcels B through F of the Property, all references in this Agreement to the District or owner thereafter shall mean and refer to such successor in interest of the District as may then be the owner of the Property or portion thereof. As part of the Entitlements, it is anticipated that the Property will be subdivided into seven or more separate legal parcels, in addition to street and road parcels. If the Property is, in the future, subdivided differently than anticipated in the Entitlements, the Parties agree to cooperate in good faith to prepare and execute a revised affordable

housing agreement that will be recorded only against the parcels upon which the Project is located.

8. **Notices**. Formal written notices, demands, correspondence and communications between City and the District shall be sufficiently given if: (a) personally delivered; or (b) dispatched by next day delivery by a reputable carrier such as Federal Express to the offices of the City and the District indicated below, provided that a receipt for delivery is provided; or (c) if dispatched within the San Francisco Bay Area by first class mail, postage prepaid, to the offices of City and District indicated below, or such other address as any party may from time-to-time designate by written notice as provided herein.

City:	City of Daly City 333 90th Street Daly City, CA 94015 Attn: City Manager
with a copy to:	City of Daly City 333 90th Street Daly City, CA 94015 Attn: City Attorney
District:	Jefferson Union High School District 699 Serramonte Boulevard Suite 100 Daly City, CA 94015-4132 Attn: Superintendent and Deputy Superintendent/Chief Business Official
with a copy to:	Office of the San Mateo County Counsel 400 County Center, 6th Floor Redwood City, CA 94063 Attn: County Counsel

Notices delivered by deposit in the United States mail as provided above shall be deemed to have been served two (2) business days after the date of deposit if addressed to an address within the State of California, and three (3) business days if addressed to an address within the United States but outside the State of California.

9. **Miscellaneous**.

9.1. Headings. Section headings in this Agreement are for convenience only and are not intended to be used in interpreting or construing the terms, covenants or conditions of this Agreement.

9.2. Severability. Except as otherwise provided herein, if any provision of this Agreement is held invalid, the remainder of this Agreement shall not be affected, except as necessarily required by the invalid provisions, and shall remain in full force and effect unless amended or modified by mutual consent of the parties.

9.3. Applicable Law/Venue/Attorneys' Fees and Costs. This Agreement shall be construed and enforced in accordance with the laws of the State of California, without reference to choice of law provisions. Any legal actions under this Agreement shall be brought only in the Superior Court of the County of San Mateo, State of California. Should any legal action be brought by any party because of breach of this Agreement or to enforce any provision of this Agreement, the prevailing party shall be entitled to reasonable attorney's fees and such other costs as may be found by the court.

9.4. Interpretation. All parties have been represented by counsel in the preparation and negotiation of this Agreement, and this Agreement shall be construed according to the fair meaning of its language. The rule of construction to the effect that ambiguities are to be resolved against the drafting party shall not be employed in interpreting this Agreement. Unless the context clearly requires otherwise, (a) the plural and singular numbers shall each be deemed to include the other; (b) the masculine, feminine, and neuter genders shall each be deemed to include the others; (c) "shall," "will," or "agrees" are mandatory, and "may" is permissive; (d) "or" is not exclusive; (e) "includes" and "including" are not limiting; and (f) "days" means calendar days unless specifically provided otherwise.

9.5. Force Majeure. Delays in a party's performance of its obligations hereunder due to events beyond the reasonable control of the party and where the consequences could not have been avoided in the exercise of common diligence are herein referred to as "Force Majeure Events." A Force Majeure Event can include strikes, lockouts or other collective acts of workers; earthquakes, floods, unusually severe weather or other acts of nature that are exceptional; sudden shortages of labor or materials; enemy or terrorist action; civil commotion; fire or other casualty; a court or administrative restraining order, injunction or similar order, which precludes the required performance; damage or destruction of units for which there are insufficient funds to repair; economic conditions causing funding to be impractical to obtain; legal challenges to the Precise Plan, Entitlements or development of the Affordable Units; and unusual delays in obtaining permits or governmental approvals. A party whose performance is impaired due to a Force Majeure Event may be excused for its delay in performance if such party proves that it is due to a Force Majeure Event. Such party shall promptly notify the other party and explain the circumstances. Where there has been a Force Majeure Event causing unavoidable delay, the time for performance shall be extended co-extensive with the actual time delay caused by the Force Majeure Event.

9.6. Time is of the Essence. Time is of the essence with respect to each and every term and condition hereof.

9.7. Agreement is Entire Understanding. This Agreement constitutes the entire understanding and agreement of the parties with respect to the matters set forth herein.

9.8. Third Party Beneficiary. There are no third-party beneficiaries of this Agreement.

9.9. Foreclosure or Loss of Rental Subsidy. If title to an owner's interest is transferred as a result of foreclosure, a deed in lieu of foreclosure, or other realization on such interest under the loan documents held by an institutional lender, notwithstanding anything to the contrary contained herein, an Eligible Tenant shall be a 60% income household as published by the California Tax Credit Allocation Committee ("CTCAC") and the Affordable Rent shall be the maximum rent for a 60% income household as published by CTCAC. In the event of a loss, reduction, or termination of any rental subsidy for the Project, through no fault of the owner, the owner may implement changes to the affordability requirements, subject to review and analysis by the City and approval by the City Council.

[REMAINDER OF PAGE INTENTIONALLY LEFT BLANK]

IN WITNESS WHEREOF, the parties hereto have executed this Agreement as of the date first above-written.

DISTRICT

JEFFERSON UNION HIGH SCHOOL DISTRICT

By: Jefferson Union High School District, a union high school district formed and existing under the laws of the State of California, Its Superintendent

By: _____

CITY

CITY OF DALY CITY, a California municipal corporation

By: _____

ATTEST:

By: _____

APPROVED AS TO FORM:

By: _____

EXHIBIT A

LEGAL DESCRIPTION OF THE PROPERTY

REAL PROPERTY IN THE CITY OF DALY CITY, COUNTY OF SAN MATEO, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

[To be provided to the City]

(END OF LEGAL DESCRIPTION)

EXHIBIT B

Location of Affordable Units at Initial Lease Up

EXHIBIT C

Affordable Housing Plan

EXHIBIT F

[PRECISE PLAN]



Serramonte Del Rey Precise Plan

01-11-2024

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1. Introduction

A. OVERVIEW

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. In addition to the 122 units of faculty and staff housing already completed, 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 multi-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 which was completed in 2022. Phase I 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, and objective design standards 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 a parcelization plan, comprised of streets, development parcels and access easements, 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 conformance review and design review approval process consistent with the City's General Plan, ordinances, and procedures.

Figure 1.1 Existing and Updated Plan Area Boundaries



B. DISTRICT INTENT

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 intent is 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.

The Faculty and Staff Housing project along Serramonte Boulevard, completed in 2022, is the first step to build-out the Serramonte Del Rey neighborhood. This project provides affordable housing for teachers and staff members, which helps 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 access to Highway 1 along the northern edge of the site. This unique location is a gateway into Daly City. Figure 1.2 shows the regional location and Figure 1.3 shows the surrounding context of the Plan Area.



View of Faculty and Staff Housing from Serramaonte Boulevard.

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 Plan Area 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, Chinese Cemetery 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 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 at the project entry along Serramonte Boulevard. In addition, many surrounding streets have bicycle facilities, including Class II bicycle lanes on Ser-

ramonte Boulevard south of Callan Boulevard, Callan Boulevard south of Serramonte Boulevard, and Class III bicycle facilities on Serramonte Boulevard west of Callan Boulevard.

Plan Area Character

As shown in Figure 1.4, the existing Plan Area site is 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 high elevation, there are expansive views of the San Bruno Mountains and city skyline to the east 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 the west, north and east sides of the Plan Area.

The Plan Area is occupied by 122 units of faculty and staff housing at Parcel A and a decommissioned high school building, partially used as administrative offices. The former high school facility is a large, contiguous single-story building with mostly blank walls facing 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.

Figure 1.2 Regional Location (looking north)



Figure 1.3 Context Map (looking south)



Figure 1.4 Existing Conditions and Topography



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 (amended with the 2015 Housing Element) and the latest draft of the 2023-2031 Housing Element.

Faculty and Staff Housing

On Parcel A is a 122-unit housing project built for and occupied by JUHSD faculty and staff, completed in 2022 and zoned Planned Development PD-31A. The Faculty and Staff housing was entitled under the PD-31 Precise Plan by General Plan Amendment GPA-9-18-13666 and Zone Change ZC-9-18-13662.

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 Agreement.

Municipal Ordinance

The Daly City Municipal Code designates the Plan Area as a "Planned Development District (PD-31B)". 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. General provisions for a planned development that apply to the Precise Plan are established in Section 17.28.020 of the Municipal Code.

1985 Precise Plan (PD-31)

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 was developed south of the existing high school. The remainder of the 22-acre second phase of permitted development of the 1985 Precise Plan has not been realized and is the subject of this Precise Plan Update.

The provisions of the 1985 Precise Plan continue to govern the southern part of the PD31 Precise Plan.

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2. Vision and Goals

A. VISION

Experience

The Serramonte Del Rey Precise Plan enables the transformation of a 22-acre, former high school site with outdated facilities and surface parking 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 and café life;
- A collection of parks, open spaces and recreational trails for use by all ages;
- Architecture for modern living, with amenities and contemporary, sustainable design;

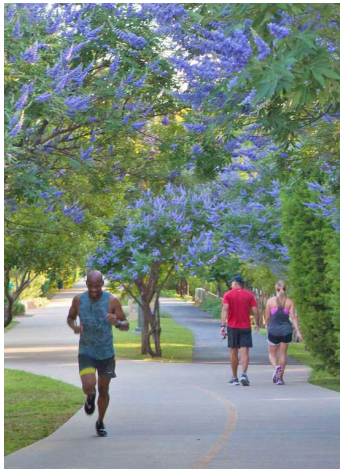


Walkable tree-lined streets will enhance the neighborhood.



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





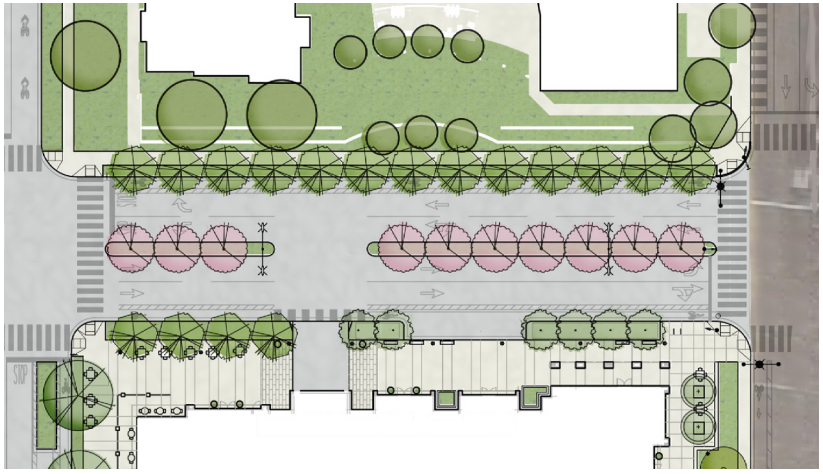
Open space and recreation areas will serve all age groups.

- A diverse residential neighborhood that includes units affordable to low and very low 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;
- A highly accessible location with direct transportation and transit access to major job centers in San Francisco and along the San Mateo Peninsula;
- Regional shopping and Gellert Park within walking distance
- One of the world's best climates, with the beautiful, diverse ecology of a coastal zone and a 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:

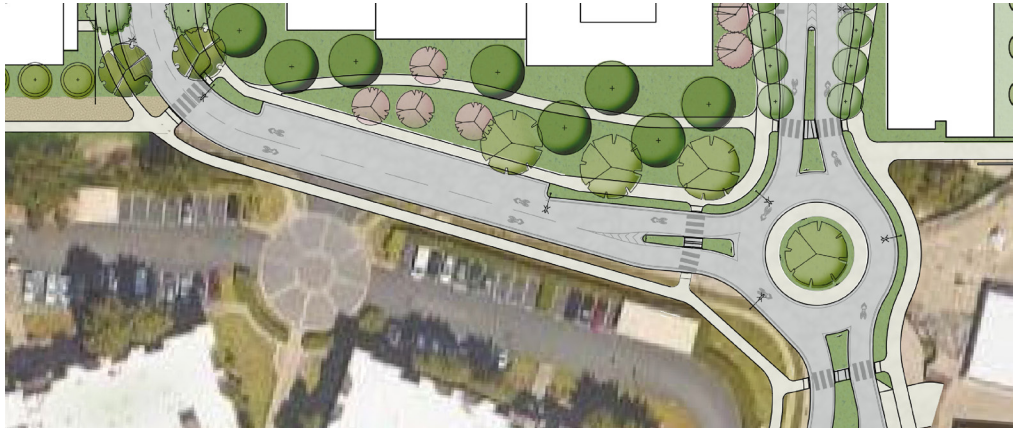
Mixed-Use Main Street. Entry Drive is the plan area's Main Street and entrance to the neighborhood, extending from the intersection of Serramonte Boulevard and Highway 1 ramps to the Central Green on North Drive. On the east side of the street is a mixed-use commercial and residential development with ground floor retail uses. This lively area features uses such as a café and retail shops opening onto tree-lined gathering spaces with outdoor seating. 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. The streets are lined with residential buildings organized around the Central Green, an urban park at the heart of the neighborhood. Buildings vary from four to seven stories around the Central Green. Up to two 14-story towers are permitted. The buildings are to be of contemporary, high quality architectural design. Design standards shape an attractive pedestrian oriented streetscape experience, with attention to ground floor, podium, and tower building massing. 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 protected bike lanes and large street trees. West Drive is a narrower neighborhood



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

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.



Parking-protected buffered bike lane.

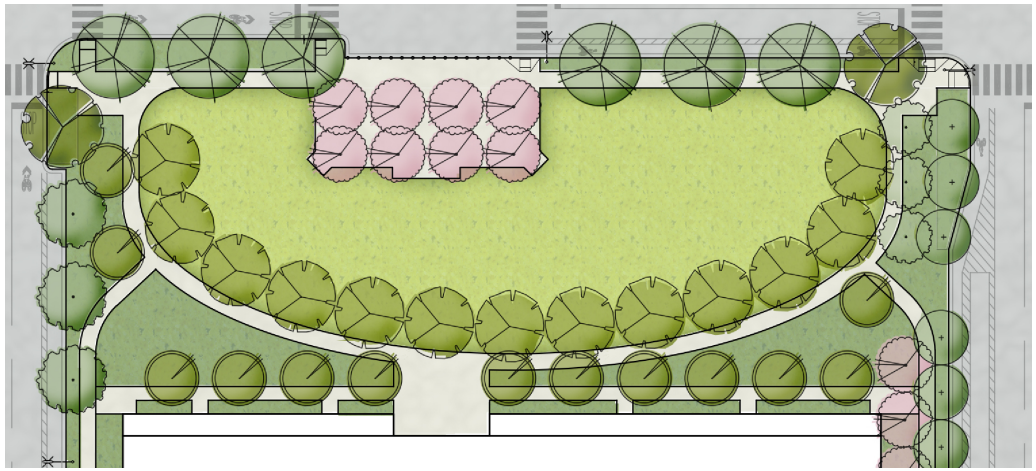
Diversity of Housing. Affordable and market rate rental housing are mixed throughout the site. Parcel A's 122 units of affordable housing for JUHSD Faculty and Staff is approved and constructed, at the corner of Serramonte Boulevard and Entry Drive. Parcel C proposes up to 150[1] units of affordable housing development serving households with low and very low incomes, including the intellectually disabled.

1 The Plan proposes to build a total of 152 units, including 150 affordable units and 2 units that are manager units in two buildings on Parcel C.

Figure 2.1 Illustrative Plan



Neighborhood Parks, Trails and Open Space. The plan features three publicly accessible parks and a loop trail, with walking and biking along the east hillside and walking along the west hillside. The Central Green features a tree-shaded plaza at Entry Drive and a 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 community garden, 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. South Point Park, at the southern entrance to the plan area, provides a passive recreational landscape and trail linking the western and eastern hillsides together.



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. Parking is in secure garages and screened from view from neighborhood streets by building frontages or landscape. On-street parking on private streets and accessways serves residents, retail customers, visitors and neighborhood public spaces. Curbside pick-up and drop-off for Head Start is located along South Access Way.

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:

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 retail to recreational trails and parks that can accommodate a range of play and other activities.

B.2 Promote Housing Equity

Address the housing shortage in Daly City by exceeding the number of units and depth of affordability required by the City's below market rate (BMR) rental housing requirement. At final build-out of the dwelling units within the Plan Area, not less than 20% of all dwelling units constructed within the Plan Area shall be Affordable Units, with approximately 6.5% of dwelling units leased to Moderate Income households, and 13.5% of all dwelling units leased to Low Income households. Twelve (12) of the Low Income household Affordable Units shall be leased to households with not more than 23% of AMI. The balance of units will be market rate rental housing on parcels B, D, E and F.



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



Walkable tree-lined streets will enhance the neighborhood.

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

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.

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 will have roof top solar panels, electric vehicle charging stations, water conservation, waste management, alternative transportation options and green materials that meet or exceed state and local green building requirements. Landscapes will feature storm water treatment gardens, drought tolerant landscapes, street trees to reduce heat island effects, and pedestrian-oriented design.



The Head Start facility will provide dedicated outdoor activity space.

B.6 Fit Hillside Context

Buildings are located in a hillside setting with existing mature trees and supplemental tree planting that will screen views from Serramonte Boulevard and Callan Boulevard. Residential towers are set back from Serramonte Boulevard and oriented east-west to reduce visual prominence for uphill neighbors.

B.7 Provide Active Transportation

Design for active transportation and healthy living. The Precise Plan's streets[2] are 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.

B.8 Right-size Parking

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



Before view from intersection of Callan Boulevard and Serramonte Boulevard.



After view with trees shown transparent to show new development.

2 See Development Agreement for off-site improvements, including pedestrian and bike improvements to the Serramonte Boulevard and Highway 1 ramps intersection.



The open space network will include a recreational trail.

B.9 Connect to Nature

Provide diverse, accessible neighborhood park and open spaces for residents and visitors to connect to nature. Create recreational trails open to the public, as well as a series of private and common open spaces available to residents.

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

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



3. Objective Development Standards

This chapter establishes Objective Development Standards for the Plan Area. All development planned within the Plan Area are required to adhere to standards for Planned Development Zone PD-31B as contained in this chapter. When these Objective Development Standards conflict with other sections of the Zoning Ordinance, these standards shall prevail only to the extent of the conflict. Where these planned development standards do not provide regulations, the Zoning Ordinance[1] shall apply as to the most similar land use or standard. Definitions of terms are located at the end of this chapter.

A. LAND USE AND URBAN DESIGN

This section establishes objective development standards for land use and urban design comprised of parcelization, permitted land use, use permits, prohibited uses, development density, building heights, street frontages, ground floor uses and setbacks.

1 The Zoning Ordinance provisions that apply shall be those consistent with the Development Agreement, including without limitation its covenants concerning vested rights and, notwithstanding anything provision herein, nothing in the PD-31 zoning is intended to supersede the Development Agreement.

A.1 Parcelization

The 22-acre Precise Plan Area is subdivided into six development parcels A through F[2] organized by a street grid into six blocks, per Figure 3.1 Parcelization Plan. Publicly accessible private streets are separate parcels.[3] Publicly accessible private access easements are as follows:

- Access Drive West between Parcel A and Parcel F
- Access Drive North between Parcel B and Parcel D
- Access Drive South between Parcel C and Parcel D

Parcels can be further subdivided to create lots so long as uses remain consistent with the land use requirements of the Precise Plan and the provisions of the 2023 Daly City subdivision ordinance.

2 And two zero-square-foot lots, C' and F' may be expanded during implementation of the project via a lot line adjustment or other administrative process so long as the expanded parcel complies with all development standards in the Precise Plan, including without limitation minimum lot size requirements.

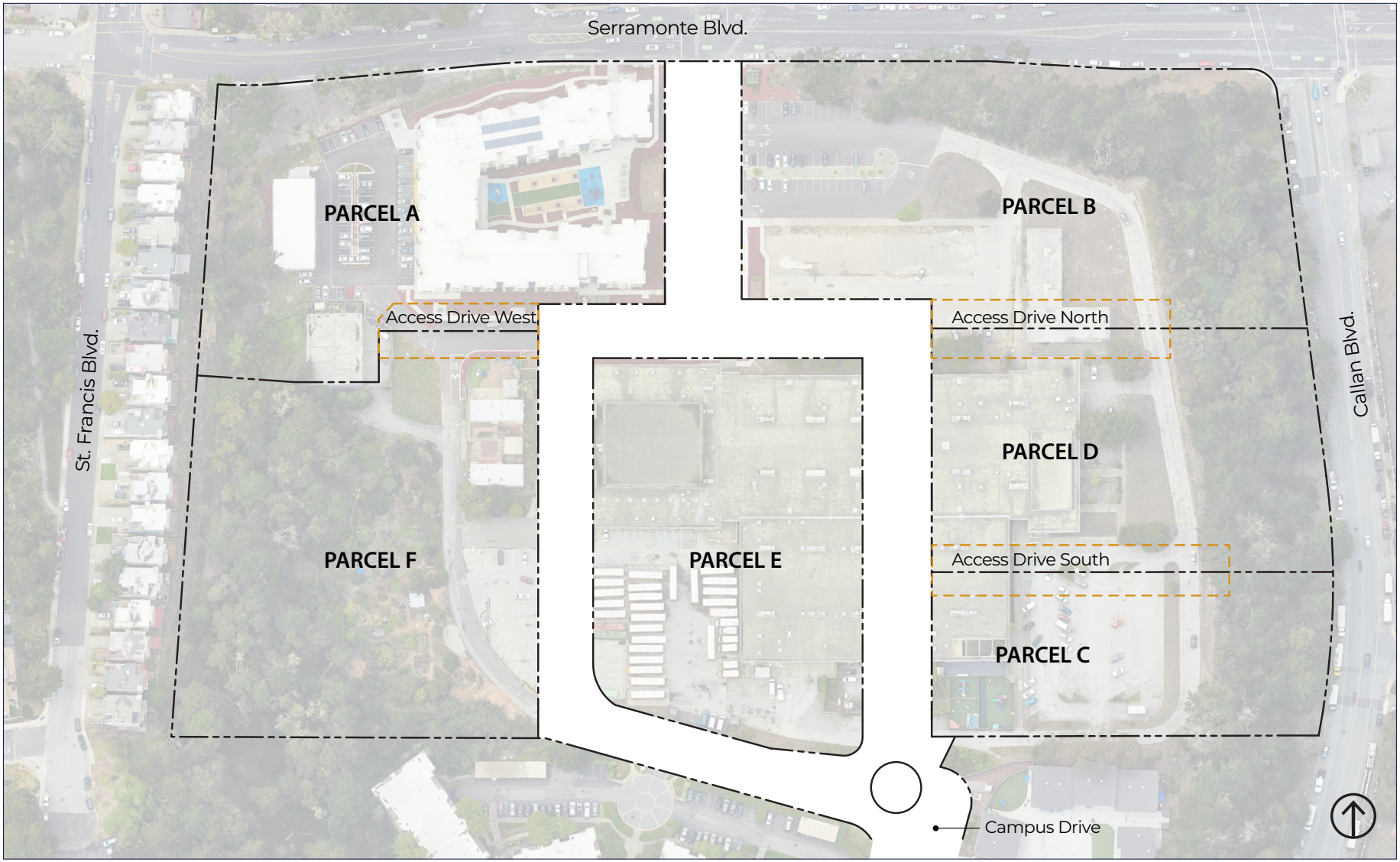
3 For parcels and access easements please see Tentative Map exhibits.

A.2 Permitted Uses

The General Plan Land Use designation for the Precise Plan Area is Commercial - Mixed Use (C-MU) as shown in Figure 3.2 Precise Plan Land Uses.

Table 3.1 Permitted Uses establishes uses permitted by right as part of Planned Development Zone PD-31B.

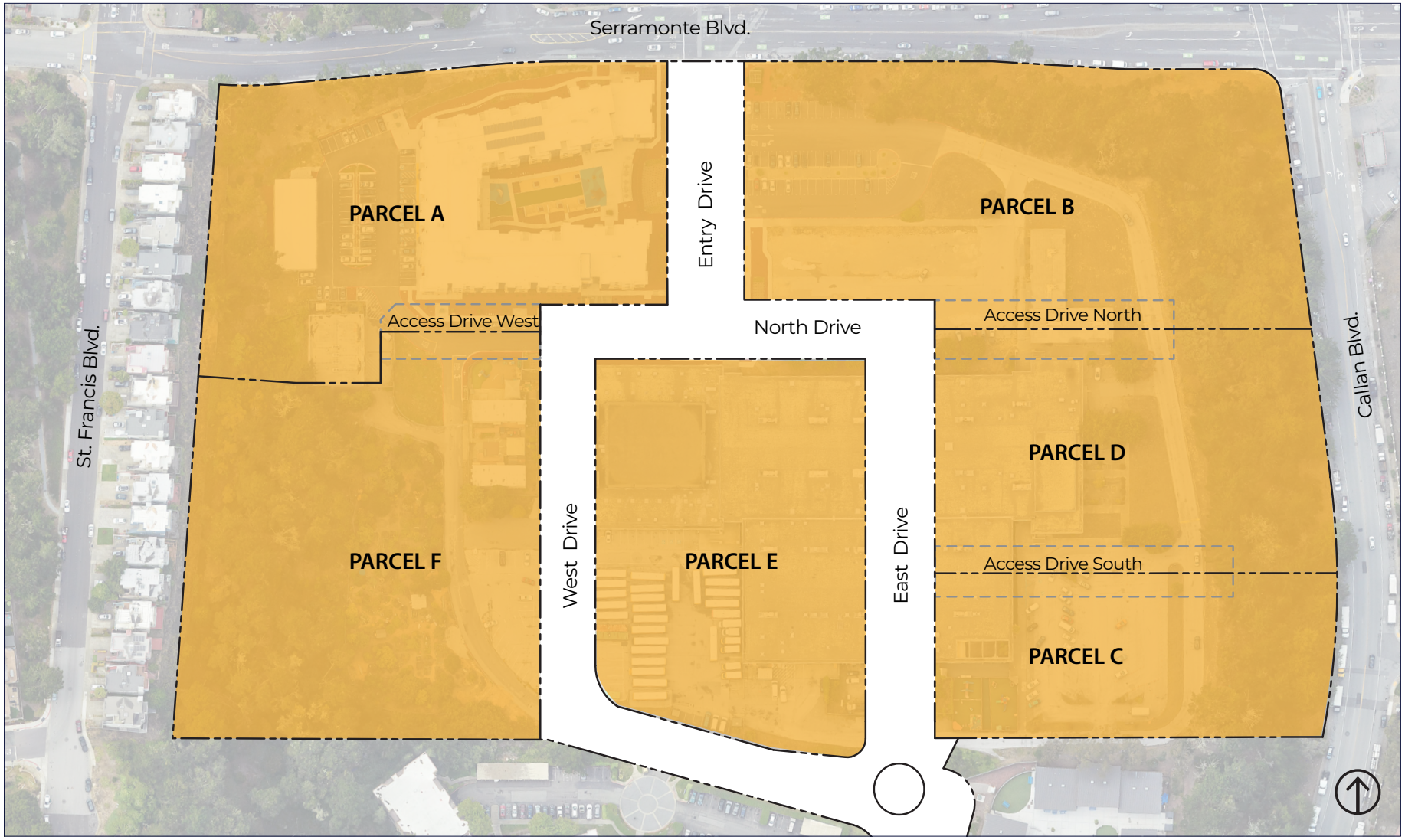
Figure 3.1 Parcelization Plan



Parcel lines Easement

Note: Lot C' is zero-square-foot lot within Parcel C and Lot F' is zero-square-foot lot within Parcel F, see note 3, Table 7.1 for implementation of zero-square foot lots.

Figure 3.2 Precise Plan Land Uses



Parcel lines Commercial Mixed Use District (C-MU)

Note: Lot C' is zero-square-foot lot within Parcel C and Lot F' is zero-square-foot lot within Parcel F, see note 3, Table 7.1 for implementation of zero-square foot lots.

Table 3.1 - Permitted Uses
Residential Uses
Accessory dwelling units as permitted by the California Government Code
Apartment buildings meeting the density prescription contained herein
Townhouses[4]
Live work dwelling units[5]
Commercial Uses[6, 7, 8]
Athletic clubs and health studios
Assembly uses, including churches, lodges, and social and meeting halls
Business and trade schools
Childcare facilities, day care centers, and play gyms

4. Three story walk-up apartment townhouses are permitted as part of a multi-family residential of at least four stories on any parcel. Up to 15 walk-up apartment townhouses are permitted on a single parcel, not to exceed a maximum number of 40 walk-up apartment townhouses for the plan area.
5. Live-work units combine residential and non-residential uses. Live-work units require business owner occupancy of the unit and that no less than 50 percent of the floor area is workspace. Live-above is permitted, where residential living space is above the workspace, including a separation between the two uses, so that the commercial section can be independently leased out for limited use. Occupants of a live-work unit are required to maintain either a Daly City business license, or a Home Occupation Permit per City code requirements, and as permitted by San Mateo County, such as a microenterprise home kitchen operation. Live-work uses are not included in retail/commercial floor area limits.
6. The uses prescribed in this list shall be permitted when proposed within a building containing residential uses that meet the density prescription identified in this ordinance. They shall not be permitted in freestanding buildings.
7. Other commercial uses not listed here can be permitted at discretion of the Planning Manager.
8. When a use is not specifically listed, it shall be assumed that when the unlisted use is similar to or less objectionable than a permitted use, such use shall be permitted in the district to the same requirements of the most similarly listed use. Otherwise, the use shall be presumed to be not allowed.

(Table Continued)

Table 3.1 - Permitted Uses
Food sales on a temporary basis, including farmer's markets and food truck sales where such uses are conducted on hardscape surfaces and do not displace any existing parking space
Offices use including professional office, medical and dental office, and medical clinics
Veterinarian offices
Personal service uses, including nail and hair salons, massage businesses where employees are licensed by the State of California
Restaurants that do not provide a drive-through window
Retail uses, including retail sales of beer, wine and distilled spirits. Where less than 50 percent of the store stock retail value is such products
Seasonal temporary uses (e.g. Christmas store)
Community Service Uses
Community center, library
Public Utility and Public Service Uses
Pumping stations, public utility buildings

A.3 Use Permit

Table 3.2 establishes uses that are permitted with a Use Permit in the PD-31B zone.

Table 3.2 - Uses Permitted with a Use Permit
Use Permit
At the Community Garden at Overlook Park on Parcel B, a Use Permit is required to replace the Community Garden with park and open space uses, including active and passive recreation, landscaping and structures incidental to such use. The City shall issue a use permit if the applicant demonstrates substantial evidence the Community Garden is not being substantially utilized, is being misused by any members of the community, or has otherwise become infeasible to operate.

A.4 Prohibited Uses

Table 3.3 establishes uses that are not permitted in the PD-31B zone.

Table 3.3 - Prohibited Uses
Residential Uses
Single-family attached or detached residential uses, and other similar uses, that do not meet the density prescription contained herein.
Commercial Uses
Retailers where more than 10 percent of the retail value of the store stock are firearms, such as handguns and long guns, in an open shopping format, or firearm parts, or any business that engages in the repair of firearms and/or firearm parts.
Retail sales where 50 percent or more of the store stock retail value is products that are beer, wine, and distilled spirits.
Retailer sales where 50 percent or more of the store stock retail value is products containing tobacco, electronic cigarettes, personal vaporizers, or electronic nicotine delivery systems.
Vehicle or equipment rental and vehicle storage.
Car wash and detailing shops.
Manufacturing uses.
Restaurants and any other uses providing a drive-through window.
Service stations, including operational and physical expansions thereto.

A.5 Development Density

Residential

A.5.1 Maximum residential units permitted on each parcel are shown in Table 3.3 Permitted Residential Density by Parcel. The sum of the total residential units developed on all parcels A-F shall not exceed 1,235 units. Any two of parcels D, E and F may be developed with high-rise buildings up to 14 stories up to parcel maximums. There is no maximum residential density in dwelling units/acre.

A.5.2 The minimum residential density for any parcel shall be 45 dwelling units/acre and minimum density for the Precise Plan area overall shall be no less than 60 dwelling units per acre.

A.5.3 Minimum lot size shall be 10,000 square feet.[9] Minimum lot width shall be 25 feet.

A.5.4 For the purpose of calculating minimum residential density, land area shall include the building and covered parking area of a parcel not including park, open space, private streets, private accessways, paths and trails, setbacks and hillsides with slopes greater than three percent.

Commercial

A.5.5 Parcels may provide retail/commercial square footage on the ground floor up to the maximum in Table 3.3, however the total retail/commercial square footage for the overall buildout of the Plan Area is limited to 14,000 sq.ft.

Table 3.4 Permitted Density By Parcel presents the maximum allowed density per parcel and the minimum residential density per parcel and the minimum density for the overall plan area. Calculation of minimum density for the plan area is the sum of net land areas of Parcels B, C, D, E, F and excludes Parcel A. These are maximums by parcel, buildout can be up to these limits.

9 The Tentative Map includes Parcels A-F. It also includes, and these development standards authorize, two zero-square-foot lots that allow for the subsequent establishment of developable sub-parcels, providing the parcel developers with flexibility during project buildout (e.g., allowing for separate estates in land, buildings, or portions thereof). The sub-parcels do not expand the site density beyond maximums established in the Precise Plan. The approval of any sub-parcels shall be processed administratively by City staff (unless exempt under applicable law), and any proposed sub-parcel must comply with all objective development standards in the Precise Plan, including without limitation minimum lot size requirements.

Table 3.4 - Permitted Density By Parcel			
Parcel Number	**Maximum Residential Units Allowed Per Parcel**	**Maximum Retail/ Commercial Square Footage Per Parcel**	**Minimum Residential Density or Units**
Parcel A	122	0	122
Parcel B	210	6,000 sq.ft.	45 DU/AC per parcel 60 DU/AC for the plan area
Parcel C	152	8,000 sq.ft.*	
Parcel D	270	8,000 sq.ft.	
Parcel E	330	8,000 sq.ft.	
Parcel F	400	8,000 sq.ft.	

*Parcel C is permitted to build up to 2,800 sq. ft of daycare center facilities within its allotment of retail/commercial square footage.

The Table 3.5 Anticipated Development summarizes the anticipated number of housing units and square feet of floor area at build-out for each parcel within the Plan Area. These numbers may be less than the total capacity of each site.

Table 3.5 - Anticipated Development

Parcels	Area (Acres)	Housing Units	Retail / Commercial	Other
Parcel A	3.68	122		1,000 sq.ft. (existing Comcast facility)
Parcel B	4.26	201	6,000 sq.ft.	
Parcel C	1.93	152	**	2,800 sq.ft. (relocated Head Start facility)
Parcel D	2.83	188*	**	
Parcel E	2.99	290*	**	
Parcel F	3.99	282*	**	
Total Development	**19.59**	**1,235**	**14,000 sq. ft.**	
Street Parcels within Plan Area***	2.59			
Total Development	**22.16**	**1,235**	**14,000 sq.ft.**	**3,800 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 6,000 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.

(***) Does not include the 2.59 acres of "Lot 3" on the Tentative Map, comprised of West Drive south of Parcel E, the roundabout, and Campus Drive south to Hickey Boulevard.

A.6 Building Height

Permitted building height for the Plan Area is shown in Figure 3.3 Building Heights. For Parcels A, B, C, D, E and F, the height limit for a podium shall be 90 feet, and for Parcels D, E and F the height limit for a tower shall be 150 feet. Buildings can be any height up to these limits, provided the project meets the minimum density standard set forth herein. Townhouses shall be constructed with a minimum three- story building height. Multi-family buildings shall be constructed with a predominant building height of a four-story minimum. Stepbacks are required at 65 feet in height, with locations as shown on Figure 3.3 Building Heights. Exceptions to the height limit are:

A.6.1 Ornamental architectural features, such as turrets, parapets, corner towers, or other accentuating features.

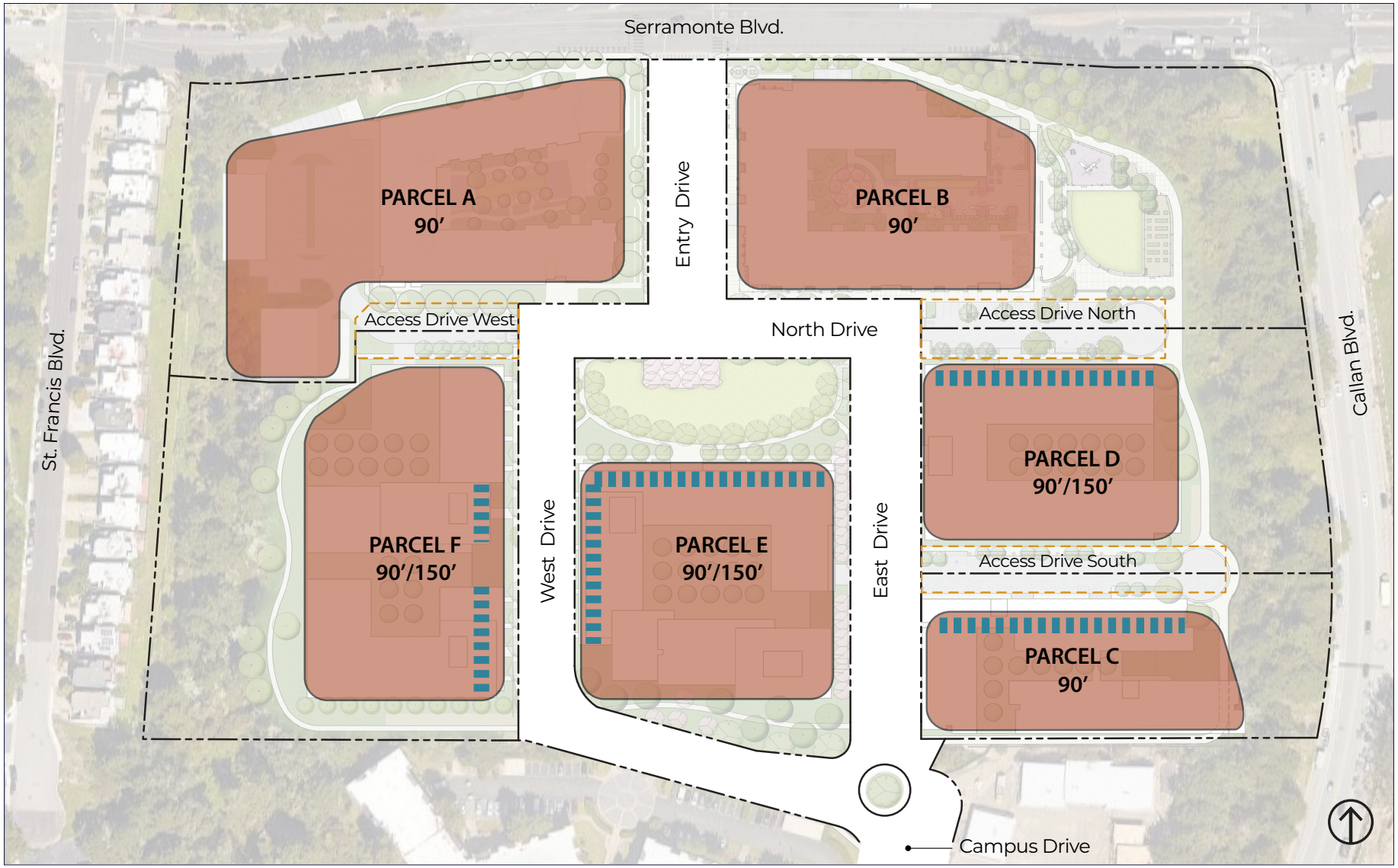
A.6.2 Mechanical and roof-mounted elevator core equipment up to a maximum of 18 feet above maximum height, provided their combined coverage does not exceed 30% of building roof area. Equipment less than four feet above maximum height is exempt from the coverage calculation.

A.6.3 Architectural and landscape screening designed to conceal mechanical and roof mounted equipment.

A.6.4 Sustainability elements, such as photovoltaic cells, small-scale wind turbines suitable for residential development, storm water catchment / treatment equipment, solar water heating equipment.

A.6.5 Enclosed amenity spaces to a height of 12 feet where roof is designed as an accessible outdoor common area if coverage of enclosed amenity space is no more than 30 percent of building roof area.

Figure 3.3 Building Heights



A.7 Street Frontage

The Precise Plan utilizes build-to lines to define urban street and park frontages for buildings. Figure 3.4 Street Frontages indicates the location and percentage of building walls required to be located at a build-to line. A build-to line sets the location of the primary building wall. Table 3.6 Location of Build-to Line for Parcels specifies the distance in feet of the build-to line from a parcel boundary. Together, these standards set the location and street wall for buildings throughout the neighborhood.

Building frontage standards are:

A.7.1 The building frontage on all parcels shall comply with the percentage of building that is required to be aligned along the build-to-line, as shown in Figure 3.4.

A.7.2 The primary wall of a building shall align with the build-to line. The primary wall can be located up to 6 feet from a build-to-line. Ground floor building frontages may be recessed from the build-to line.

A.7.3 Balconies and other projections above 16' from ground level may encroach across the build-to line up to 6 feet, provided such projections meet Building and Fire Codes, and do not interfere with underground infrastructure.

A.7.4 Building entry canopies, arcades, and galleries with a height no greater than 16 feet may encroach up to 15 feet across the build-to-line.

A.7.5 Stairs to podium level courtyards overlooking parks, stoops, and appropriate fencing can encroach up to 10' on the park side of a build-to line.

Figure 3.4 Street Frontage

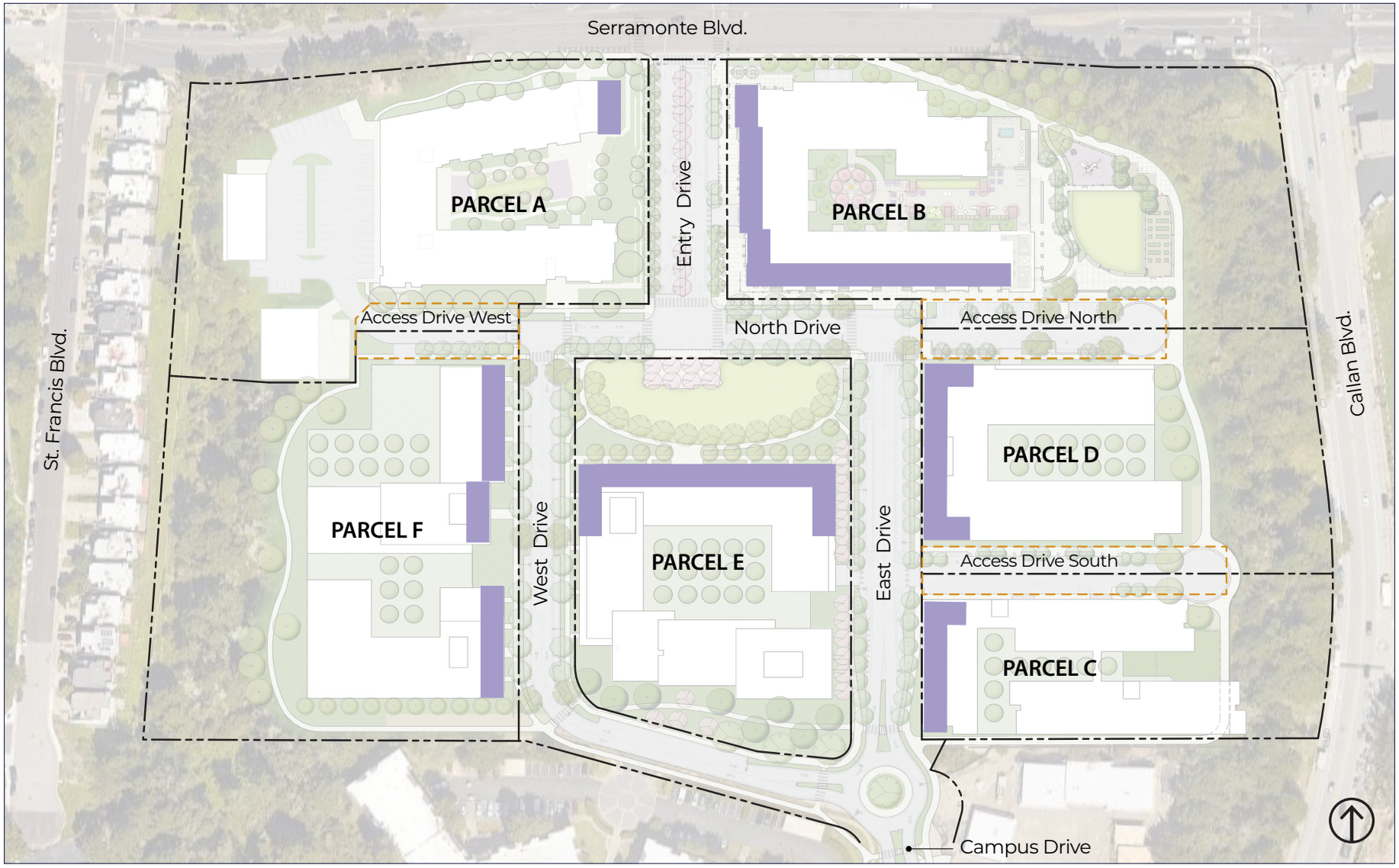


Table 3.6 - Location of Build-to-Line for Parcels		
Parcel	**Frontage**	**Build-to Line**
Parcel A	Entry Drive	N/A
	Access Drive West	N/A
Parcel B	Entry Drive	Varies from 7.5 feet to 28 feet from north to south
	North Drive/Access Drive North	43 feet
Parcel C	East Drive	2 feet
	Access Drive South	25 feet 9 inches
Parcel D	East Drive	6 feet
	Access Drive North	40 feet
	Access Drive South	40 feet
Parcel E	East Drive	14 feet
	West Drive	10 feet
	West Drive (southside)	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



Example of Residential Active Use.



Example of Residential Unit Entries at Ground Floor.

A.8 Ground Floor Use

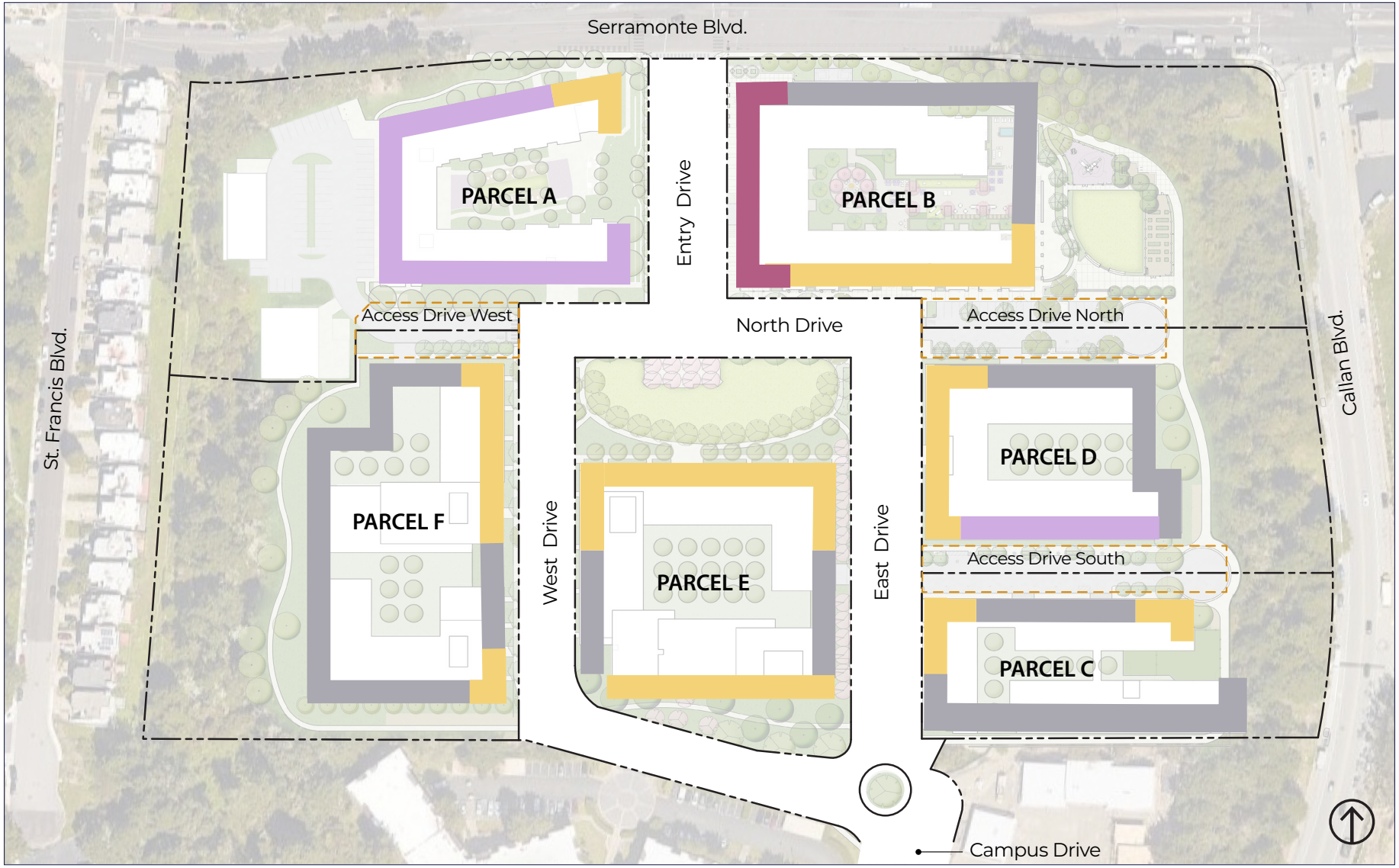
The distribution of ground floor uses is essential to creating an active pedestrian environment. Figure 3.5 Ground Floor Use identifies the location, type and orientation of ground floor uses by parcel for the Plan Area. Five types of ground floor uses are defined as follows:

A.8.1 Mixed Use. This requires retail, café, and restaurant uses with outdoor dining, building entries, residential lobbies, commercial or community uses that attract pedestrian activity with physical and visual access to and from the adjacent sidewalk.

A.8.2 Active Residential Use. Ground floors shall have one or more of the following: commercial or community uses; main building entry, residential lobby, residential amenity spaces, and individual ground floor residential unit entrances. Ground floor residential unit entrances shall be 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.

A.8.3 Residential Use. This requires ground floor residential use, such as residential units without individual unit entries accessible from the street (which can have a back porch, garden, or patio), or other residential use, and excludes parking, loading and services areas.

Figure 3.5 Ground Floor Use



Notes:
1. All buildings on Parcels B, C, D, and F are required to provide direct access to adjacent hillside open space from ground foor level and/or podium level.
2. One parking structure is permitted on Parcel F. If a parking structure is provided, the ground foor uses on West Drive shown in this diagram are not required if the parking structure frontage provides ground foor uses such as bicycle parking, bike share stations, information kiosks for transportation options or other active uses.



Example of Active Use.

A.8.4 Parking, Loading and Service Use. The location for parking, loading and service uses fronting streets, yards and accessways which are not permitted elsewhere.

A.8.5 Required Street Frontage. Where Mixed-Use, Active Residential Use, and Residential Use frontages 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 at active ground floor use frontages.
- Blank walls or walls opening to structured parking areas at the ground floor are limited to 30' maximum.

A.9 Setbacks

The perimeter of the Plan Area shall have the following setbacks along neighboring properties or street right-of-way. These are minimum setback dimensions.

Table 3.7 - Setbacks

Location	Setback
North Perimeter Property Line	20 feet from Serramonte Boulevard
East Perimeter Property Line	75 feet from Callan Boulevard
South Perimeter Property Line	Parcel C: 7.5 feet Parcel E: 10 feet from pedestrian public access easement Parcel F: 40 feet
West Perimeter Property Line	30 feet
Within a parcel	Minimum separation between buildings shall comply with local and state building codes.
Side yard	6 feet up to 90 feet in height, 10 feet above 90 feet in height.

B. ARCHITECTURAL DESIGN

Buildings conforming to the architectural design standards will visually and functionally fit and contribute to the pedestrian-oriented urban realm of the Plan Area. Architectural design standards define the architectural character, form and function of buildings including building massing, façade composition, architectural details, materials, color, and sustainability features.

B.1 Architectural Character

Architectural character is the appearance of a building created by its form, function, construction technology and visual features.

B.1.1 Buildings shall be of high quality, contemporary architectural design. Contemporary architectural design is 21st century design: it reflects current trends in architecture. Contemporary architectural design does not adhere to a particular style of set of standards; rather, it seeks to distinguish itself from the past by incorporating the latest innovations in building technology and design.

B.1.2 Buildings shall not directly reference historic architectural styles or use materials associated with specific periods or styles.

B.1.3 Building shall not use terracotta tile roofing, mansard roofs, asphalt roof tiles or shingles.

B.1.4 Ribbon windows and flat building facades shall not be permitted.

B.1.5 Auto-oriented ground floor building design, such as continuous, open to the street, at grade covered parking spaces and extended curb cuts, shall not be permitted.

Proportion

Proportion is the correspondence of the size of building elements to human scale, to each other and to the whole building, thus creating a balanced, harmonious composition of elements that achieve a visually coherent architectural aesthetic related to scale of human experience.

B.1.6 The size of the pedestrian, podium and tower levels shall be in proportion to one another.

B.1.7 Visual discord due to the mixing of too many differently shaped and sized building elements, forms, colors, or textures, shall not be permitted.

B.1.8 Random, oversized building elements shall not be permitted.

B.2 Building Massing

Building massing is the three-dimensional configuration of a building's size and shape. Vertically organized massing standards for pedestrian, podium and skyline levels are:

Pedestrian Level

B.2.1 To create a pedestrian level setback for active uses with occupied floor above, pedestrian level façade setbacks from the build-to-line shall not exceed 10 feet.

B.2.2 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 shall be no less than 14 feet where there is amenity space.



Tall ground floor level provides differentiation from floors above.

Podium Level

B.2.3 Podium level building massing shapes the spatial definition of the public realm. Building street walls up to 90 feet are considered the podium level.

B.2.4 The first one to three levels of all buildings shall be differentiated from the upper floors to provide a visual support for the floors above. They shall have high quality materials appropriate for a pedestrian environment.

B.2.5 Stepbacks are required as shown on Figure 3.3, Building Heights. Where required, stepbacks shall be no higher than 65 feet above grade with the building set back no less than six feet from the street wall.

Tower Level

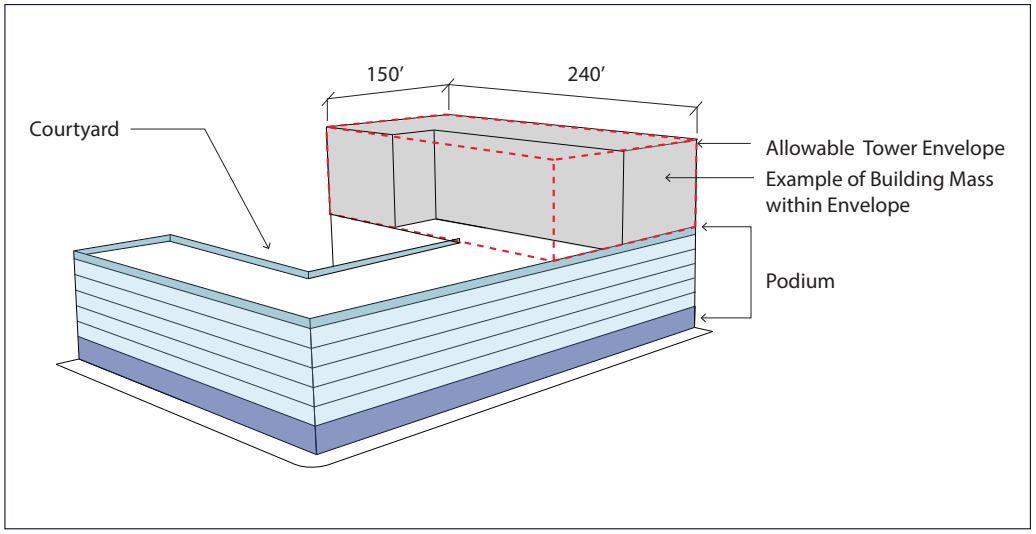
B.2.6 The tower, or skyline level consists of all building levels above 90 feet from grade. The skyline level contributes to the visual identity of the Plan Area.

B.2.7 Tower massing shall extend to ground level to visually anchor the tower to the ground.

B.2.8 Towers extending to ground shall be set back 10 feet minimum from the build-to line.

B.2.9 Towers shall be oriented in an east-west direction to minimize impacts to views from residences along Saint Francis Boulevard.

Figure 3.6 Podium Level and Skyline Level Massing

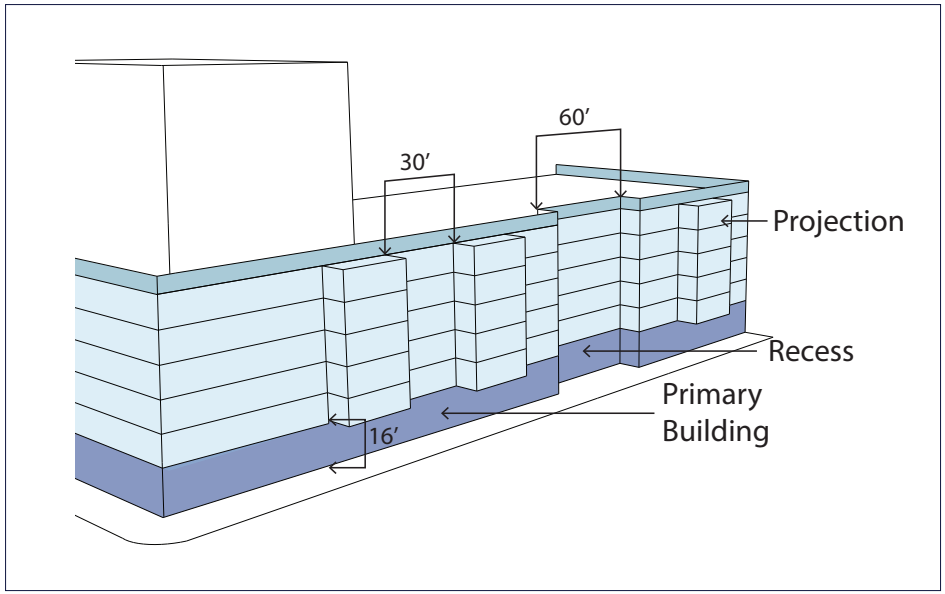


B.2.10 Each tower shall not exceed a massing envelope of 240 feet long by 150 feet wide, as shown in figure 3.6.

B.2.11 A minimum separation of 60 feet shall be provided between any two towers or portions of skyline level building massing.

B.2.12 Towers are not permitted adjacent to the central open space.

Figure 3.7 Façade Modulation





Façade modulation provided by vertical shifts and balconies.

B.3 Façade Composition

Facade composition is the arrangement of architectural elements of the exterior of a building to shape a harmonious, public human scale experience.

Façade Modulation

B.3.1 Long continuous facades that extend the length of a parcel or city block shall not be permitted. Buildings over 100 feet in width shall provide vertical breaks in building massing in the form of projections and recesses to reduce the overall scale of the building.

B.3.2 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, in accordance with the City's Building and Fire Codes. The recess or projection shall be a minimum of 3 feet in depth.

B.3.3 The façade shall be divided into segments of 30 to 60 feet in width, as shown in figure 3.7, using one or more of the design approaches below:

- Vertical shifts
- Balconies or bay windows
- Corner expression
- Volumetric recesses (including balconies)
- Volumetric projections

- Change of Material: to achieve modulation by a change of material, the material change must occur for at least 20% of the façade and must change in plane at least 18 inches in depth from the facade.

Fenestration

Fenestration is the arrangement of the location, grouping and scale of windows and doors as part of the wall system that comprises the façade of a building.

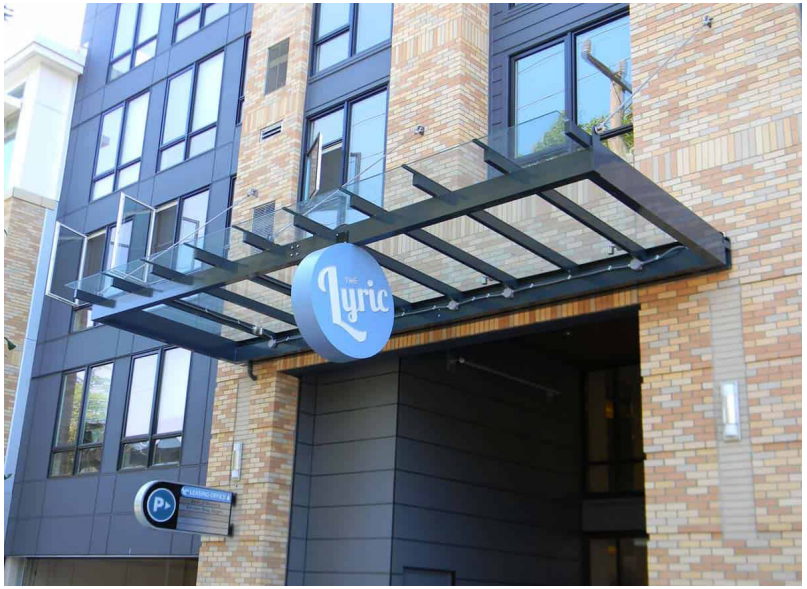
B.3.4 Building fenestration shall incorporate recessed and/or projecting window bays, balconies, canopies, and architectural elements, contrasting surfaces, and/or a rhythm to the building's light and shadow.

B.3.5 Avoid featureless expanses of fenestration that eliminate a sense of human scale.

Blank Facades

A blank façade is a building wall without any windows or doors and is a featureless expanse with no variation in plane in terms of horizontal and vertical projections, openings or change in materials.

B.3.6 Ground floor blank facades at building walls facing public spaces or streets greater than 50 feet shall not be permitted.



Building lobby with canopy to give the entry prominence.



Building showing facade modulation, including vertical shifts and corner expression.

B.3.7 At the ground floor, blank facades longer than 50 feet shall provide landscaping, public art, or architectural relief with design interest to the satisfaction of the Planning Division.

Ground Floor Design

B.3.8 Transparent windows, storefronts, show windows, building entries, dwelling entries, and/or other active uses shall be placed along street and public open space frontages, as required in the Ground Floor Active Frontage standards.

B.3.9 Doors or sliding windows shall be used by ground-floor restaurants, eating and beverage services to enable outdoor dining along sidewalks and plazas.

B.4 Windows and Doors

The selection, design and proportion of windows and doors highly influence the appearance of a building.

Entries

B.4.1 Buildings shall have identifiable main entrances that are directly visible and accessible from public rights-of-way. An entry canopy, recessed building volume, a sculptural volume, change in scale or identifiable architectural treatments are acceptable features.



Façade modulation provided by recesses and projections of architectural elements.

B.4.2 In mixed-use buildings, residential entries are to be differentiated from commercial entries.

B.4.3 Pedestrian seating and bicycle parking shall be located near building entrances.

Windows

B.4.4 Upper story windows shall provide architectural details, such as sills, or lintels, that recess or project from the facade.

B.4.5 Reflective glazing is not permitted.

B.4.6 Non-reflective coatings, low-emissivity glass, external shade devices and other elements shall be used.

B.5 Materials and Color

Materials and color play a powerful role in creating the visual experience of a building. For the exterior of buildings:

B.5.1 Building materials, colors and finishes shall be coordinated to create a visually harmonious color palette appropriate for a family-oriented residential neighborhood, consistent with contemporary building design.

B.5.2 High quality building materials and architectural detailing, with a preference for natural materials at the ground level, shall be used where people directly experience buildings.

B.5.3 Changes in color, texture or materials shall be used to differentiate architectural elements and building massing.

B.5.4 Monolithic use of color, where an entire building is one color or tone shall not be permitted.

B.5.5 Garish, or discordant use of color shall not be permitted.

C. PARKING AND LOADING

C.1 Parking Ratios[10]

C.1.1 The following parking ratios are currently anticipated for Parcels B through F:

- The parking ratio for residential units is zero[11] to 1.5 spaces per dwelling unit[12].
- The Applicant may increase parking above the foregoing ratio if supported by a parking analysis prepared by a qualified traffic engineer.[13]
- By way of example, at Parcel C, if the parking ratio for the affordable housing is 0.5 parking space per dwelling unit, such is permissible because it falls within the foregoing range of parking ratios. Develop-

10 The City finds that all parking standards that differ from the Daly City municipal code are designed and necessary to maintain the unity or livability of the Project.

11 Per AB-2097, cities can no longer impose minimum parking requirements on new developments within a half-mile of major public transit stops, for which the Serramonte Del Rey Neighborhood qualifies. The state legislation does not prevent property owners from building parking and Applicant anticipates providing the appropriate amount of parking that balances the supply and demand generated for the proposed project, based upon Applicant's analysis. These regulations shall explicitly not require a maximum number of parking spaces for any use.

12 This may vary, based on AB-2097, see C.1.3.

13 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 the Development Agreement, and may increase or decrease significantly. The intent of this approach is to provide adequate parking within the Precise Plan area based on demand as determined by a parking analysis study provided at the Applicant's discretion that will be based on objective analysis by a qualified traffic engineer demonstrating reductions to parking impacts to on-street parking in the surrounding neighborhood.

ment of Parcel C may provide parking at a parking ratio up to 1.5 spaces/unit. To the extent parking is provided, the parking ratio will be included in the documents submitted to the City for review and approval of Parcel C.

C.1.2 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.

C.1.3 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. To the extent that Applicant demonstrates that overflow parking is not needed for a particular development, it will be eliminated as a requirement in the future.

C.1.4 Residential parking can be accommodated in mechanical puzzle lifts.

C.1.5 No more that 10% of residential parking can 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 puzzle lift spaces.

C.1.6 Parking Enforcement: Applicant or a delegee will be responsible for enforcement of any parking rules on JUHSD property. If private parking restrictions for on-street parking are put in place, parking spaces available for public use will be designated to access publicly accessible parkland, trails, and open space during time periods of private parking restrictions.

C.1.7 One bicycle parking stall per unit shall be provided and accessible from street level, unless otherwise mandated by the building code. Bicycle parking, if in excess of one stall per unit, can be located anywhere on site.

C.2 Design of Off-Street Parking and Loading

C.2.1 Parking shall be located behind, within, or under buildings, or within separate structures. Surface parking areas are prohibited between any building and Entry Drive, North Drive, East Drive and West Drive street frontages.

C.2.2 Parking stall and drive aisle dimensions for each parcel may comply with either approach 1 or 2 below, or a combination of both approaches:

- The 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 conformance review, and/or
- 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.

C.2.3 For mixed-use projects, shared parking is encouraged to allow uses with different peak hours of operation to utilize off-street parking facilities of other buildings in the Precise Plan.

C.2.4 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 areas must be located on the side street, wherever possible. Loading zones should not disrupt the flow of traffic within a given project area.

C.2.5 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.

C.3 Vehicle and Bicycle Access

C.3.1 Location of vehicular parking entrances shall be as follows:

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

C.3.2 Vehicular entries shall be located a minimum of 100 feet from intersections and crosswalks except for driveways located along access ways.

C.3.3 Bicycle access shall be from street level, and not required through garage entrances. Bicycle storage for each building shall be accessible from ground level, as close to the driveway entry as practicable, and clearly signed. Bicycles in excess of one per unit can be stored anywhere on site.

C.4 Vehicle Access Design

C.4.1 Two-way vehicular entrances designed as a single driveway shall have a maximum width of 24'.

C.4.2 Where a driveway crosses a sidewalk, clearly demarcate the sidewalk across the entire width of the driveway by using colored paving or materials.

C.4.3 On-street parking may be provided in the form of parallel parking or angled parking.

C.5 Parking Structures

Parking for mixed-use and residential buildings can be in underground, partially above-ground, or above-ground garages.

C.5.1 Above-ground garages not screened by residential uses shall include façade treatments or screening.

C.5.2 Parking garages shall be lined with ground floor active uses or residential entries where indicated per street frontage requirements, and designed with building façades that screen structural elements of the garage where not required by street frontage requirements.



Parking Structure with screening to reduce visual impact.

C.5.3 The design of entries to parking garages shall not be more prominent on the building façade than the primary pedestrian entry.

C.5.4 Above-ground parking garages shall be designed with human scale design elements that complement and do not contrast with buildings and public spaces of the Precise Plan.

C.5.5 Parcels B, C, D, E, and F may contain above-ground parking garages.

C.5.6 Parking structure lighting shall be designed to avoid direct glare towards adjacent residential buildings.

C.6 Bicycle Facilities

C.6.1 Bicycle parking should be in close proximity to building entrances and bicycle routes for user convenience.

C.6.2 Bicycle parking shall accommodate a range of bicycle types, including standard bicycles, E-bikes, tandem bicycles, and trailers.

C.6.3 On-street bicycle parking shall be separated from automobile parking by use of a landscaped buffer or curb.

C.6.4 Off-street bicycle parking shall be in secure locations in each building in the Precise Plan area.

D. OPEN SPACE

D.1 Open Space Requirement

Projects within the Plan Area shall provide a minimum of 150 sq. ft. of open space per dwelling unit.[14] The requirement for open space is to be met parcel-by-parcel through a combination of the following:

- Publicly accessible private open space, which are public spaces, such as park, trails, and open space areas, which are publicly accessible to residents, visitors, and public. Such spaces may have limited hours of availability.
- Private open space such as balconies, patios, or other open spaces for the exclusive use of an individual unit.
- Common open spaces such as communal open spaces or recreational areas with access limited to tenants of a residential or mixed-use development. Examples include at grade open space or plazas, podium level courtyards, rooftop terraces, and similar areas that can provide communal amenities, such as swimming pools, play areas, and cabanas.

14 Per Daly City zoning code section 17.38.020 requirement for 150 sq. ft. of usable open space.



Example of a public open space.

Allocation of open space can be off-site of the specific parcel and within the Plan Area, including the areas designated by easement, such as allocation to Overlook Park, Central Green, South Point Park and the Recreation Trail at parcels B, C and D.

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

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

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

D.2 Common Open Space

D.2.1 Buildings shall provide spatial enclosure for common open spaces to create privacy, limit views from streets, and wind protection.

D.2.2 Common open space shall be visible and accessible to and from building amenity areas.

D.3 Private Open Space

D.3.1 Private open spaces shall be directly accessible from the unit and large enough to permit outdoor activities with a minimum of five feet width and depth.

D.3.2 Private open space shall be constructed with high quality durable materials.

D.3.3 Fencing or screening between ground floor private open spaces shall permit visibility in and out of the open space for the top 18 inches.



Example of common open space with rooftop garden.



Building with balconies as private open space.

E. LANDSCAPE DESIGN

This section establishes landscape standards for park, open space, street, and development site planting.

E.1 Hillside Woodlands

To care for the hillside wooded areas to reduce fire hazards, enhance existing vegetation and promote urban forestry, the Precise Plan requires:

E.1.1 A tree succession operations plan for aging mature trees prepared by a qualified arborist will guide the replacement of existing trees over time due to age or fire vulnerability.

E.1.2 Removed trees shall be replaced with a diverse plant ecology governed by the area's unique coastal/ Mediterranean climate including evergreen and deciduous species as recommended by an arborist.

E.1.3 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.

E.2 Planting

E.2.1 Plant material shall be comprised of at least 75% drought tolerant plant species. Planting plans shall comply with Daly City's Water Conservation in Landscaping regulations and the Water Use Classification of Landscape Species (WUCOLS).

E.2.2 Where turf grass is used, low water use hybrids and/ or no mow varieties shall 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 sightlines remain open and clear, and places of concealment are not fostered. Plants should be used to screen above-ground utilities. Along streets and sidewalks, plants shall be used in planters within the right of way to create spatial separation between sidewalk and vehicular traffic.

E.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.

E.3 Planters

E.3.1 Landscape planters within any private street shall be a minimum of four feet wide.

E.3.2 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.

E.3.3 Where landscape planting is provided under trees, planters shall be 4'W x 6'L minimum.

E.3.4 Planted medians shall provide at least a 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.

E.4 Site Irrigation

E.4.1 Site Irrigation systems shall comply with all local and state requirements as of time of project approval and shall meet the City's water efficiency regulations.

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

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

E.5 Soil & Drainage

E.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.

E.5.2 Planting areas shall by dressed with a 3-inch layer of mulch.

E.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.

E.6 Site Furnishings

E.6.1 Site furnishings shall be comprised of materials designed to withstand outdoor conditions.

E.6.2 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.

E.6.3 Seating shall be provided at retail, parks, open spaces, adjacent to the trails, and in front of primary building lobbies. 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.

E.6.4 Café tables with chairs shall be movable with a variety of sizes for public use in gathering spaces and shall be constructed of materials suitable for outdoor public usage.

E.6.5 At least one drinking fountain shall be provided at each of the following: Overlook Park, Central Green, and the Recreation Trail. Dog bowl and water bottle filling attachments are recommended but not required.

E.6.6 Within Overlook Park, Applicant shall provide play equipment for children ages two through twelve. All play areas will be designated for children between the ages of two to five and for ages five to twelve years old. Any community garden shall provide raised beds and a regular water service connection with water spigot at 100-foot intervals.

E.7 Trees

E.7.1 Trees within the street right of way, in plazas, and high-visibility open space areas shall be provided in 24-inch box size or larger and be secured with at least three 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.

E.7.2 Individual developments within the Plan Area shall use trees that are provided in minimum 15-gallon size or larger for no greater than 50 percent of the trees planted. All other trees shall be box-specimen.

E.7.3 Entries at the north and south shall have unique tree plantings, and the design of these planting shall be approved by the Planning Division.

E.7.4 Seasonal interest shall be created with deciduous trees providing spring flowers and fall color.

E.7.5 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.

E.7.6 Enhanced finishes and/or striping shall be used at the master plan entry, at all driveway entries, and at all crosswalks.

E.8 Trail and Paths

E.8.1 Trail surfaces shall be asphalt or concrete, provide for adequate clearances along the edges and overhead, and be suitable for their intended use. Refer to trail sections in Chapter 5 for trail dimensions.

E.8.2 Signage, ornamental landscaping, and trees shall be provided along the trail system to enhance user experience.

E.9 Stormwater Management

E.9.1 Project submittals shall comply with the Precise Plan's phased, performance-based approach to stormwater management, consistent with the San Mateo County Municipal Regional Stormwater Permit, and Daly City's municipal code pertaining to stormwater management. Projects shall minimize the amount of paved area. Where feasible, paved areas shall 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.

E.9.2 Stormwater retention features that minimize runoff into streets, parking lots, landscaped areas, and open spaces shall be incorporated, where feasible. Stormwater retention features include drainage swales and rain gardens.

E.10 Open Space Landscaping Standards

E.10.1 Landscaping shall define the edges of paths, plazas, and seating areas.

E.10.2 Trees shall be planted to shade walkways, gathering areas, parking, and other larger expanses of pavement.

E.10.3 Landscaping in setback areas shall create a transition zone between the sidewalk and street-level residential units and entries.

E.10.4 Landscaped areas shall be regularly maintained to keep them aesthetically pleasing, and to remove dead and dying plants.

E.10.5 Gateway or entry points shall be emphasized with distinctive trees and plants.

E.10.6 Existing trees, to the extent feasible, and healthy, are to be preserved and integrated into site designs.

E.10.7 To reduce water usage, all developments shall employ water-efficient irrigation techniques, including micro–irrigation, drip systems, and weather-based irrigation controllers, instead of conventional sprinklers.

E.10.8 Native, drought-tolerant, or well-adapted tree and plant species shall be used.

E.10.9 Seasonal and year-round flowering shrubs and trees shall 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.

E.10.10 All landscaped areas shall be designed by a landscape professional to the satisfaction of the Planning Division.

F. SIGNAGE

Where this section does not set standards, the Applicant and City staff shall use the Daly City Municipal Code. City review and approval of wayfinding signage shall be part of Conformance Review where there is a conflict with the Daly City sign ordinance, this Precise Plan governs.

F.1 Signage Standards

F.1.1 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.

F.1.2 Signs shall be made of high-quality, durable, and environmentally friendly materials.

F.1.3 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.

F.2 Monument/Gateway Signage

F.2.1 The Precise Plan shall 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.

F.2.2 If provided, a single gateway or monument sign at the southern portion of the Plan Area near the round-about shall be located at Parcel E and be less than 4 feet high. The sign shall not obstruct sightlines for drivers to the extent safety is compromised.

F.2.3 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 4 feet high and no longer than 20 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. ft. in area. The maximum face area of signage of the tower structure shall not exceed 200 sq. ft.

F.2.4 Gateway or monument signs shall not have internal illumination but will be lighted with externally mounted luminaires.



Example of building signage.

F.3 Building Signage

F.3.1 The physical design of signage shall conform to the architectural detailing of the associated building and shall be in proportion to the surface onto which such signage is mounted, as determined by the Planning Division.

F.3.2 Signage shall not obstruct architectural details such as recesses, structural bays, or windows.

F.3.3 Externally illuminated or halo lit signs shall be required. The use of internally lighted or box type signs are prohibited. Internally lighted signs measuring 2 sq. ft. or less are allowed.

F.3.4 No more than three (3) building residential signs shall be provided per building. 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 more than one location, a minimum of one shall be placed close to the main entry. The second and third can be located such that the top of the signage is not greater than 25' feet from grade. The aggregate sign area shall not exceed 150 sq. ft.

F.3.5 Durable, vandal-resistant materials and finishes shall be utilized for address signs.

F.3.6 Conduit, tubing, or raceways shall be concealed. Transformers and other equipment for the signage shall also be concealed.

F.4 Storefront Signage

F.4.1 Signage for multi-tenant retail buildings shall be developed to minimize potential visual conflict, clutter, and competition.

F.4.2 Maximum size for sign area per retail tenant is 30 sq. ft. on the face of a building. A second sign per retail tenant, not exceeding 20 sq. ft., 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.



Blade sign as storefront signage.

F.4.3 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.

F.4.4 Ancillary retail space or leasing offices shall be signed in a manner consistent with the storefront signage standards in this section.

F.5 Prohibited Signs

Prohibited signs include:

F.5.1. Signs which rotate, move mechanically or by the wind, flash, blink or reflect light by means of a polished or mirrored surface.

F.5.2 Open flames, balloons, loudspeakers used to call attention to a product, service, or a property.

F.5.3 Signs which identify or advertise a product or service not available on the premises.

F.5.4 Externally illuminated signs where the source of light is directly visible or cause glare or reflections that are a traffic hazard or nuisance.

F.5.5 Signs which emit or reflect light by means of direct fluorescence, phosphorescence, or "day-glow" colors.

F.5.6 Any sign illumination which exhibits undue glare.

F.5.7 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.)

F.5.8 Internally lit signs where the entire face of the sign is illuminated, rather than just the graphics.

F.5.9 Advertising bench signs, unless required by Sam-Trans at Serramonte Blvd.

F.5.10 Off-site directional signs.

F.5.11 Roof signs.

F.5.12 Outdoor advertising billboard signs.

F.5.13 Abandoned signs.

G. LIGHTING

See Figure 3.8 Lighting Diagram. A uniform lighting approach will contribute to overall community aesthetic and ensure safety for walkways, bikeways, and roadways.[15]

G.1 General Lighting Standards

G.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.

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

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

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

G.2 Street Lighting

G.2.1 Provide streetlights in general locations shown on Figure 3.8, Lighting Diagram for Locations.

G.2.2 Streetlights shall comply with Daly City standards.

G.3 Pedestrian Lighting

G.3.1 Provide pedestrian lighting in general locations shown on Figure 3.8, Lighting Diagram. Additional locations for pedestrian lighting are along pedestrian pathways in open spaces and in surface parking areas.

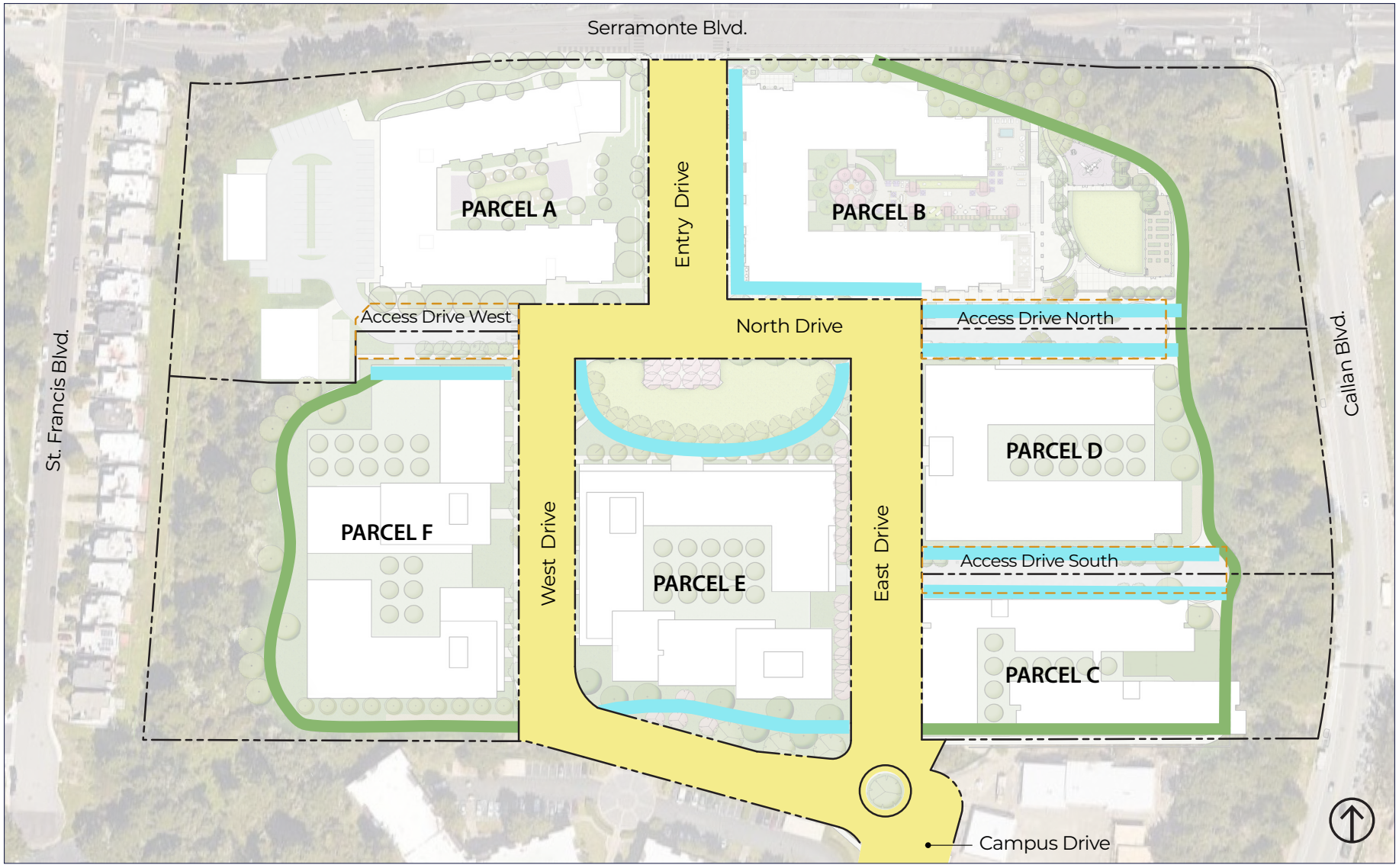
G.3.2 Pedestrian lighting shall not be taller than 25 feet in height.

G.3.3 Pedestrian lighting may be integrated with street-lighting by providing additional luminaires facing the sidewalk on streetlight poles, installed at a lower height than street luminaries.

G.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.

15 For Parcel A, no additional lighting is required to what is installed.

Figure 3.8 Lighting Diagram



G.4 Lower Illumination Pedestrian Lighting

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

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

G.5 Building Lights

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

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



Pedestrian lighting in a park setting.



Retail lighting.



Landscape lighting.



Luminaires highlighting a building facade.

H. DEFINITIONS

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

Amenity Space: Residential amenity space may include co-working space, health, and wellness, grab and go snack items, pet amenities and other shared or community uses that can be visible to the street.

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 street wall, is located, parallel to and measured perpendicular from the property line.

Corner Expression: Corner expression is accentuating building massing at the joining of two facades with a projected, recessed, or vertical change in building massing.

Face of Curb: The face of curb is the vertical sloping surface of the side of a roadway curb, 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 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.

Primary Building Wall: The primary building wall is the building façade. Window or wall recesses or projections are not counted as primary building wall or façade of the building.

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

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.

Public Realm: The public realm is an exterior urban space shaped by buildings comprised of publicly accessible streets, parks, open spaces, pathways, and civic facilities.

Street Wall: The street wall is the continuous façade of a building that establishes the edge of the public realm for a street or public space.

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 character of a 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.

Vertical Shift: Vertical shift is variation in the roof line or vertical massing of the building or building elements.

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4. Circulation

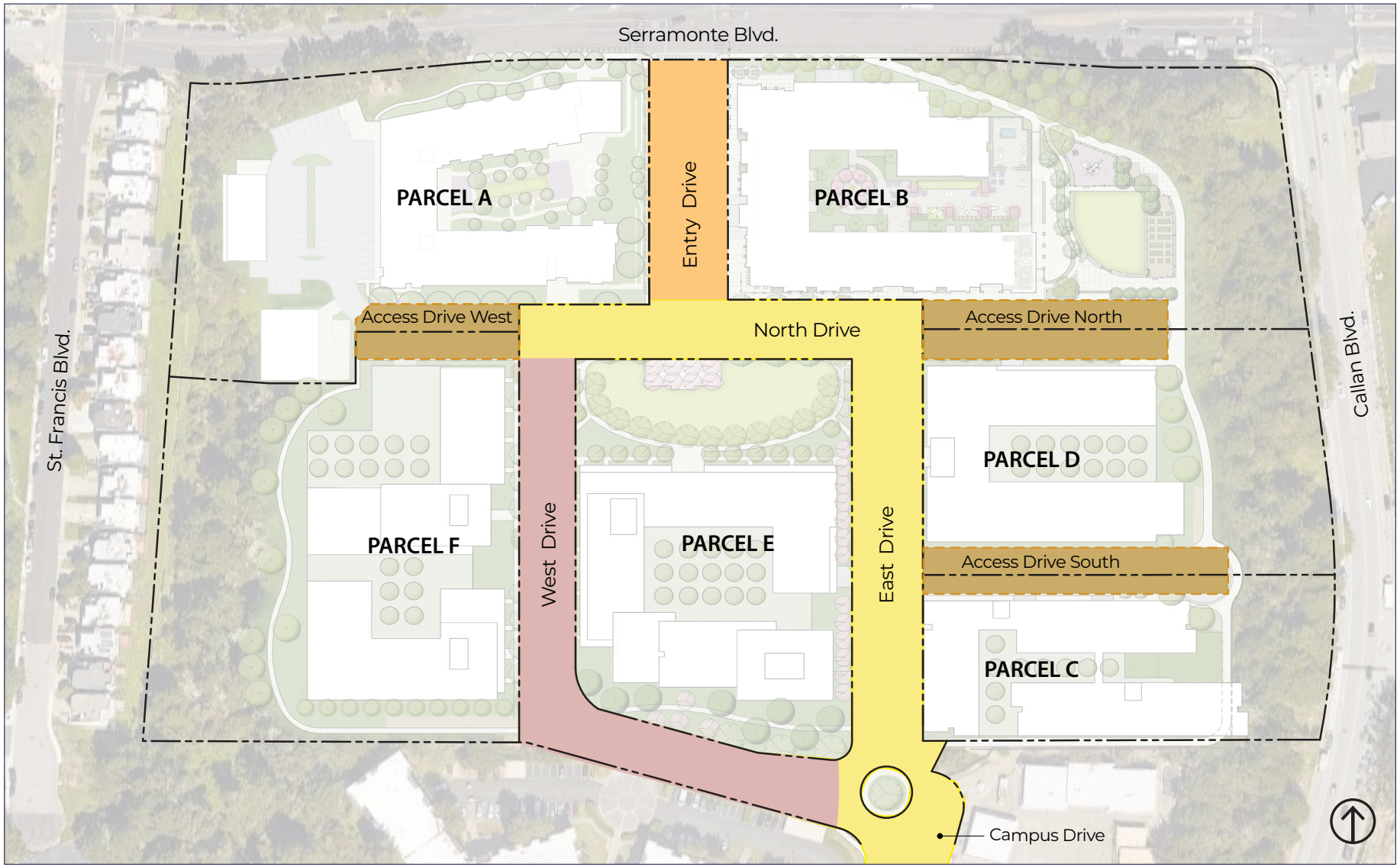
The Plan Area's circulation network is a system of "complete streets" to support active transportation for healthy living and advance Daly City's Vision Zero program to reduce pedestrian fatalities. Members of the public may park on private streets and access ways to use publicly accessible park, trail and open space areas except as may be reserved for loading, drop-off/pick-up, short term retail parking, spaces accommodating Head Start or during time limits for public use for residential parking

A. STREET NETWORK

As shown in Figure 4.1, the neighborhood circulation system is a loop of traffic calmed low-speed streets, connected to regional roadway, transit, bicycle, and pedestrian systems. Serramonte Boulevard is a transit, vehicle and bike corridor connecting city neighborhoods to regional shopping and the highway network. The Precise Plan circulation is comprised of the following five street types[1]:

1 See Development Agreement for scope of Serramonte Boulevard and Highway 1 ramp intersection improvements, including transit, bike lane, and pedestrian crossing improvements.

Figure 4.1 Street Hierarchy



Entry Drive – Main Street

Entry Drive is the Plan Area's "pocket" Main Street with shops spilling outdoors onto a linear pedestrian plaza extending from Serramonte Boulevard to the heart of the plan area, Central Green. The street section, as shown in Figure 4.2, is comprised of:

- Two 11-foot travel lanes, two 10-foot continuous through/turn lanes, five-foot protected bike lanes with a two-foot buffer, and a six-foot landscape median.
- On the west side, a six-foot sidewalk and five-foot planting strip.
- On the east side, a wide sidewalk 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.

Figure 4.2 Entry Drive and Retail Plaza

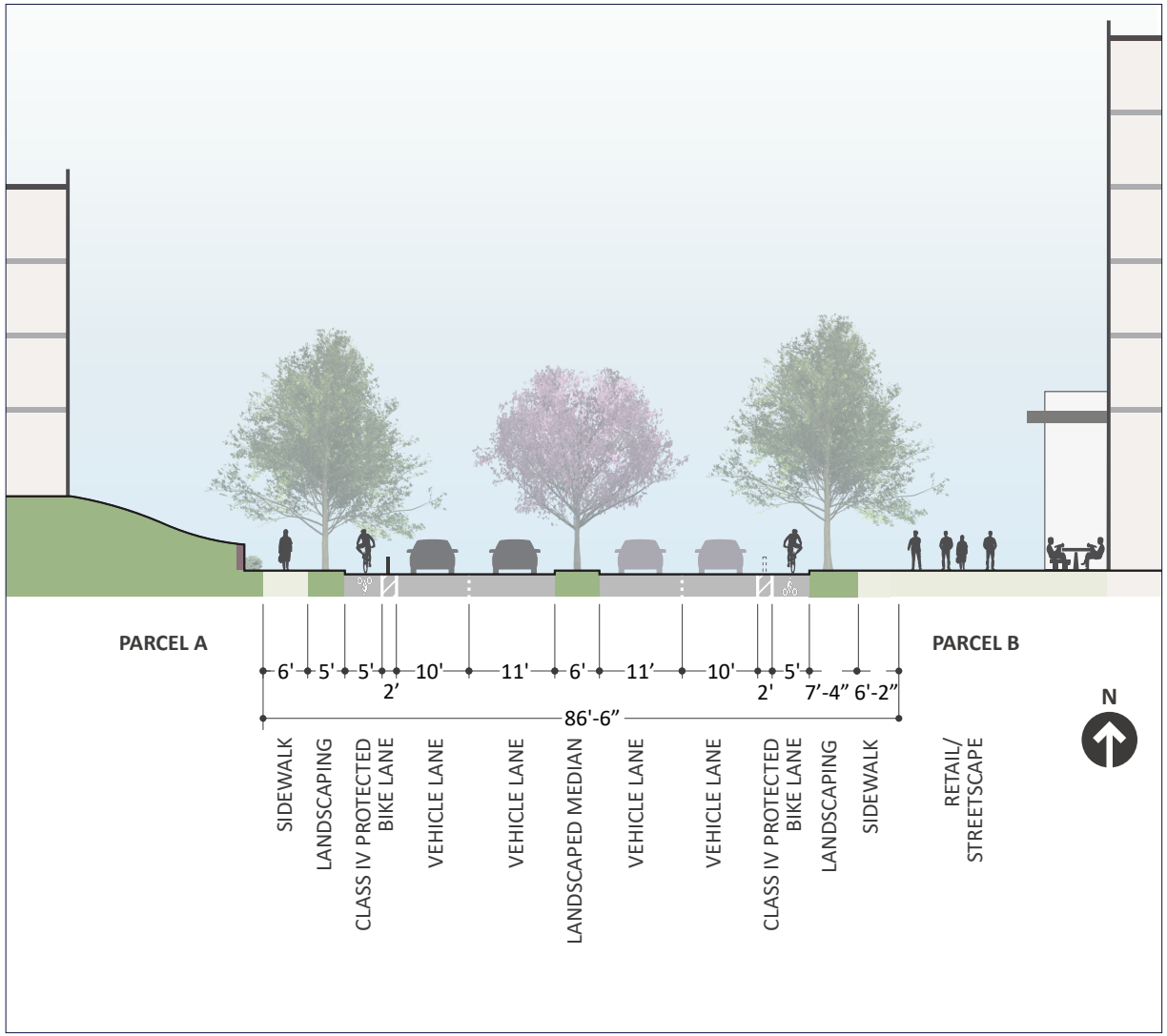


Figure 4.3 Plaza/Park Entry at North Drive

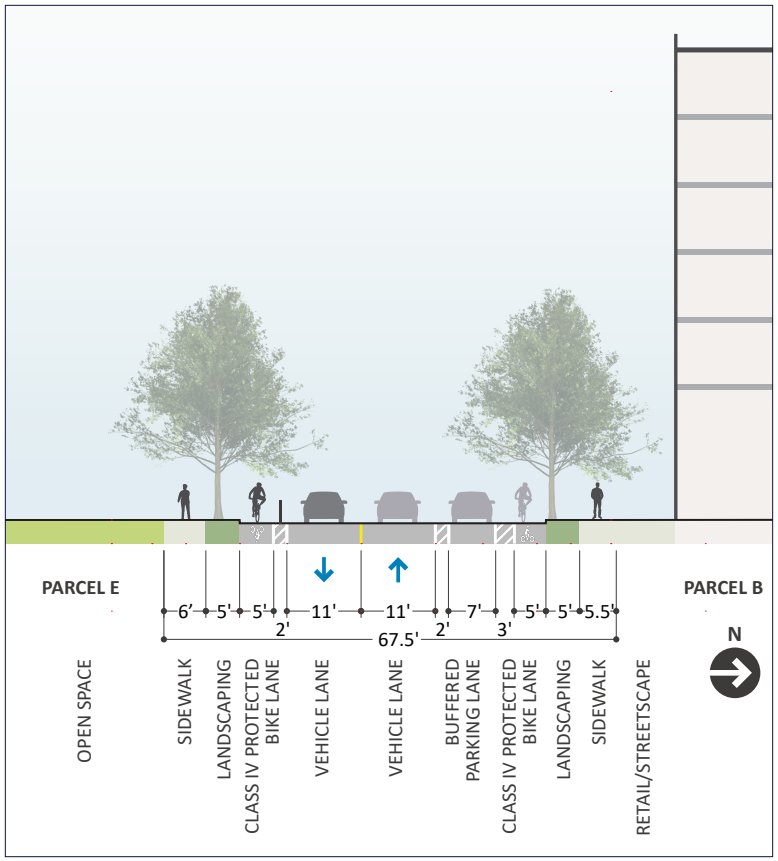
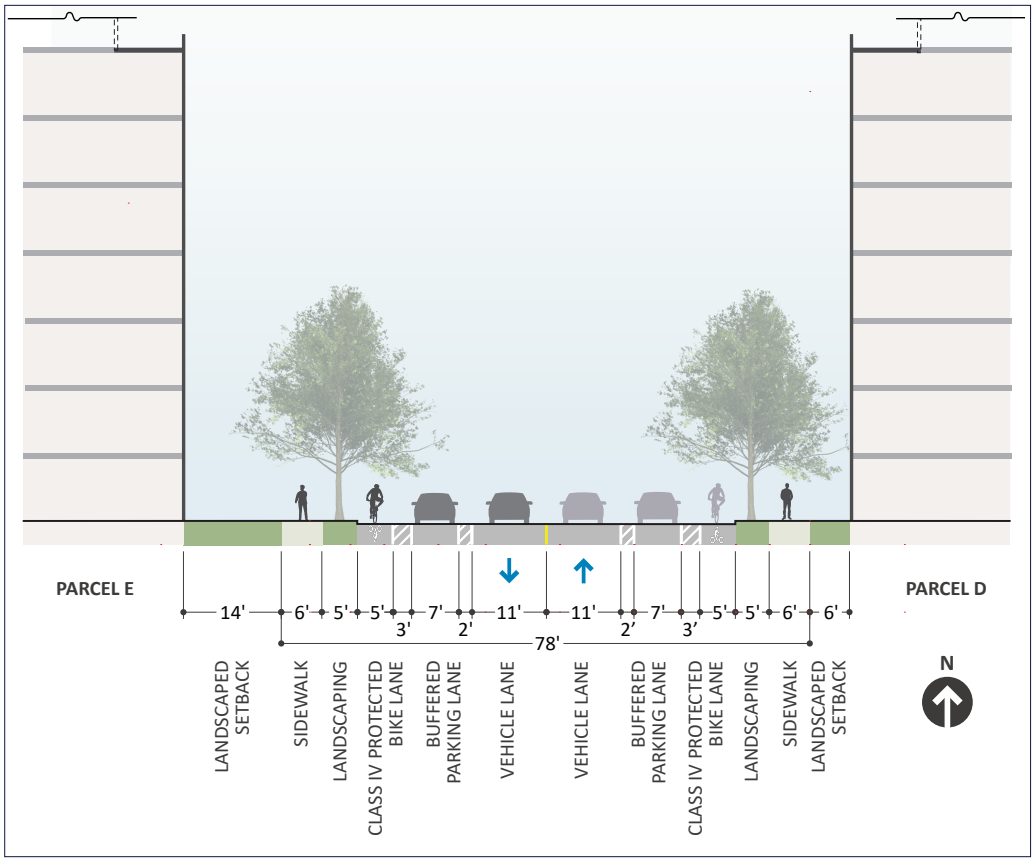


Figure 4.4 East Drive



North Drive and East Drive - Local Connector Streets

North Drive and East Drive are connector streets as a through route from Entry Drive to Campus Drive for vehicles and cyclists to travel from Serramonte Boulevard and Highway 1 ramps intersection to Campus Drive and Hickey Boulevard intersection. The street sections, as shown in Figures 4.3 and 4.4, are comprised of:

- Five-foot Class IV protected bike lanes in both directions and two 11-foot travel lanes with buffered on-street parking.
- Five-foot tree-lined planting strips with six-foot sidewalks on both sides of the street
- Existing Campus Drive is to be improved with Class II bike lanes on both sides of the street from East Drive to Hickey Boulevard.

- Restripe Campus Drive from roundabout south to Hickey Boulevard for buffered Class II bike lanes with six-foot bike lane and four-foot buffer on both sides of the street.

West Drive - Neighborhood Street

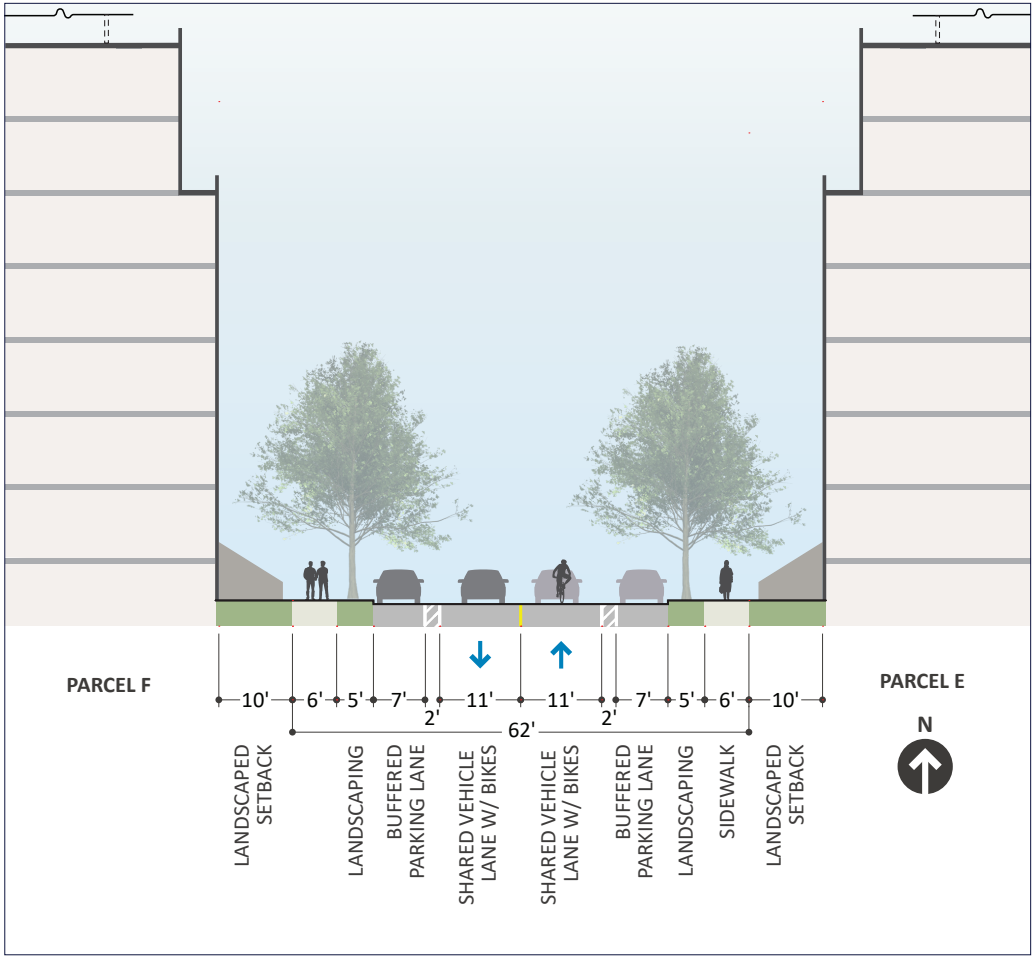
West Drive is a low vehicle speed residential street. West Drive connects with North Drive and Campus Drive to create a loop roadway network. The street section, as shown in Figure 4.5, is comprised of:

- Two 11-foot travel lanes with sharrows and buffered on-street parking.
- Five-foot tree-lined planting strips with six-foot sidewalks on both sides of the street.

West, North and South Access Ways – Access Easements

Access ways are two-way, pedestrian-oriented access easements with on-street parking designed for pedestrian access to park, daycare, retail, parking and hillside open space and trails. North and South Access ways are cul-de-sac streets with on street parking.

Figure 4.5 West Drive



- North Access Way provides access to Overlook Park, the recreational trail and east hillside open space.
- South Access Way provides access to daycare, the recreational trail and east hillside open space.
- West Access Way provides entry to parking for Parcel A and Parcel F.

B. MOBILITY

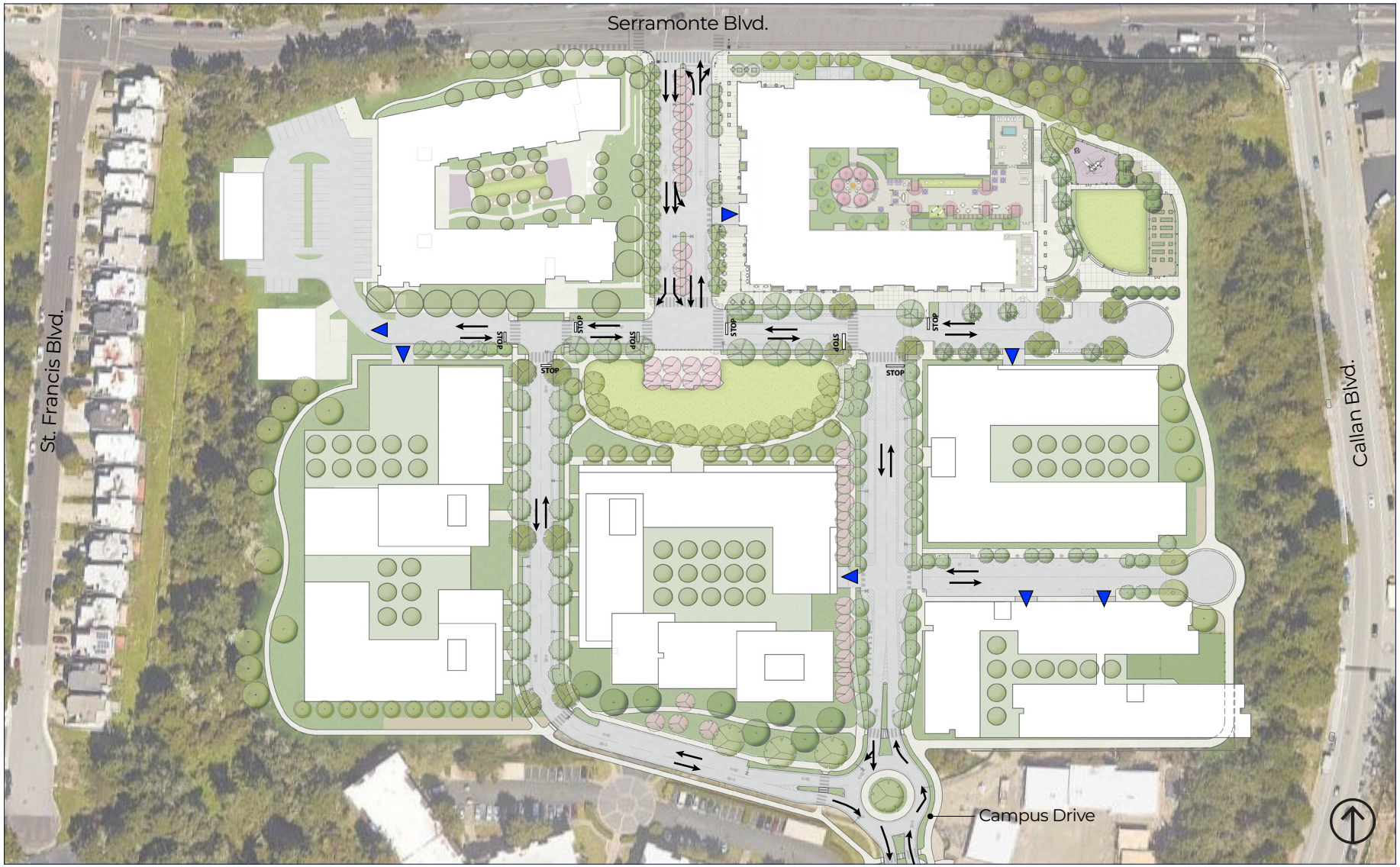
Vehicles

Vehicular access through the Serramonte Del Rey neighborhood is a system of low-speed tree-lined private streets connecting Campus Drive south of the site to Serramonte Boulevard at Entry Drive. Traffic calming measures are proposed to minimize cut-through vehicle traffic. Entry Drive has direct access to State Route 1. Interstate 280 is 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, vehicles can access the regional roadway network of the Bay Area. See Figure 4.6.

Transit

The Plan Area is well served by local and regional transit systems. This stop is served by SamTrans Route 120 with direct service to the Colma and Daly City BART Stations. This route operates on frequent, 15-minute headways during weekday commute hours. Located approximately one mile from the Daly City BART Station and in close proximity to the Colma BART station, SamTrans bus service links the site to the regional transit system serving the 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. SamTrans Route 121 connects to Skyline College.

Figure 4.6 Vehicle Circulation





Source: https://nacto.org/wp-content/uploads/gallery/2012_bufferedbikelane/bufferedbikelane_austin02.jpg

Street with buffered Class II bike lanes.

Bicycles

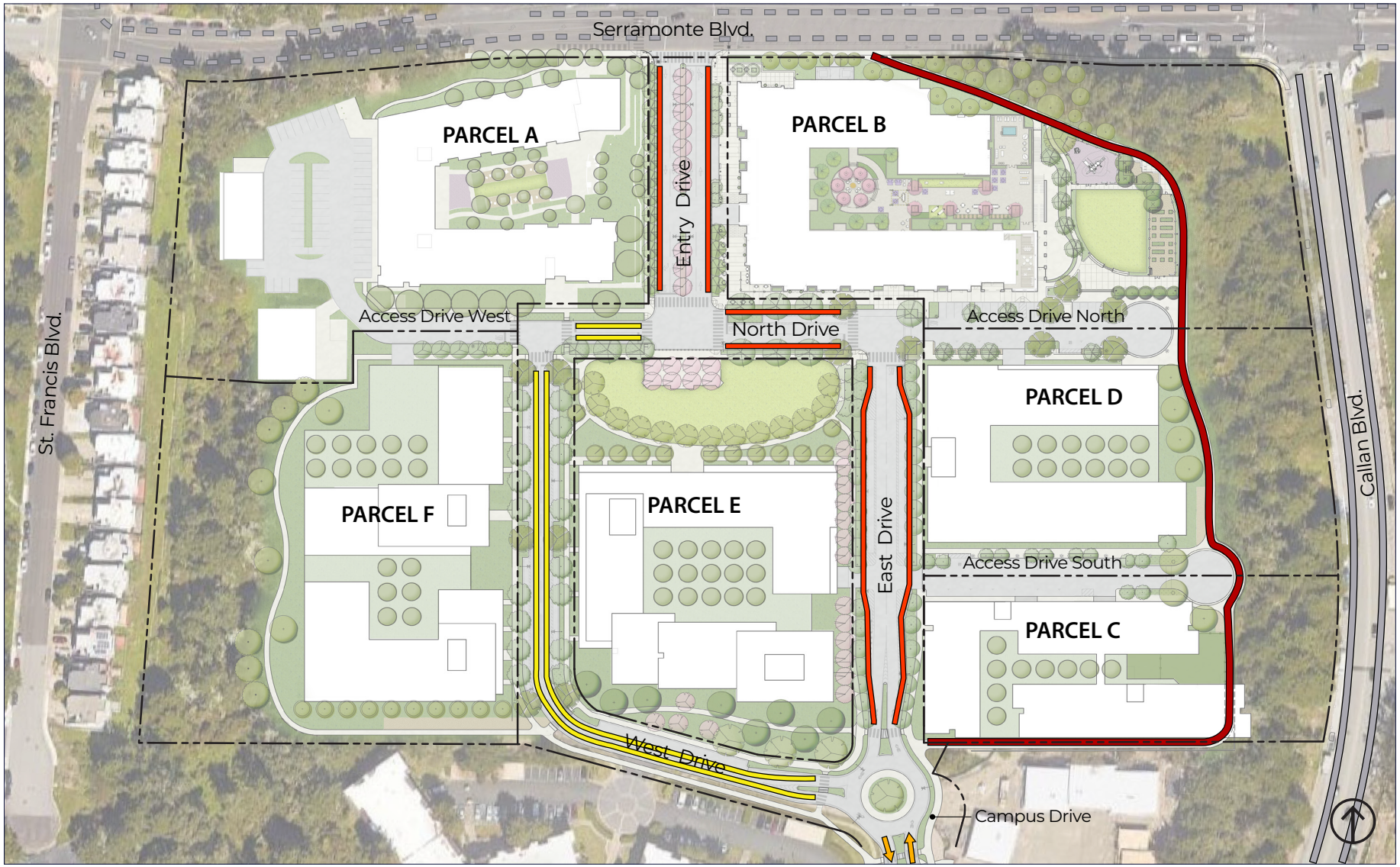
Existing bicycle facilities include Class II on-street bike lanes on Callan Boulevard south of Serramonte Boulevard and a Class III bike route on Callan Boulevard north of Serramonte Boulevard. A Class II on-street bike lane is striped on St. Francis Boulevard north of Serramonte Boulevard. Daly City's Walk Bike Daly City Plan envisions pedestrian and bicycle improvements adjacent to the Plan Area. One priority improvement in the Walk Bike Daly City Plan is the construction of Class IV on-street protected bicycle lanes on Serramonte Boulevard.

Planned bicycle facilities in the Plan Area are Class II buffered bike lanes, Class IV protected bike lanes, a dedicated Class I pedestrian/bike path and Class III bike "sharrows." 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.

Pedestrians

Residents can walk through the site and access on-site recreation and retail amenities. Sidewalks are provided on every street within the Plan Area, with curbside planting strips for street trees and storm water filtration. The trail loop will also serve to provide pedestrian access around the site that is separated from vehicles and in a more natural setting. Sidewalk and trails offer unimpeded access to walk between the Plan Area's parks, open spaces, residences, and retail shops.

Figure 4.7 Bicycle Circulation



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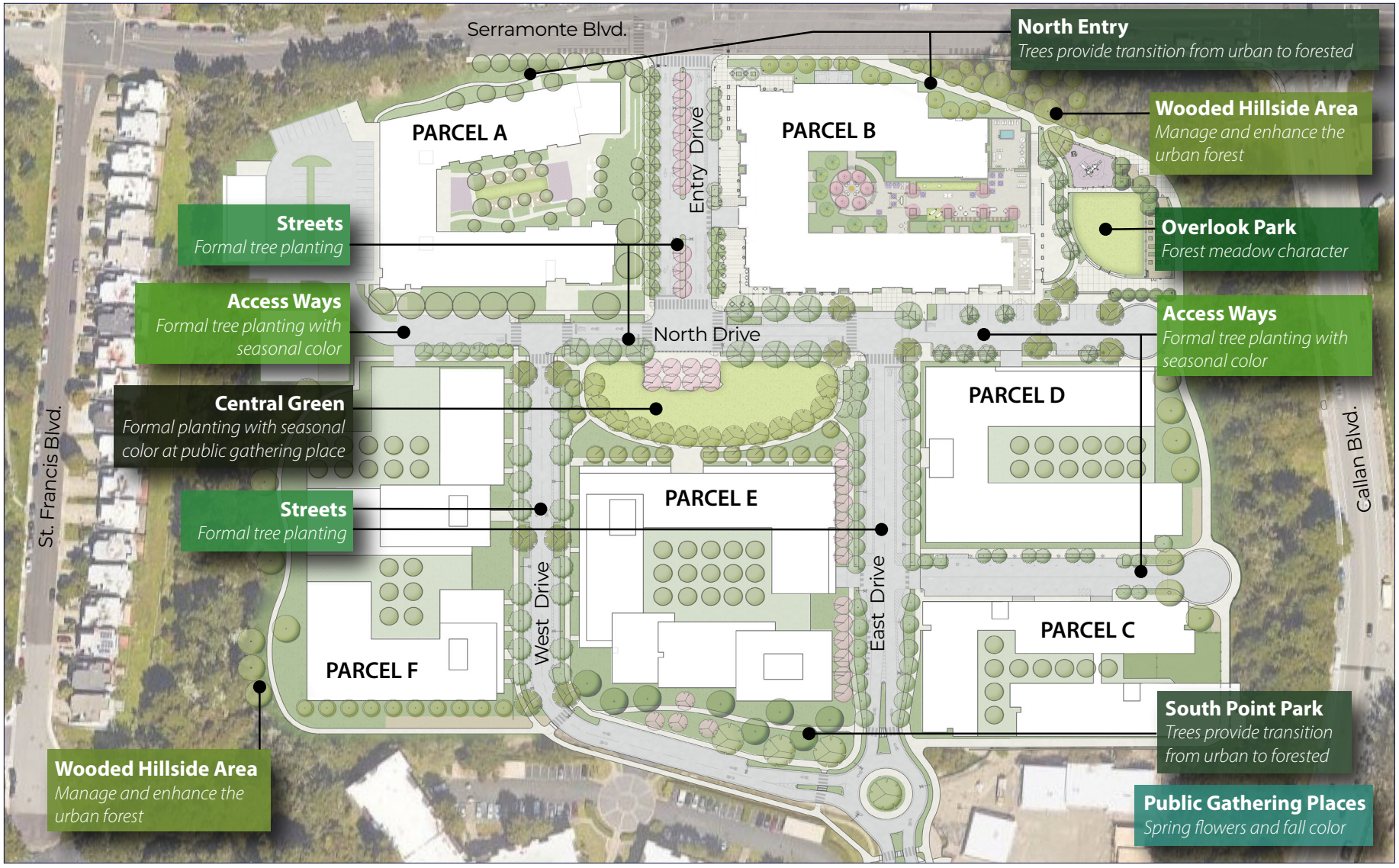
5. Parks and Open Space

This section describes the landscape design concept, design objectives, neighborhood park and open spaces, tree planting plan, and landscape design standards.

A. LANDSCAPE DESIGN CONCEPT

The Precise Plan's landscape design concept is to shape a diverse urban landscape as shown in Figure 5.1. A distinguishing feature of the Precise Plan are the wooded hillsides to the west and east of the plan area. Trees vary in health, ranging from young to mature and were planted by the District with the development of the high school. A rectangular street and block pattern of buildings is organized around a central neighborhood park, the Central Green. Along the east hillside is a recreational trail featuring Overlook Park, to the south is South Point Park and to the west is a walking trail along western hillside wooded open space. The combination of park and open spaces with recreational and walking trail access offers residents and visitors diverse 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. A variety of street and park tree species, suitable for the climate and context of the area are selected to create identity and sense of place. Seasonal interest is created with deciduous trees providing spring flowers and fall color at public gathering places, streets, and access drives.

Figure 5.1 Urban Forest Concept Plan



Objectives

The parks and open spaces shown here are concept level design plans, to guide buildout of the parks, streets, and landscape. The purpose of the landscape design concept is to improve physical and psychological health, strengthen community relationships, and create an attractive urban setting for family living. Landscape design objectives are as follows:

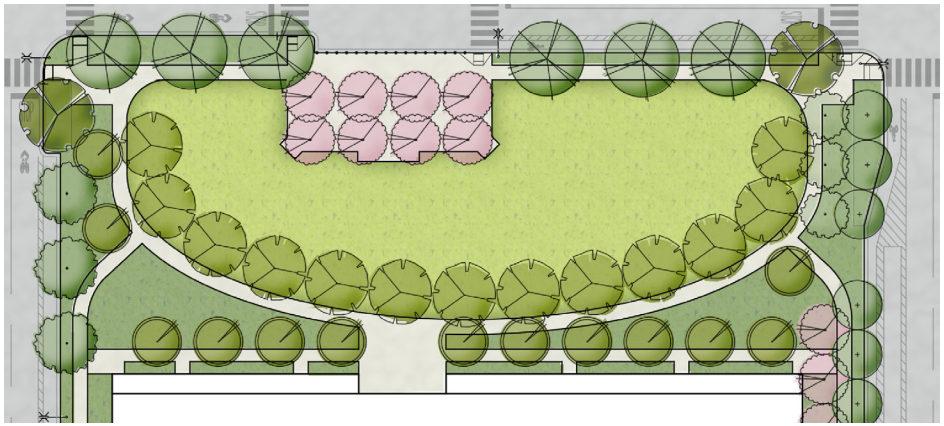
- Create safe, attractive outdoor places for healthy living to foster physical activity, meet resident and visitor needs for recreation and play for people of all ages, as well as encourage walking and biking.
- Design public places to encourage social interaction and community life with social gathering 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. NEIGHBORHOOD PARK AND OPEN SPACES

Central Green

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.

Central Green Plan

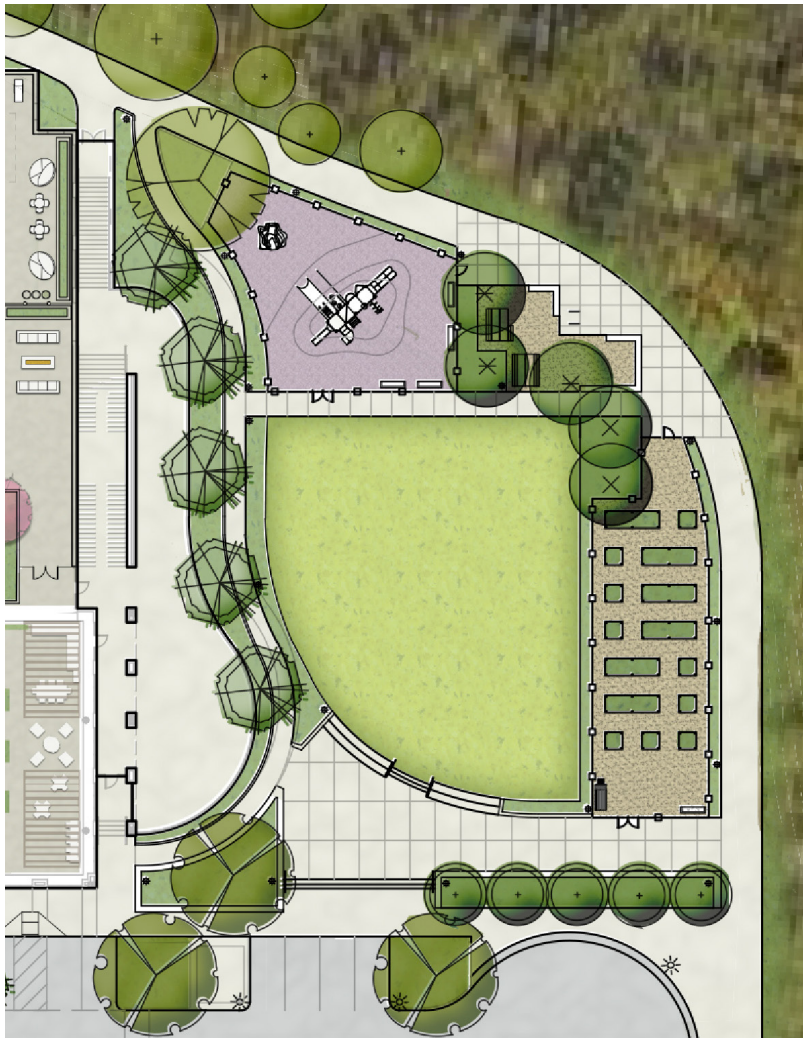


Overlook Park Rendering



Overlook Park looking from the Eastside Recreation Trail.

Overlook Park Plan



Overlook Park

Overlook Park is designed as a 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 community garden with raised beds is at the pedestrian and bicycle path along the east hillside. 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.

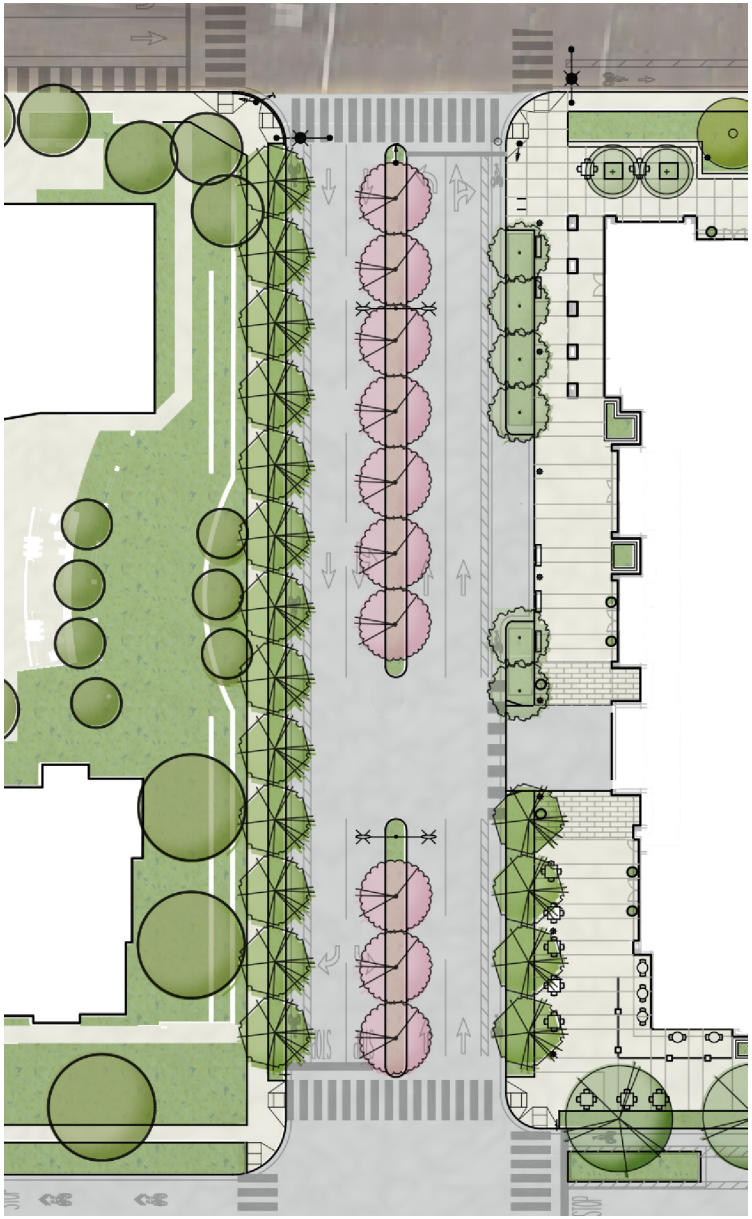
Entry Drive Plaza

Entry Drive Plaza is a "pocket" Main Street with plaza-width sidewalk space for retail activity to bring life out-doors 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 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 high- light active public spaces.

Hillside Open 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 nature and provide a visual screen of the planned buildings for residents of the surrounding community.

Entry Drive Plaza Plan



South Point Park Plan



South Point Park

South Point Park 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. Enhancements to South Point Park include passive open space, a pedestrian path, and lighting, sitting area or water feature with unique landscaping and plantings.

Eastside Recreational Trail

Eastside Recreational Trail is a pedestrian-bicycle trail for strolling and recreation extending from Serramonte Boulevard to the roundabout along Campus Drive to the south. This 8 to 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

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.

Westside Walking Trail Section



0 6
Scale (Feet)

Eastside Recreational Trail Section



0 6
Scale (Feet)

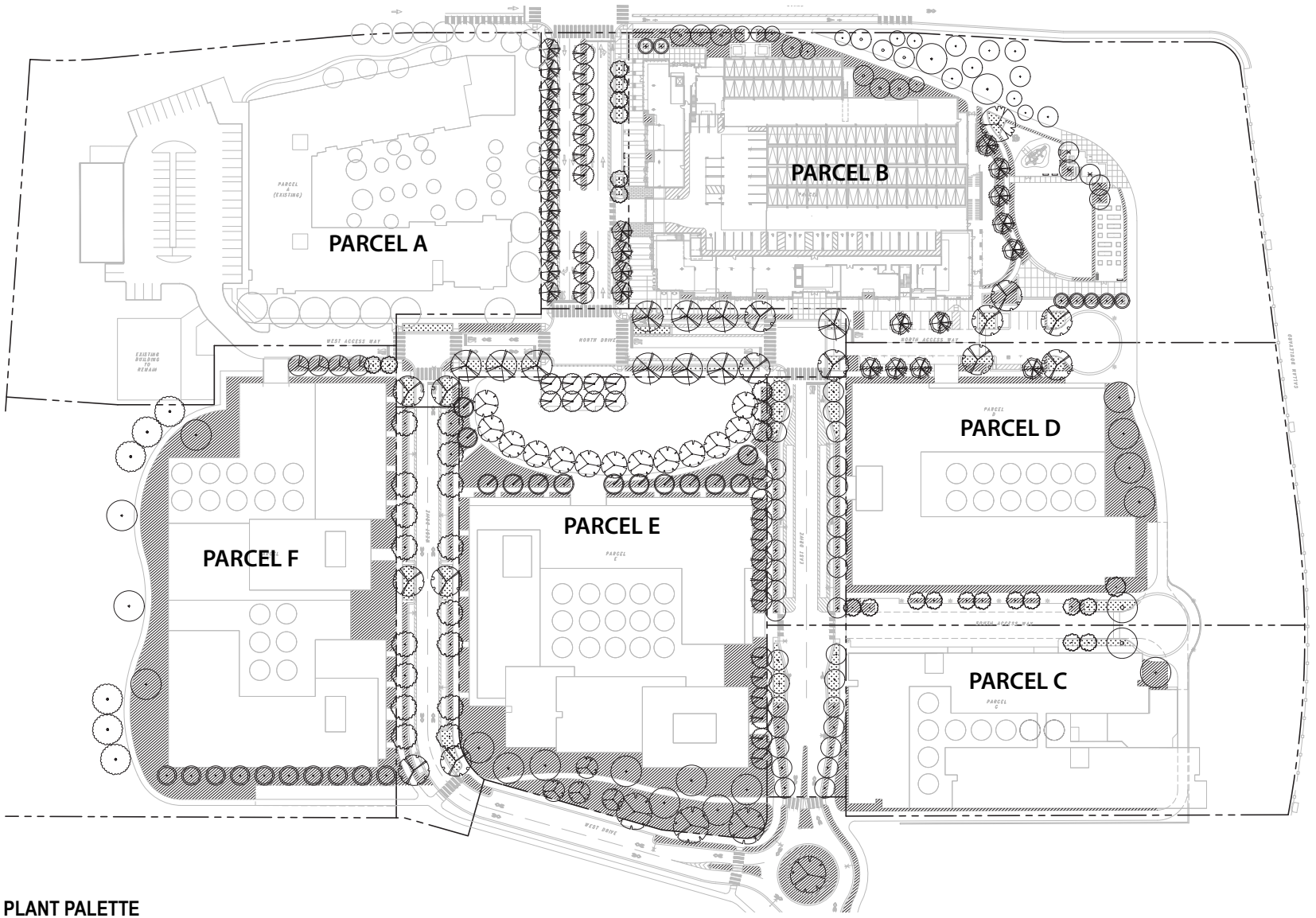
C. PLANTING PLAN

The type and arrangement of street trees and park plantings will contribute to a healthy and attractive urban neighborhood. 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 tree species list in Table 5.1 shall be used for specifying tree species for parks, streets and open spaces located per the street tree planting plan in the Appendix and as shown in Figure 5.2.

A diversity of tree species, suitable for the climate and context of the plan area are selected to create identity and sense of place. Seasonal interest will be created with deciduous trees providing spring flowers and fall color at public gathering places along Entry Drive, Central Green, and access drives. Continuous planter strips separating streets from sidewalks are along all internal streets and drives, and are planted with broad canopy trees, low shrubs, and groundcovers.

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. 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. The south entrance at Campus Drive features a landscaped round-about marking the entry into the new neighborhood.

Figure 5.2 Planting Plan



PRELIMINARY PLANT PALETTE

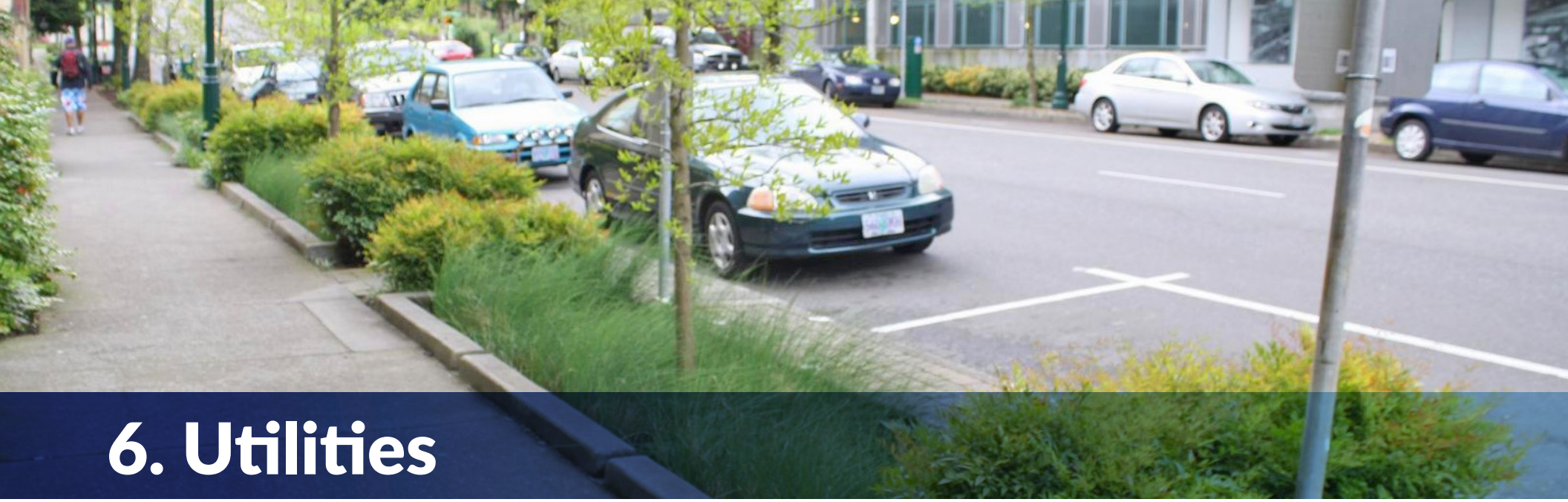
KEY/ SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	WTR USE	QYT
TREES						
T–1	**ACER BUERGERIANUM**	TRIDENT MAPLE	24" BOX	PER PLAN	M	10
T–2	**ACER X FREEMANII AUTUMN BLAZE**	AUTUMN BLAZE FREEMAN MAPLE	24" BOX	PER PLAN	M	31
T–3	**ACER MACROPHYLLUM**	BIG LEAF MAPLE	24" BOX	PER PLAN	M	6
T–4	**ARBUTUS 'MARINA'**	MARINA STRAWBERRY TREE	24" BOX	PER PLAN	L	14
T–5	**CERCIS 'FOREST PANSY'**	FOREST PANSY REBUD	24" BOX	PER PLAN	M	17

KEY/ SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	WTR USE	QYT
TREES						
T–6	**CERCIS OCCIDENTALIS**	WESTERN REBUD	24" BOX	PER PLAN	M	3
T–7	**CUPRESSUS MACROCARPA**	MONTEREY CYPRESS	24" BOX	PER PLAN	L	13
T–8	**GINKGO 'PRINCETON SENTRY**	MAIDENHAIR TREE	24" BOX	PER PLAN	M	16
T–9	**HYMENOSPORUM FLAVUM**	SWEETSHADE	24" BOX	PER PLAN	L	16
T–10	**KOELREUTERIA PANICULATA 'FASTIGIATA'**	GOLDENRAIN TREE	24" BOX	PER PLAN	L	1

KEY/ SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	WTR USE	QYT
TREES						
T–11	**LAGUNARIA PATERSONII**	NORFOLK ISLAND HIBISCUS	24" BOX	PER PLAN	M	13
T–12	**LOPHOSTEMON CONFERTUS**	BRISBANE BOX	24" BOX	PER PLAN	L	34
T–13	**LYONOTHAMNUS FLORIBUNDUS**	CATALINA IRONWOOD	24" BOX	PER PLAN	L	6
T–14	**MELALEUCA QUINQUENERVIA**	SEJEPUT TREE	24" BOX	PER PLAN	M	4
T–15	**OLEA EUROPEA 'SWAN HILL'**	OLIVE TREE	24" BOX	PER PLAN	L	10

KEY/ SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	WTR USE	QYT
TREES						
T–16	**PISTACIA CHINENSIS**	CHINESE PISTACHE	24" BOX	PER PLAN	L	2
T–17	**QUERCUS AGRIFOLIA**	EVERGREEN OAK TREE	24" BOX	PER PLAN	L	13
T–18	**QUERCUS SUBER**	CORK OAK	24" BOX	PER PLAN	L	3
T–19	**SEQUOIA SEMPERVIRENS**	COAST REDWOOD	24" BOX	PER PLAN	L	13
T–20	**TRISTANIOPSIS LAURINA**	WATER GUM	24" BOX	PER PLAN	L	19

Table 5.1 - Recommended Tree Species for Public Streets and Open Spaces within the Precise Plan			
Forested Hillsides (Tree Succession Species)		**Streets & Parks**	
Species	**Common Name**	**Species**	**Common Name**
Aesculus californica	California Buckeye	*Acer buergeranum*	Trident Maple
Acer macrophyllum	Big Leaf Maple	*Acer x freemanii 'Autumn Blaze'*	Autumn Blaze Maple
Arbutus menziesii	Pacific Madrone	*Acer Macrophyllum*	Big Leaf Maple
Calocedrus decurrens	Incense Cedar	*Arbutus 'Marina'*	Strawberry Tree
Ceanothus 'Ray Hartman'	Wild Lilac	*Cercis 'Forest Pansy'*	Forest Pansy Rebud
Hesperocyparis macrocarpa	Monterey Cypress	*Cercis occidentalis*	Western Redbud
Fremontodendron californicum	Fremontia	*Cupressus macrocarpa*	Monterey Cypress
		Ginkgo 'Princeton Sentry	Maidenhair Tree
		Hymenosporum flavum	Sweetshade
		Koelreuteria paniculata 'Fastigiata'	Goldenrain Tree
		Lagunaria pattersonii	Primrose Tree
		Lophostemon confertus	Brisbane Box
		Lyonothamnus floribundus	Catalina Ironwood
		Melaleuca quinquenervia	Cajeput Tree
		Olea europea 'Swan Hill'	Fruitless Olive
		Pistacia chinensis	Chinese Pistache
		Quercus agrifolia	Coast Live Oak
		Quercus suber	Cork Oak
		Sequoia sempervirens	Coast Redwood
		Tristaniopsis laurina 'Elegant'	Water Gum



6. Utilities

Plan Area utility infrastructure is for stormwater, sanitary sewage and water supply and distribution. Dry utilities systems are for power, natural gas, and communications.

A. STORMWATER

Existing and planned stormwater system flows are for the 18.4-acre Plan Area not including Parcel A. Refer to Appendix C for Precise Plan storm water plans.

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. Post school closure uses on the campus include a bus yard, district offices, churches, child day care facilities, a Comcast building, and the recently completed Faculty and Staff housing. Faculty and Staff Housing (including the apartments, car barn, and surface parking lot located west of the apartments) and the Comcast building will remain operational throughout and after construction of the Precise Plan. The Faculty and Staff Housing was approved separately and storm water improvements for the building, surface parking lot and area immediately adjacent to the building will not be modified as part of this Precise Plan. The driveway

just to the south of the Faculty and Staff Housing will be replaced and is included in the plan.

Existing ground coverage consists of approximately 410,035 sq. ft. impervious and 236,194 sq. ft. pervious surfaces (63.5% 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 two storm drain outfalls located around the perimeter of the project. The first outfall is 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. The second outfall is located near the southeast corner of the plan area and discharges to an existing 27" storm drain main in Callan Boulevard.

Planned System

The Plan Area's stormwater drainage system generally maintains existing drainage patterns and replaces the existing drainage system on site. The system is designed to not increase the peak flow rate of stormwater leaving the site to the City's storm drainage system during the design rainfall event to a level greater than existing, pre-construction conditions.

The proposed changes in the Plan Area consist of open space, parks, landscape areas, concrete paths, private roadways, asphalt drives, asphalt parking lots, and multi-story residential buildings.

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 outfalls located near the main vehicular entrance and the southwest corner of the site.

The proposed ground coverage consists of approximately 516,185 sq. ft. impervious and 130,044 sq. ft. pervious surfaces (79.9% impervious). The Plan Area 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 106,150 sq. ft. and will therefore require stormwater retention.

The Plan Area 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.

Although the sequence of the development is flexible, at no time in the development process will the Plan Area increase the peak rate of stormwater runoff leaving the site at any phase of the project to a level greater than pre-construction conditions.

For each phase of development, pre- and post-construction areas of impervious surfaces will be calculated within the phase limits to determine if there will be an increase in the peak runoff rate. If there is a calculated increase in peak runoff rate, a temporary stormwater detention system such as a detention basin or below-grade detention pipe would be located within the footprint of undeveloped parcels, to be replaced with the project's on-site, below grade stormwater detention system at Overlook Park. The Overlook Park system is designed to satisfy detaining peak flows for new development in excess of existing conditions.

Stormwater Requirements

The Plan Area will not increase the flow or volume leaving the site for the design storm. If a development project proposes to increase the impervious area of a development parcel, stormwater retention will be required to retain the increased flow and volume. Each phase of development will conform to stormwater treatment requirements. Stormwater treatment requirements for the buildings will be met on each individual lot. Stormwater treatment requirements for the streets will be met with best management practices (BMPs) located in the private roadways or in temporary stormwater treatment facilities located within the footprint of undeveloped parcels, to be replaced with on-street BMP as streets are built out in the Precise Plan area.

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 mains that run through the Plan Area, an 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 Faculty and Staff housing and the existing school site discharge into the main that runs through the Plan Area, 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).

Planned System

The Precise Plan will construct a public sewer system in the private street (to be located in an easement) and an on-site (within each development parcel) sewer system to connect the buildings to the public sewer system. The planned sewer system will consist of manholes and pipes. The onsite sewer system consists of pipes, cleanouts, and manholes. The Plan Area will connect to the 10-inch sanitary sewer main in Serramonte Blvd at Entry Drive and the new sewer connection on Callan Boulevard. Refer to Appendix C for Precise Plan sewer system plans.

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 Plan area 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 high school 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 Faculty & Staff Housing project is served from the existing 10-inch main.

Planned System

The Precise Plan will construct a new public water main within a public easement within the new streets and provide new domestic water, fire water, and irrigation water services to the proposed buildings. Planned services are to be fed from a portion of the existing 10-inch main constructed as part of the Faculty and Staff Housing and a new 10-inch water main constructed with the new private streets. The on-site (within each development parcel) domestic water system will consist of service lines from the public main to each building. Refer to Appendix C for Precise Plan water system plans.

D. DRY UTILITIES

Dry utility infrastructure modifications and additions will be required and will be built in phases to accommodate 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 high school building. Data/Telecom services were also extended to serve the Faculty & Staff Housing project. A joint trench will be provided in the private streets to extend the utility providers' infrastructure throughout the development to serve the development parcels. Dry utilities will be coordinated with the appropriate utility provider to establish new service routes to support the Plan Area. Refer to Appendix C for Precise Plan dry utility plans.

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7. Implementation

A. MAINTENANCE

Public and private improvements in the Plan Area shall abide by the maintenance requirements of this section. Subject to the provisions of any applicable State law, the following shall apply:

A.1.1 Master Association. Prior to the issuance of any building permit to construct any market-rate residential unit in the project, the Jefferson Union High School District (District) shall form and perpetually maintain a Master Association for the Serramonte Del Rey Neighborhood ("Master Association"). The Master Association shall be self-governing and govern common areas for the term of the Precise Plan uses are in operation. The purpose of the Master Association, among other responsibilities, shall be to maintain all common areas within the Precise Plan area in a neat, safe and healthful condition, including the on-going removal of litter throughout and including streets, parks, and other areas not maintained by individual parcel developers that are not dedicated or otherwise conveyed to a public agency. Until the Master Association is formed, the District is responsible for the foregoing.

A.1.2 Maintenance Plan. A maintenance plan for roadway, parks, and private utilities shall be submitted by the applicant and approved by the City prior to the issuance of any building permit to implement the project. A litter control maintenance plan shall be submitted that includes provision for on-going letter and garbage control. The maintenance plan shall be incorporated into the CC&R's in connection with the creation of the Master

Association at the discretion of the District and recorded at such time.

Minimum Requirements for Trash and Litter Disposal shall be as follows:

- All trash shall be confined in approved receptacles and enclosures. Any building permit application submitted to the City for review shall be accompanied by a letter from the trash hauler indicating that the proposed trash receptacles provided in the building for which the permit is sought to meet the hauler's requirements for quantity, size, and accessibility.
- All unenclosed materials, equipment and/or supplies of any kind shall be maintained within approved enclosure areas. Any stacked or stored items shall not exceed the height of the enclosure.
- All trash and storage enclosures shall be properly maintained in accordance with approved plans.
- All waste materials generated by the development, such as cardboard boxes, skids, garbage, litter, etc., must be stored in the enclosure for disposal.
- No waste material shall be visible at any time.
- All enclosures shall be designed to conceal the contents.
- All enclosures should be kept clean and free of odor.

A.1.3 Maintenance and Repair - Master Association.

The Master Association shall develop a maintenance plan (including a street sweeping, street surface repair and replacement, and garbage disposal plan approved by the Planning Division and the Department of Public Works) for the upkeep of common areas, private streets, and private infrastructure. The Master Association will be responsible for the maintenance, litter removal and repairs of privately owned, but publicly accessible[1] common areas that are not part of individual parcel development, including privately owned streets, sidewalks, bicycle lanes, parks, open spaces, trails and paths, utilities and improvements in streets including temporary and permanent storm water infrastructure, stormwater retention system and stormwater treatment areas located in park, open space, private streets and accessways, street lighting, landscaping, planter strips, street furniture and the fixtures, furniture and equipment located in the parks. The Master Association is responsible for maintenance of storm water infrastructure in private utility easements on development parcels.

1 References to publicly accessible spaces and infrastructure, as used below, shall refer to spaces and infrastructure that is privately owned, but publicly accessible, to be distinguished from spaces and infrastructure that are dedicated or otherwise conveyed to a public agency, including without limitation the City.

A.1.4 Maintenance and Repair - Parcel Specific Responsibilities. Parcel Developers or, if the property interests of such Developers are conveyed, their successors in interest, are responsible for the maintenance, replacement, repairs and litter removal for on-site improvements on their respective parcels, including exterior equipment, fixtures, walls, roofs, windows, doors and other architectural, landscaping and publicly accessible common areas on private parcels in a clean, sanitary and attractive condition. The Developer of a parcel shall be responsible for the maintenance, replacement, repairs, and cleaning of improvements on the development parcel, including private storm water improvements and stormwater treatment areas serving the parcel. This excludes stormwater infrastructure in private utility easements and stormwater retention facilities serving other parcels and the plan area.

A.1.5 Maintenance and Repair – Facilities Owned by City. The City of Daly City is responsible for the maintenance and repair of water mains and sewer mains owned by the City located in water easements and sewer easements granted to the City.

A.1.6 Maintenance and Repair – Utility Providers. In any joint trench, public utility easements, maintenance, and repair responsibility for improvements within such easements is by the specific utility owner that owns or is otherwise legally responsible for such improvements (i.e. PG&E, Comcast, AT&T, others).

A.1.7 Budget. The Master Association shall prepare an annual budget to fund the costs incurred in maintaining the publicly accessible common facilities. The Master Association shall undertake an inventory of publicly accessible common area improvements requiring maintenance, litter removal and repairs, such that each phase of development is adequately budgeted for maintenance and operations of improvements. Landscape maintenance budget shall include consideration of level of maintenance and operation expenses commensurate to the anticipated level of use of park and recreational facilities. The Master Association may employ or contract out to perform maintenance, litter removal and repairs.

B. PHASING

B.1 Timing. The sequence and timeline of development will ultimately depend on market conditions. The pace of development will fluctuate with the regional economy, capital expectations and availability, costs for development and the conditions of the Daly City housing market.

B.2 Public Improvements. For each phase of development there are corresponding street, park, open space improvements and utilities necessary to support development of individual parcels per Table 7.1 and as shown in Figure 7.1.

Figure 7.1 Phasing

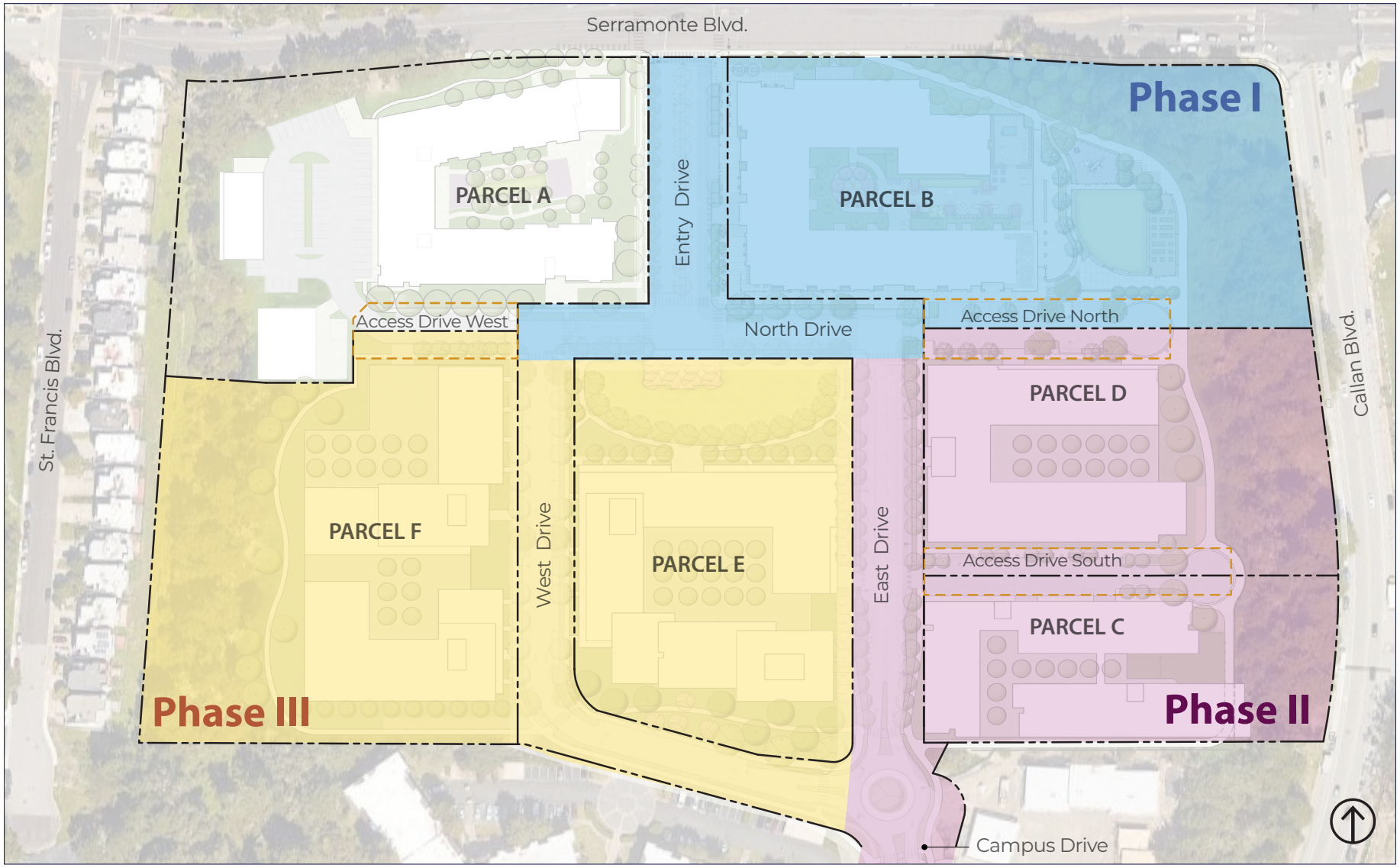


Table 7.1 - Anticipated Phasing of Private Streets and Private and Publicly Accessible Park and Open Space Improvements Required by Development Parcel

Phase	Parcels	Private Streets and Accessways	Private and Publicly Accessible Park and Open Space
1	B	▪ Entry Drive ▪ North Drive ▪ North Access Way	▪ Entry Drive Plaza ▪ Overlook Park ▪ Eastside Recreation Trail within parcel
2	C and C'	▪ East Drive from South Access Way to Campus Drive ▪ South Access Way	▪ Eastside Recreation Trail within parcel
	D	▪ East Drive from North Access Way to South Access Way ▪ North Access Way	▪ Eastside Recreation Trail within parcel
3	E	▪ West Drive from North Drive to Campus Drive	▪ Central Green ▪ South Point Park
	F and F'	▪ West Drive from North Drive to Campus Drive	▪ Westside Walking Trail

Notes:

1. The chronology of phasing in Table 7.1 is not intended to be binding, and 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. For the purposes of assessing consistency with the Table 7.1 for conformance review, a reviewer shall assess whether development of a listed parcel includes the streets, park, open space, and utilities needed to support the development of the parcel.
2. Off-site public circulation improvements are to be implemented per Exhibit C Public Circulation Improvements in the Development Agreement, which are: sidewalk and retaining wall improvements along Callan Boulevard within each parcel B, C and D; Serramonte Blvd. and Highway 1 intersection and traffic signal improvements; Serramonte Blvd./Entry Drive intersection pavement reconstruction; contribution to City park, bicycle and pedestrian improvements; and off-site intersection improvements.[2]
3. Tentative Map lots C' and Lot F' are zero-square-foot lots contained within Parcel C and Parcel F respectively. These lots may not be developed until the time a lot line adjustment is approved which creates a lot that is at least 10,000 square feet in area, and which complies with the other objective standards of the Precise Plan. The purpose of lot line adjustments to a zero-square foot lot is to streamline ministerial review to facilitate affordable housing financing and/or the buildout of the plan area consistent with the objective development standards of the Precise Plan. Corresponding street, park, open space and utility improvements for Parcel C and F are required with development of Parcels C' and F'.
4. See the Tentative Map for utility improvements associated with each parcel. On and off parcel utility improvements in the Precise Plan Area shall be sized to support buildout of the Precise Plan, unless identified as interim and to be replaced when future parcels are built out.
5. The extent of street improvements will vary depending on the sequence of parcel development as follows:
   a. If Parcel C is developed first, East Drive shall be constructed from Campus Drive to South Access Way.
   b. If Parcel D is developed first, East Drive shall be constructed from Campus Drive to North Access Way (with a temporary EVA on South Access Way) or alternatively, Entry Drive, North Drive and North Access Way shall be constructed.
   c. If Parcel E is built before Parcels C and D, East Drive and North Drive will be constructed including the roundabout and/or West Drive and North Drive will be constructed including the roundabout.
   d. If Parcel F is built before Parcels C, D and E, then West Drive and the roundabout will be constructed.
   e. When the first of either Parcel B or Parcel D is developed, North Access Way from their building to the curb across the access way shall be built such that there is a two-way paved travel way. The subsequent parcel B or D is required to complete the sidewalk, landscaping and storm water treatment facilities between their building and the curb on their side of North Access Way.
   f. If Parcel C is developed before Parcel D, Parcel C p is required to build South Access Way from their building to the curb across the access way, so there is a two-way paved travel way. Parcel D, when developed, is required to complete the sidewalk, landscaping and storm water treatment facilities between their building and the curb on their side of the South Access Way.
   g. Serramonte Boulevard and Highway 1 ramp intersection improvements will be constructed with the first market rate development per the Development Agreement.
   h. Bike lanes on Campus Drive to Hickey Blvd will be striped concurrent with the roundabout construction.
6. A Storm Drain Memo shall be submitted for conformance review for each phase in accordance with the Master Plan Drainage Memo. At Building Permit submittal: a Hydrology & Hydraulics report based on final design will be provided with the Building Permit submittal in accordance with the Master Plan Drainage Memo.
7. The Head Start facility may be located on other parcels.

2 Improvements in public right of way to be maintained by the City, with the exception of the Parcel B, C and D sidewalk and retaining wall improvements on Callan Blvd, which will be subject to the City's standard landscape maintenance agreement, mutually acceptable to the City and applicant's civil engineers, as addressed in the project's Development Agreement.

C. CONFORMANCE REVIEW

C.1.1 Purpose. Conformance Review is the Precise Plan's ministerial, streamlined process to approve proposed projects "as-of-right" that demonstrate Plan Consistency with the Precise Plan and Entitlement Documents and Compliance with the Objective Development Standards of the Precise Plan, as defined below. Design Review is not required for projects ministerially approved "as-of-right."

C.1.2 Plan Consistency. Plan Consistency is the review of project submittal documents for conformance to:

1. Precise Plan requirements for the scope and phasing of park, open space, street, accessway, storm water, water, wastewater, utility, emergency access, and on and off-site transportation improvements associated with each parcel per Precise Plan Figure 7.1 Phasing, Table 7.1 Development Phasing and Appendix C: Civil Engineering Exhibits, and
2. Entitlement Document requirements of the Development Agreement, Tentative Map, Conditions of Approval, Inclusionary Housing Agreement and the Mitigation and Monitoring program.

C.1.3 Compliance with Objective Development Standards ("Compliance"). Compliance with objective development standards is the review of project submittal documents for conformance with the Precise Plan's Objective Development Standards as listed in Section II above.

C.1.4 Variance from Numerical Standards and Precise Plan. Deviations from the numerical standards in Section II above may be permitted by up to 20 percent for any parcel, upon approval by the Planning Division. Deviations from the minimum and maximum densities prescribed in Table 3.3, the requisite amount of private open space (150 square feet per dwelling unit), and the quantity and general location of common open space shall not be permitted.

Modification or reconfiguration of the Precise Plan pattern of streets and blocks, shape of open space areas, site layout, orientation, or location of buildings, architectural or landscape elements may be permitted provided all other Objective Design Standard can be met. Deviations from the approved roadway configurations, including lane provision and width, shall not be permitted unless approved by the Department of Public Works.

C.1.5 Submittal Requirements. Submittal requirements shall include documentation as set forth in the 2023 Daly City Municipal Code Section 17.28.030 C. 2. (a) – (f), Procedure for Application for Planned Development of the Daly City Zoning Ordinance, and shall include a completed Conformance Review Check List, as attached to the Precise Plan as Appendix A, and any additional information requested by the Planning Manager. Submittal requirements for minor modifications to approved and constructed projects to be per Planning Manager request.

C.1.6 Review Process and Timing.

1. **Pre-submittal conference.** Upon request of the Applicant, the Planning Manager shall convene a pre-submittal conference to review the scope of the project, submittal requirements, conformance review process, timeline, and staff availability. It is an opportunity for the Applicant and the design team to ask technical questions to prepare a submittal. The Planning Manager, City Engineer, and Development Coordinating Committee members shall attend upon request.
2. **Submittal.** The Applicant shall submit documentation as described under "Submittal Requirements" above.
3. **Conformance Review.** The Planning Manager, designated staff or third-party consultants shall conduct the Conformance Review per the responsibilities described in Table 7.2. The Planning Manager shall coordinate reviewer comments and provide them to the Applicant no later than 45 business days after filing a project submittal.[3]
4. **Determination.** The Planning Manager shall review the project submittal and reviewer comments to determine whether the submittal is plan consistent and standards compliant and therefore approved as-of-right.

   If the Planning Manager deems a project application inconsistent with the Precise Plan or Entitlement Documents, and/or non-compliant with the Objective Development Standards in Section II, prior to a decision to deny approval of the proposed project, the Planning Manager shall provide the Applicant with written documentation as to what elements of the submittal are not in conformance.[4]

3 Notwithstanding anything in this chapter, to the extent the Permit Streamlining Act or other State Law applies for shorter deadlines, the regulations in such laws shall govern.

4 This process is separate and independent from the Planning Manager's coordination and provision of any reviewer comments on the Applicant's initial project submittal, as required under the "Review Process and Timing" section of this Chapter.

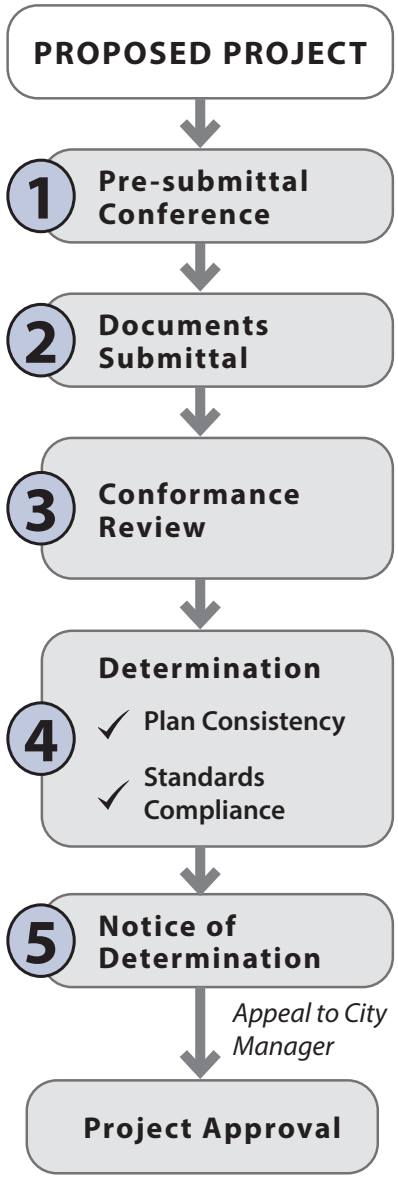
The Applicant can revise the submittal and resubmit. The Planning Manager, upon receipt of the re-submittal, shall make their determination. Total City Review Time from submittal to determination shall not exceed 90 business days.[5]

If the City fails to complete Conformance Review per the above timing requirements, the submittal shall be deemed to be conforming with the Precise Plan and Entitlement Documents, planning review shall be complete, and requested permits shall be issued.

5. **Notification of Determination.** The Planning Manager shall communicate in writing to the Applicant the Planning Manager's determination.
6. **Appeal.** A Conformance Review determination may be appealed within 20 business days to the City Manager by the Applicant. City Manager shall make a determination within 20 business days of receipt of the appeal. The City Manager's decision on appeal shall be final and not appealable.

5 For this paragraph, "City Review Time" shall mean the time, measured in business days, taken by the City to review a project submittal and provide comments to the applicant or render a Conformance Review decision. City Review Time does not include the Applicant's time from the date of receiving comments to the date of resubmitting a revised project submittal responsive to comments.

Figure 7.2 Conformance Review and Approval Process



C.1.7 Review Criteria. The following criteria shall guide the determination of plan consistency and standards compliance:

- All Figures in the Precise Plan illustrate the general arrangement and relationships among parcels, buildings, streets, accessways, parks and open spaces, and exact compliance or conformance is not required so long as other objective criteria are met.
- The final configuration of parcels, buildings, streets, accessways, parks and open spaces are subject to refinement, and exact compliance or conformance is not required so long as other objective criteria are met.
- Consistency and conformance with the Precise Plan shall be construed rationally and shall accommodate unforeseen solutions or innovation that can occur over the extended build-out of the Precise Plan. Notwithstanding the above, no deviations are permitted to minimum residential densities and minimum open space area requirements.

C.1.8 Standards Interpretation. The nature of the Objective Standards is such that consistency determinations are ministerial, without the exercise of discretion. Accordingly, it is not anticipated there will be cause for interpretation of these standards by the City. In the unforeseen event that interpretation is required, the Planning Manager shall make any interpretation of the Precise Plan's development standards required to evaluate the proposed project and shall inform the reviewer of any interpretations as needed. The Planning Manager shall include any interpretations as part of its written determination of consistency with the objective development standards of the Precise Plan.

C.1.9 Staffing. The Planning Manager shall check staff availability prior to the pre-submittal conference to meet the conformance review timeline. If staffing is not available, the City can designate a third-party consultant to be paid for by the Applicant. Consultants shall have professional planning experience on similar projects. The Applicant shall pay all reasonable staff coordination and third-party consultant costs.

C.1.10 Staff or Consultant Review Responsibilities. Staff or consultant review responsibilities are per Table 7.2, Reviewer Responsibilities.

- The Planning Manager shall provide oversight and make all Conformance Review determinations.
- Staff of consultant shall compare the project submittal, Conformance Check List, and applicable plan elements, standards and requirements of the Precise Plan and the Entitlement Documents.

Table 7.2 - Reviewer Responsibilities

Responsibility		Reviewer			
Plan Consistency	**Standards Compliance**	**Planning Manager**	**City Engineer**	**Development Coordinating Committee**[6]	**Housing And Community Development Manager**
Phasing		X	X		
Parks		X			
Streets		X	X		
Utilities, Off-Site Transportation Improvements		X	X	X	
Development Agreement		X	X		X
Final Map		X	X		
MMRP		X	X	X	
Inclusionary Housing Agreement		X			X
Tentative Map and Conditions of Approval		X	X		
	Land Use and Urban Design	X			
	New Buildings	X			
	Parks	X			
	Streetscapes	X			

6 Development Coordinating Committee includes Planning Division, Building Division, Engineering Division, Department of Water and Wastewater Resources, North County Fire Authority and other committee members as deemed appropriate by the Planning Manager.

- Reviewers are to provide written comments on plan consistency to the Planning Manager. In the case where the reviewer concludes inconsistency with plan elements, or non-compliance to objective development standards, the reviewer shall identify specific objective standards to be addressed to achieve a consistency.
- If requested by the Applicant, the Planning Manager and any reviewers shall meet with the Applicant to discuss steps to resolve any comments.

The Planning Manager shall consider the recommendations of the reviewers, and shall make the final determination for approval, approval with conditions, or denial of the submittal based on objective criteria as set forth herein.

D. PLAN AMENDMENTS

Amending the Precise Plan shall follow the requirements of the Daly City Municipal Code section 17.28.020 (I) as of the date of approval of the Precise Plan. This Municipal Code section is included as a part of Supporting Documents provided with this Precise Plan.

E. SUBDIVISIONS

The subdivision of parcels shall conform to the requirements of the Precise Plan and the Daly City Municipal Code Title 16 Subdivisions.

F. INCLUSIONARY HOUSING

The following requirements are subject to the terms and exceptions provided in the affordable housing agreement:

F.1 Units Required. Construction of inclusionary units is required within the Planned Development Zone PD-31 area pursuant to an Affordable Housing Plan.

F.2 Timing. This Precise Plan authorizes flexibility in timing of construction and geographic distribution of inclusionary units throughout the PD-31 area to allow for a greater number of inclusionary units and deeper level of affordability than the minimum levels required by the City Ordinance.

F.3 Percentage of Total Residential Units. The Precise Plan requires, for Parcels B-F, not less than 20 percent of the total number of total residential units completed at final build-out to be affordable housing, consisting of 13.5% low-income units at no greater than 60% AMI and 6.5% moderate income units at no greater than 120% AMI. One market rate residential building can be constructed prior to construction of affordable units. 150 low-income affordable units are planned to be located on Parcel C. The subsequent phases after the first market rate building and the first residential structure built on Parcel C have been constructed can be phased and include unit counts proposed by the developer in any way such that the overall percentage of affordable units does not drop below 20% of all constructed residential units at Parcels B-F at any time consisting of 13.5% low-income units and 6.5% moderate income units.

G. 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.

H. ENTITLEMENT DOCUMENTS

The term "Entitlement Documents" shall refer to all the below except the Precise Plan.

- **General Plan Amendment**. By Resolution No. [], City Council approved text and map amendments to the General Plan to enable high density residential and mixed-use residential development.
- **Precise Plan.** By Resolution No. [], City Council approved the Serramonte Del Rey Precise Plan, which modified land use designations and created a new street and open space network.
- **Development Agreement.** The District and the City of Daly City entered into a Development Agreement to secure vested development rights and terms.

- **Affordable Housing Agreement**. The District and the City of Daly City entered into an Affordable Housing Agreement to secure rights and terms for the Project's Affordable Housing Plan.
- **Tentative Map and Conditions of Approval**. The City Council approved a Tentative Map indicating the subdivision of the District lands into parcels with infrastructure and open space improvements, including Conditions of Approval.
- **Mitigation Monitoring and Reporting Program.** 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, 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.

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Appendix A: Conformance Review Checklist

Topic	Section	Number	Standard	Applicant To Fill Project Compliance (Yes/No/Not Applicable)	City Staff Comments
Land Use and Urban Design	A	2	See Table 3.1 Permitted Uses		
Land Use and Urban Design	A	3	See Table 3.2 Uses Permitted with a Use Permit		
Land Use and Urban Design	A	4	See Table 3.3 Prohibited Uses		
Land Use and Urban Design	A	5	See Table 3.4 Permitted Density By Parcel		
Land Use and Urban Design	A	5	See Table 3.5 Anticipated Development		
Height	A	6	See Figure 3.3 Building Heights		
Height	A	6.1	Ornamental architectural features, such as turrets, parapets, corner towers, or other accentuating features.		
Height	A	6.2	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 four feet above maximum height is exempt from the coverage calculation.		
Height	A	6.3	Architectural and landscape screening designed to conceal mechanical and roof mounted equipment.		
Height	A	6.4	Sustainability elements, such as photovoltaic cells, small-scale wind turbines suitable for residential development, storm water catchment / treatment equipment, solar water heating equipment.		

Topic	Section	Number	Standard	Applicant To Fill Project Compliance (Yes/No/Not Applicable)	City Staff Comments
Height	A	6.5	Enclosed amenity spaces to a height of 12 feet where roof is designed as an accessible outdoor common area if coverage of enclosed amenity space is no more than 30 percent of building roof area.		
Building Frontage/ Build-to-line	A	7.1	The building frontage on all parcels shall comply with the percentage of building that is required to be aligned along the build-to-line, as shown in Figure 3.4.		
Building Frontage/ Build-to-line	A	7.2	The primary wall of a building shall align with the build-to line. The primary wall can be located up to 6 feet from a build-to-line. Ground floor building frontages may be recessed from the build-to line.		
Building Frontage/ Build-to-line	A	7.3	Balconies and other projections above 16’ from ground level may encroach across the build-to line up to 6 feet, provided such projections meet Building and Fire Codes, and do not interfere with underground infrastructure.		
Building Frontage/ Build-to-line	A	7.4	Building entry canopies, arcades, and galleries with a height no greater than 16 feet may encroach up to 15 feet across the build-to-line.		
Building Frontage/ Build-to-line	A	7.5	Stairs to podium level courtyards overlooking parks, stoops, and appropriate fencing can encroach up to 10’ on the park side of a build-to line.		
Ground Floor Use	A	8	Figure 3.5 Ground Floor Use identifies the location, type and orientation of ground floor uses by parcel for the Plan Area.		
Ground Floor Use	A	8.1	Mixed Use. This requires retail, café, and restaurant uses with outdoor dining, building entries, residential lobbies, commercial or community uses that attract pedestrian activity with physical and visual access to and from the adjacent sidewalk.		

Topic	Section	Number	Standard	Applicant To Fill Project Compliance (Yes/No/Not Applicable)	City Staff Comments
Ground Floor Use	A	8.2	Active Residential Use. Ground floors shall have one or more of the following: commercial or community uses; main building entry, residential lobby, residential amenity spaces, and individual ground floor residential unit entrances. Ground floor residential unit entrances shall be 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.		
Ground Floor Use	A	8.3	Residential Use. This requires ground floor residential use, such as residential units without individual unit entries accessible from the street (which can have a back porch, garden, or patio), or other residential use, and excludes parking, loading and services areas.		
Ground Floor Use	A	8.4	Parking, Loading and Service Use. The location for parking, loading and service uses fronting streets, yards and accessways which are not permitted elsewhere.		
Ground Flor Use	A	8.5	Required Street Frontage. Where Mixed-Use, Active Residential Use, and Residential Use frontages 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 at active ground floor use frontages. - Blank walls or walls opening to structured parking areas at the ground floor are limited to 30’ maximum.		

Topic	Section	Number	Standard	Applicant To Fill Project Compliance (Yes/No/Not Applicable)	City Staff Comments
Setbacks	A	9	The perimeter of the Plan Area shall have minimum setback dimensions that comply with Table 3.7.		
Architectural Character	B	1.1	Buildings shall be of high quality, contemporary architectural design. Contemporary architectural design is 21st century design: it reflects current trends in architecture. Contemporary architectural design does not adhere to a particular style of set of standards; rather, it seeks to distinguish itself from the past by incorporating the latest innovations in building technology and design.		
Architectural Character	B	1.2	Buildings shall not directly reference historic architectural styles or use materials associated with specific periods or styles.		
Architectural Character	B	1.3	Building shall not use terracotta tile roofing, mansard roofs, asphalt roof tiles or shingles.		
Architectural Character	B	1.4	Ribbon windows and flat building facades shall not be permitted.		
Architectural Character	B	1.5	Auto-oriented ground floor building design, such as continuous, open to the street, at grade covered parking spaces and extended curb cuts, shall not be permitted.		
Proportion	B	1.6	The size of the pedestrian, podium and tower levels shall be in proportion to one another.		
Proportion	B	1.7	Visual discord due to the mixing of too many differently shaped and sized building elements, forms, colors, or textures, shall not be permitted.		
Proportion	B	1.8	Random, oversized building elements shall not be permitted.		
Pedestrian level massing	B	2.1	To create a pedestrian level setback for active uses with occupied floor above, pedestrian level façade setbacks from the build-to-line shall not exceed 10 feet.		

Topic	Section	Number	Standard	Applicant To Fill Project Compliance (Yes/No/Not Applicable)	City Staff Comments
Pedestrian level massing	B	2.2	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 shall be no less than 14 feet where there is amenity space.		
Podium level massing	B	2.3	Podium level building massing shapes the spatial definition of the public realm. Building street walls up to 90 feet are considered the podium level.		
Podium level massing	B	2.4	The first one to three levels of all buildings shall be differentiated from the upper floors to provide a visual support for the floors above. They shall have high quality materials appropriate for a pedestrian environment.		
Podium level massing	B	2.5	Stepbacks are required as shown on Figure 3.3, Building Heights. Where required, stepbacks shall be no higher than 65 feet above grade with the building set back no less than six feet from the street wall.		
Tower level massing	B	2.6	The tower, or skyline level consists of all building levels above 90 feet from grade. The skyline level contributes to the visual identity of the Plan Area.		
Tower level massing	B	2.7	Tower massing shall extend to ground level to visually anchor the tower to the ground.		
Tower level massing	B	2.8	Towers extending to ground shall be set back 10 feet minimum from the build-to line.		
Tower level massing	B	2.9	Towers shall be oriented in an east-west direction to minimize impacts to views from residences along Saint Francis Boulevard.		
Tower level massing	B	2.1	Each tower shall not exceed a massing envelope of 240 feet long by 150 feet wide, as shown in figure 3.6.		

Topic	Section	Number	Standard	Applicant To Fill Project Compliance (Yes/No/Not Applicable)	City Staff Comments
Tower level massing	B	2.11	A minimum separation of 60 feet shall be provided between any two towers or portions of skyline level building massing.		
Tower level massing	B	2.12	Towers are not permitted adjacent to the central open space.		
Façade modulation	B	3.1	Long continuous facades that extend the length of a parcel or city block shall not be permitted. Buildings over 100 feet in width shall provide vertical breaks in building massing in the form of projections and recesses to reduce the overall scale of the building.		
Façade modulation	B	3.2	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, in accordance with the City's Building and Fire Codes. The recess or projection shall be a minimum of 3 feet in depth.		
Façade modulation	B	3.3	The façade shall be divided into segments of 30 to 60 feet in width, as shown in figure 3.7, using one or more of the design approaches below: -Vertical shifts -Balconies or bay windows -Corner expression -Volumetric recesses (including balconies) -Volumetric projections -Change of Material: to achieve modulation by a change of material, the material change must occur for at least 20% of the façade and must change in plane at least 18 inches in depth from the facade.		

Topic	Section	Number	Standard	Applicant To Fill Project Compliance (Yes/No/Not Applicable)	City Staff Comments
Fenestration	B	3.4	Building fenestration shall incorporate recessed and/or projecting window bays, balconies, canopies, and architectural elements, contrasting surfaces, and/or a rhythm to the building's light and shadow.		
Fenestration	B	3.5	Avoid featureless expanses of fenestration that eliminate a sense of human scale.		
Blank facades	B	3.6	Ground floor blank facades at building walls facing public spaces or streets greater than 50 feet shall not be permitted.		
Blank facades	B	3.7	At the ground floor, blank facades longer than 50 feet shall provide landscaping, public art, or architectural relief with design interest to the satisfaction of the Planning Division.		
Ground floor design	B	3.8	Transparent windows, storefronts, show windows, building entries, dwelling entries, and/or other active uses shall be placed along street and public open space frontages, as required in the Ground Floor Active Frontage standards.		
Ground floor design	B	3.9	Doors or sliding windows shall be used by ground-floor restaurants, eating and beverage services to enable outdoor dining along sidewalks and plazas.		
Entries	B	4.1	Buildings shall have identifiable main entrances that are directly visible and accessible from public rights-of-way. An entry canopy, recessed building volume, a sculptural volume, change in scale or identifiable architectural treatments are acceptable features.		
Entries	B	4.2	In mixed-use buildings, residential entries are to be differentiated from commercial entries.		
Entries	B	4.3	Pedestrian seating and bicycle parking shall be located near building entrances.		

Topic	Section	Number	Standard	Applicant To Fill Project Compliance (Yes/No/Not Applicable)	City Staff Comments
Windows	B	4.4	Upper story windows shall provide architectural details, such as sills, or lintels, that recess or project from the facade.		
Windows	B	4.5	Reflective glazing is not permitted.		
Windows	B	4.6	Non-reflective coatings, low-emissivity glass, external shade devices and other elements shall be used.		
Materials and color	B	5.1	Building materials, colors and finishes shall be coordinated to create a visually harmonious color palette appropriate for a family-oriented residential neighborhood, consistent with contemporary building design.		
Materials and color	B	5.2	High quality building materials and architectural detailing, with a preference for natural materials at the ground level, shall be used where people directly experience buildings.		
Materials and color	B	5.3	Changes in color, texture or materials shall be used to differentiate architectural elements and building massing.		
Materials and color	B	5.4	Monolithic use of color, where an entire building is one color or tone shall not be permitted.		
Materials and color	B	5.5	Garish, or discordant use of color shall not be permitted.		

Topic	Section	Number	Standard	Applicant To Fill Project Compliance (Yes/No/Not Applicable)	City Staff Comments
Parking ratios	C	1.1	The following parking ratios are currently anticipated for Parcels B through F: - The parking ratio for residential units is zero to 1.5 spaces per dwelling unit . - The Applicant may increase parking above the foregoing ratio if supported by a parking analysis prepared by a qualified traffic engineer. - By way of example, at Parcel C, if the parking ratio for the affordable housing is 0.5 parking space per dwelling unit, such is permissible because it falls within the foregoing range of parking ratios. Development of Parcel C may provide parking at a parking ratio up to 1.5 spaces/unit. To the extent parking is provided, the parking ratio will be included in the documents submitted to the City for review and approval of Parcel C.		
Parking ratios	C	1.2	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.		
Parking ratios	C	1.3	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. To the extent that Applicant demonstrates that overflow parking is not needed for a particular development, it will be eliminated as a requirement in the future.		
Parking ratios	C	1.4	Residential parking can be accommodated in mechanical puzzle lifts.		

Topic	Section	Number	Standard	Applicant To Fill Project Compliance (Yes/No/Not Applicable)	City Staff Comments
Parking ratios	C	1.5	No more than 10% of residential parking can 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 puzzle lift spaces.		
Parking ratios	C	1.6	Parking Enforcement: Applicant or a delegee will be responsible for enforcement of any parking rules on JUHSD property. If private parking restrictions for on-street parking are put in place, parking spaces available for public use will be designated to access publicly accessible parkland, trails, and open space during time periods of private parking restrictions.		
Parking ratios	C	1.7	One bicycle parking stall per unit shall be provided and accessible from street level, unless otherwise mandated by the building code. Bicycle parking, if in excess of one stall per unit, can be located anywhere on site.		
Design of Off-street parking and loading	C	2.1	Parking shall be located behind, within, or under buildings, or within separate structures. Surface parking areas are prohibited between any building and Entry Drive, North Drive, East Drive and West Drive street frontages.		

Topic	Section	Number	Standard	Applicant To Fill Project Compliance (Yes/No/Not Applicable)	City Staff Comments
Design of Off-street parking and loading	C	2.2	Parking stall and drive aisle dimensions for each parcel may comply with either approach 1 or 2 below, or a combination of both approaches: - The 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 conformance review, and/or - 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.		
Design of Off-street parking and loading	C	2.3	For mixed-use projects, shared parking is encouraged to allow uses with different peak hours of operation to utilize off-street parking facilities of other buildings in the Precise Plan.		
Design of Off-street parking and loading	C	2.4	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 areas must be located on the side street, wherever possible. Loading zones should not disrupt the flow of traffic within a given project area.		
Design of Off-street parking and loading	C	2.5	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.		

Topic	Section	Number	Standard	Applicant To Fill Project Compliance (Yes/No/Not Applicable)	City Staff Comments
Vehicle and bicycle access	C	3.1	Location of vehicular parking entrances shall be as follows: - Parcel A shall be accessed from Access Drive West. - Parcel B shall be accessed from Entry Drive or Access Drive North; or any combination of these. - Parcel C shall be accessed from Access Drive South. - Parcel D shall be accessed from Access Drive North, Access Drive South; or both. - Parcel E shall be accessed from East Drive or West Drive; or both. - Parcel F shall be accessed from West Drive or Access Drive West; or both.		
Vehicle and bicycle access	C	3.2	Vehicular entries shall be located a minimum of 100 feet from intersections and crosswalks except for driveways located along access ways.		
Vehicle and bicycle access	C	3.3	Bicycle access shall be from street level, and not required through garage entrances. Bicycle storage for each building shall be accessible from ground level, as close to the driveway entry as practicable, and clearly signed. Bicycles in excess of one per unit can be stored anywhere on site.		
Vehicle access design	C	4.1	Two-way vehicular entrances designed as a single driveway shall have a maximum width of 24’.		
Vehicle access design	C	4.2	Where a driveway crosses a sidewalk, clearly demarcate the sidewalk across the entire width of the driveway by using colored paving or materials.		
Vehicle access design	C	4.3	On-street parking may be provided in the form of parallel parking or angled parking.		
Parking structures	C	5.1	Above-ground garages not screened by residential uses shall include façade treatments or screening.		

Topic	Section	Number	Standard	Applicant To Fill Project Compliance (Yes/No/Not Applicable)	City Staff Comments
Parking structures	C	5.2	Parking garages shall be lined with ground floor active uses or residential entries where indicated per street frontage requirements, and designed with building façades that screen structural elements of the garage where not required by street frontage requirements.		
Parking structures	C	5.3	The design of entries to parking garages shall not be more prominent on the building façade than the primary pedestrian entry.		
Parking structures	C	5.4	Above-ground parking garages shall be designed with human scale design elements that complement and do not contrast with buildings and public spaces of the Precise Plan.		
Parking structures	C	5.5	Parcels B, C, D, E, and F may contain above-ground parking garages.		
Parking structures	C	5.6	Parking structure lighting shall be designed to avoid direct glare towards adjacent residential buildings.		
Bicycle facilities	C	6.1	Bicycle parking should be in close proximity to building entrances and bicycle routes for user convenience.		
Bicycle facilities	C	6.2	Bicycle parking shall accommodate a range of bicycle types, including standard bicycles, E-bikes, tandem bicycles, and trailers.		
Bicycle facilities	C	6.3	On-street bicycle parking shall be separated from automobile parking by use of a landscaped buffer or curb.		
Bicycle facilities	C	6.4	Off-street bicycle parking shall be in secure locations in each building in the Precise Plan area.		
Common open space	D	2.1	Buildings shall provide spatial enclosure for common open spaces to create privacy, limit views from streets, and wind protection.		
Common open space	D	2.2	Common open space shall be visible and accessible to and from building amenity areas.		

Topic	Section	Number	Standard	Applicant To Fill Project Compliance (Yes/No/Not Applicable)	City Staff Comments
Private open space	D	3.1	Private open spaces shall be directly accessible from the unit and large enough to permit outdoor activities with a minimum of five feet width and depth.		
Private open space	D	3.2	Private open space shall be constructed with high quality durable materials.		
Private open space	D	3.3	Fencing or screening between ground floor private open spaces shall permit visibility in and out of the open space for the top 18 inches.		
Hillside woodlands	E	1.1	A tree succession operations plan for aging mature trees prepared by a qualified arborist will guide the replacement of existing trees over time due to age or fire vulnerability.		
Landscape design	E	1.2	Removed trees shall be replaced with a diverse plant ecology governed by the area's unique coastal/Mediterranean climate including evergreen and deciduous species as recommended by an arborist.		
Landscape design	E	1.3	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.		
Planting	E	2.1	Plant material shall be comprised of at least 75% drought tolerant plant species. Planting plans shall comply with Daly City's Water Conservation in Landscaping regulations and the Water Use Classification of Landscape Species (WUCOLS).		

Topic	Section	Number	Standard	Applicant To Fill Project Compliance (Yes/No/Not Applicable)	City Staff Comments
Planting	E	2.2	Where turf grass is used, low water use hybrids and/ or no mow varieties shall 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 sightlines remain open and clear, and places of concealment are not fostered. Plants should be used to screen above-ground utilities. Along streets and sidewalks, plants shall be used in planters within the right of way to create spatial separation between sidewalk and vehicular traffic.		
Planting	E	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.		
Planters	E	3.1	Landscape planters within any private street shall be a minimum of four feet wide.		
Planters	E	3.2	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.		
Planters	E	3.3	Where landscape planting is provided under trees, planters shall be 4' W x 6' L minimum.		
Planters	E	3.4	Planted medians shall provide at least a 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.		

Topic	Section	Number	Standard	Applicant To Fill Project Compliance (Yes/No/Not Applicable)	City Staff Comments
Site irrigation	E	4.1	Site Irrigation systems shall comply with all local and state requirements as of time of project approval, and shall meet the City's water efficiency regulations.		
Site irrigation	E	4.2	All irrigation equipment shall be controlled with weather-based controllers located in easily accessible, locked stainless steel pedestal boxes. The equipment shall include flow sensors and automatic shut off valve capability with a wi-fi based alarm system to alert maintenance controller team(s).		
Site irrigation	E	4.3	Irrigation systems shall provide quick couplers or hose bibbs in lockable wall boxes in all common use areas.		
Soils and drainage	E	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.		
Soils and drainage	E	5.2	Planting areas shall by dressed with a 3-inch layer of mulch.		
Soils and drainage	E	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.		
Site furnishings	E	6.1	Site furnishings shall be comprised of materials designed to withstand outdoor conditions.		

Topic	Section	Number	Standard	Applicant To Fill Project Compliance (Yes/No/Not Applicable)	City Staff Comments
Site furnishings	E	6.2	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.		
Site furnishings	E	6.3	Seating shall be provided at retail, parks, open spaces, adjacent to the trails, and in front of primary building lobbies. 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.		
Site furnishings	E	6.4	Café tables with chairs shall be movable with a variety of sizes for public use in gathering spaces and shall be constructed of materials suitable for outdoor public usage.		
Site furnishings	E	6.5	At least one drinking fountain shall be provided at each of the following: Overlook Park, Central Green, and the Recreation Trail. Dog bowl and water bottle filling attachments are recommended but not required.		
Site furnishings	E	6.6	Within Overlook Park, Applicant shall provide play equipment for children ages two through twelve. All play areas will be designated for children between the ages of two to five and for ages five to twelve years old. Any community garden shall provide raised beds and a regular water service connection with water spigot at 100-foot intervals.		

Topic	Section	Number	Standard	Applicant To Fill Project Compliance (Yes/No/Not Applicable)	City Staff Comments
Trees	E	7.1	Trees within the street right of way, in plazas, and high-visibility open space areas shall be provided in 24-inch box size or larger and be secured with at least three 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.		
Trees	E	7.2	Individual developments within the Plan Area shall use trees that are provided in minimum 15-gallon size or larger for no greater than 50 percent of the trees planted. All other trees shall be box-specimen.		
Trees	E	7.3	Entries at the north and south shall have unique tree plantings, and the design of these planting shall be approved by the Planning Division.		
Trees	E	7.4	Seasonal interest shall be created with deciduous trees providing spring flowers and fall color.		
Trees	E	7.5	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.		
Trees	E	7.6	Enhanced finishes and/or striping shall be used at the master plan entry, at all driveway entries, and at all crosswalks.		
Trails and paths	E	8.1	Trail surfaces shall be asphalt or concrete, provide for adequate clearances along the edges and overhead, and be suitable for their intended use. Refer to trail sections in Chapter 5 for trail dimensions.		

Topic	Section	Number	Standard	Applicant To Fill Project Compliance (Yes/No/Not Applicable)	City Staff Comments
Trails and paths	E	8.2	Signage, ornamental landscaping, and trees shall be provided along the trail system to enhance user experience.		
Stormwater management	E	9.1	Project submittals shall comply with the Precise Plan's phased, performance-based approach to stormwater management, consistent with the San Mateo County Municipal Regional Stormwater Permit, and Daly City's municipal code pertaining to stormwater management. Projects shall minimize the amount of paved area. Where feasible, paved areas shall 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.		
Stormwater management	E	9.2	Stormwater retention features that minimize runoff into streets, parking lots, landscaped areas, and open spaces shall be incorporated, where feasible. Stormwater retention features include drainage swales and rain gardens.		
Open Space Landscaping Standards	E	10.1	Landscaping shall define the edges of paths, plazas, and seating areas.		
Open Space Landscaping Standards	E	10.2	Trees shall be planted to shade walkways, gathering areas, parking, and other larger expanses of pavement.		
Open Space Landscaping Standards	E	10.3	Landscaping in setback areas shall create a transition zone between the sidewalk and street-level residential units and entries.		
Open Space Landscaping Standards	E	10.4	Landscaped areas shall be regularly maintained to keep them aesthetically pleasing, and to remove dead and dying plants.		

Topic	Section	Number	Standard	Applicant To Fill Project Compliance (Yes/No/Not Applicable)	City Staff Comments
Open Space Landscaping Standards	E	10.5	Gateway or entry points shall be emphasized with distinctive trees and plants.		
Open Space Landscaping Standards	E	10.6	Existing trees, to the extent feasible, and healthy, are to be preserved and integrated into site designs.		
Open Space Landscaping Standards	E	10.7	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.		
Open Space Landscaping Standards	E	10.8	Native, drought-tolerant, or well-adapted tree and plant species shall be used.		
Open Space Landscaping Standards	E	10.9	Seasonal and year-round flowering shrubs and trees shall 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.		
Open Space Landscaping Standards	E	10.1	All landscaped areas shall be designed by a landscape professional to the satisfaction of the Planning Division.		
Signage	F	1.1	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.		
Signage	F	1.2	Signs shall be made of high-quality, durable, and environmentally friendly materials.		

Topic	Section	Number	Standard	Applicant To Fill Project Compliance (Yes/No/Not Applicable)	City Staff Comments
Signage	F	1.3	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.		
Monument & gateway signage	F	2.1	The Precise Plan shall 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.		
Monument & gateway signage	F	2.2	If provided, a single gateway or monument sign at the southern portion of the Plan Area near the round-about shall be located at Parcel E and be less than 4 feet high. The sign shall not obstruct sightlines for drivers to the extent safety is compromised.		
Monument & gateway signage	F	2.3	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 4 feet high and no longer than 20 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. ft. in area. The maximum face area of signage of the tower structure shall not exceed 200 sq. ft.		

Topic	Section	Number	Standard	Applicant To Fill Project Compliance (Yes/No/Not Applicable)	City Staff Comments
Monument & gateway signage	F	2.4	Gateway or monument signs shall not have internal illumination but will be lighted with externally mounted luminaires.		
Building signage	F	3.1	The physical design of signage shall conform to the architectural detailing of the associated building and shall be in proportion to the surface onto which such signage is mounted, as determined by the Planning Division.		
Building signage	F	3.2	Signage shall not obstruct architectural details such as recesses, structural bays, or windows.		
Building signage	F	3.3	Externally illuminated or halo lit signs shall be required. The use of internally lighted or box type signs are prohibited. Internally lighted signs measuring 2 sq. ft. or less are allowed.		
Building signage	F	3.4	No more than three (3) building residential signs shall be provided per building. 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 more than one location, a minimum of one shall be placed close to the main entry. The second and third can be located such that the top of the signage is not greater than 25' feet from grade. The aggregate sign area shall not exceed 150 sq. ft.		
Building signage	F	3.5	Durable, vandal-resistant materials and finishes shall be utilized for address signs.		
Building signage	F	3.6	Conduit, tubing, or raceways shall be concealed. Transformers and other equipment for the signage shall also be concealed.		
Storefront signage	F	4.1	Signage for multi-tenant retail buildings shall be developed to minimize potential visual conflict, clutter, and competition.		

Topic	Section	Number	Standard	Applicant To Fill Project Compliance (Yes/No/Not Applicable)	City Staff Comments
Storefront signage	F	4.2	Maximum size for sign area per retail tenant is 30 sq. ft. on the face of a building. A second sign per retail tenant, not exceeding 20 sq. ft., 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.		
Storefront signage	F	4.3	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.		
Storefront signage	F	4.4	Ancillary retail space or leasing offices shall be signed in a manner consistent with the storefront signage standards in this section.		
Prohibited signs	F		See following standards for Prohibited Signs (F.5.1 to F.5.13)		
Prohibited signs	F	5.1	Signs which rotate, move mechanically or by the wind, flash, blink or reflect light by means of a polished or mirrored surface.		
Prohibited signs	F	5.2	Open flames, balloons, loudspeakers used to call attention to a product, service, or a property.		
Prohibited signs	F	5.3	Signs which identify or advertise a product or service not available on the premises.		
Prohibited signs	F	5.4	Externally illuminated signs where the source of light is directly visible or cause glare or reflections that are a traffic hazard or nuisance.		
Prohibited signs	F	5.5	Signs which emit or reflect light by means of direct fluorescence, phosphorescence, or "day-glow" colors.		
Prohibited signs	F	5.6	Any sign illumination which exhibits undue glare.		

Topic	Section	Number	Standard	Applicant To Fill Project Compliance (Yes/No/Not Applicable)	City Staff Comments
Prohibited signs	F	5.7	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.)		
Prohibited signs	F	5.8	Internally lit signs where the entire face of the sign is illuminated, rather than just the graphics.		
Prohibited signs	F	5.9	Advertising bench signs, unless required by SamTrans at Serramonte Blvd.		
Prohibited signs	F	5.1	Off-site directional signs.		
Prohibited signs	F	5.11	Roof signs.		
Prohibited signs	F	5.12	Outdoor advertising billboard signs.		
Prohibited signs	F	5.13	Abandoned signs.		
General lighting standards	G	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.		
General lighting standards	G	1.2	Light shall be designed to minimize glare and light trespass into neighboring buildings and properties.		
General lighting standards	G	1.3	High-efficiency technology such as LED lighting with advanced controls shall be utilized to minimize energy consumption.		
General lighting standards	G	1.4	The use of energy–efficient, long-life LEDs with light color rendered as a warm white (maximum K 3000) is encouraged.		
Street lighting	G	2.1	Provide streetlights in general locations shown on Figure 3.8, Lighting Diagram for Locations.		
Street lighting	G	2.2	Streetlights shall comply with Daly City standards.		
Pedestrian lighting	G	3.1	Provide pedestrian lighting in general locations shown on Figure 3.8, Lighting Diagram. Additional locations for pedestrian lighting are along pedestrian pathways in open spaces and in surface parking areas.		

Topic	Section	Number	Standard	Applicant To Fill Project Compliance (Yes/No/Not Applicable)	City Staff Comments
Pedestrian lighting	G	3.2	Pedestrian lighting shall not be taller than 25 feet in height.		
Pedestrian lighting	G	3.3	Pedestrian lighting may be integrated with streetlighting by providing additional luminaires facing the sidewalk on streetlight poles, installed at a lower height than street luminaries.		
Pedestrian lighting	G	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.		
Low illumination pedestrian lighting	G	4.1	Commercial grade bollards, step lights, and path lights shall be used as appropriate along pedestrian walkways and plazas.		
Low illumination pedestrian lighting	G	4.2	Nighttime lighting for recreational uses in parks and public spaces should be unobtrusive and control glare.		
Building lights	G	5.1	Lighting should be integrated into the design of buildings and building architecture to highlight significant architectural features such as signs, entrances, walkways, or storefront displays.		
Building lights	G	5.2	Building facades may be illuminated using shielded fixtures to highlight architectural features.		

Appendix B:
Compliance Review - Example Projects

URBAN DESIGN STANDARDS

Street Frontage – Mixed-Use Ground Floor Use

Compliant



Building meets street frontage standards for mixed-use ground floor uses:
A.7.2 Primary elevation aligns with build-to-line
A.7.3 Projections with a height greater than 16 feet can encroach across the build-to-line up to 6 feet.
B.2.2 Ground floor height meets 14-foot minimum
B.3.8 Physical and visual pedestrian access required

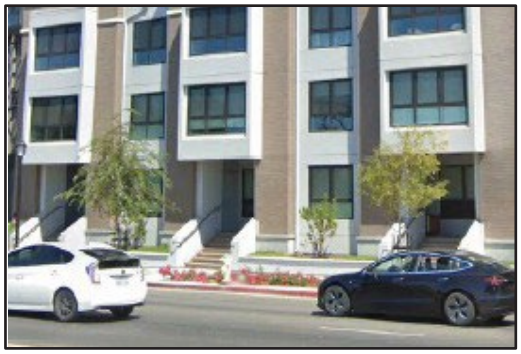
Non-Compliant



Building does not meet street frontage standards for mixed-use ground floor uses:
A.8.5 Exceeds permitted maximum of two 12-foot driveways - loading areas prohibited for active street frontages
B.2.2 Does not meet minimum floor-to-floor ground floor height of 14 feet
B.3.8 No physical or visual pedestrian access from sidewalk

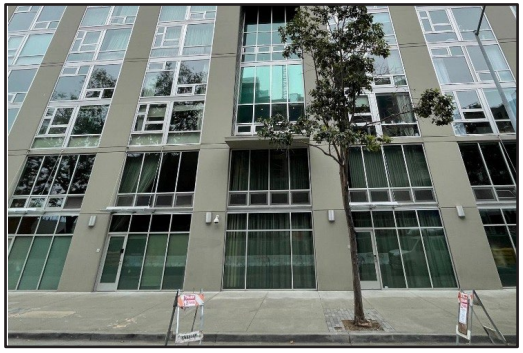
Street Frontage - Active Residential Ground Floor Use

Compliant



Building meets street frontage standards for active residential ground floor use:
A.7.2 Primary elevation aligns with build-to-line
B.3.8 Residences have physical and visual pedestrian access from sidewalk

Non-Compliant



Building does not meet street frontage standards for active residential ground floor use:
B.3.8 Lack of ground floor uses with physical and visual pedestrian access from sidewalk

ARCHITECTURAL DESIGN STANDARDS

Building Massing - Pedestrian and Podium Level

Compliant



Building meets building massing standards for pedestrian and podium levels:
B.2.4 First one to three levels of all buildings shall be differentiated from the upper floors to provide a visual support for the floors above; high quality materials at pedestrian level.
B.2.5 Upper levels of building stepback from lower building wall

Non-Compliant



Building does not meet building massing standards for pedestrian and podium levels:
B.2.4 Lack of differentiation between upper and ground floors
B.2.5 No upper level building stepbacks

Building Massing - Tower Level

Compliant



Building meets building massing standards for towers:
B.2.7 Tower massing extends to ground level
B.2.8 Tower massing extending to the ground is setback minimum 10 feet

Non-Compliant

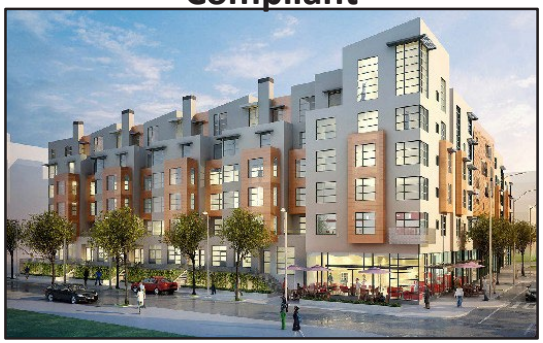


Building does not meet building massing standards for towers:
B.2.7 Tower extending to the ground is not setback minimum 10 feet

ARCHITECTURAL DESIGN STANDARDS

Architectural Character; Massing; Facade Composition; Windows & Doors; Materials & Colors

Compliant



Building complies with the following standards:

Architectural Character

B.1.1 Contemporary architectural design

B.1.2 No reference to historic styles or materials

B.1.3 Avoids prohibited roof forms and materials

B.1.4 Avoids ribbon windows and flat building facades

B.1.5 Avoids auto-oriented ground floor

B.1.6 Building elements are in proportion to one another

B.1.7 Avoids visual discord of too many sizes and shapes

B.1.8 Avoids randomly sized building elements

Building Massing

B.2.2 Ground floor storefronts floor-to-floor height 14 feet

B.2.4 Ground floor differentiated from upper floors

B.2.5 Upper levels of building stepback from building wall

Facade Composition

B.3.1 No continuous long flat facade

B.3.2 Occupied projections

B.3.3 Facade divided using projecting and recessed volumes

B.3.4 Fenestration uses projecting bays and recesses

B.3.5 Avoids featureless fenestration

B.3.6 Avoids blank facades

B.3.8 Transparent storefront windows

B.3.9 Sliding ground floor doors for outdoor dining

Windows and Doors

B.4.1 Identifiable building entrances

B.4.2 Residential entries differentiated from retail entries

B.4.4 Upper story windows with detail

B.4.5 No use of reflective glazing

Materials and Colors

B.5.1 Materials and colors coordinated for visual harmony

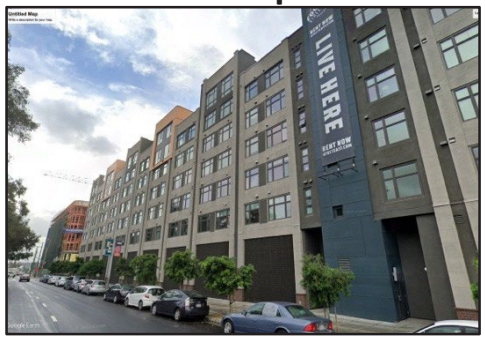
B.5.2 High quality materials used at ground floor

B.5.3 Color differentiates architectural elements

B.5.4 No monolithic color

B.5.5 No garish or discordant colors

Non-Compliant



Building does not comply with the following standards:

Building Massing

B.2.4 Ground floor not differentiated from upper floors

Facade Composition

B.3.1 Continuous long flat façade – no building projections or recesses for facade over 100 feet in length

B.3.2 No occupied projections

B.3.3 Facade not divided using projecting or recessed volumes

B.3.4 Fenestration is flat, with no visual relief, no contrasting surfaces or use of projecting or recessed planes to create a rhythm of light and shadow

B.3.8 No active ground floor uses

Windows and Doors

B.4.1 Entrances not identifiable or easy to find from sidewalk

B.4.4 Upper story windows have no architectural details that recess or project from facade

Materials and Colors

B.5.2 Color does not differentiate architectural elements

B.5.3 Building is a monolithic color

ARCHITECTURAL DESIGN STANDARDS

Architectural Character; Massing; Facade Composition; Windows & Doors; Materials & Colors

Compliant



Building complies with architectural character, massing, facade composition, windows & doors, materials & color standards.



Building complies with architectural character, active ground floor use, building massing, facade composition, window detail, and color standards.

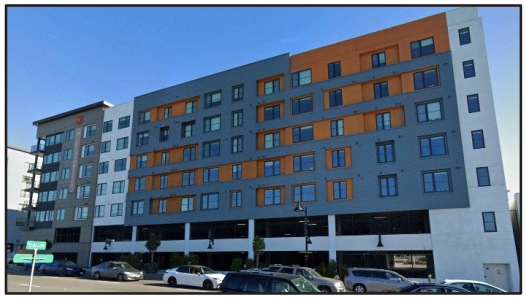


Building complies with architectural character, massing, facade composition, windows & doors, materials & color standards.

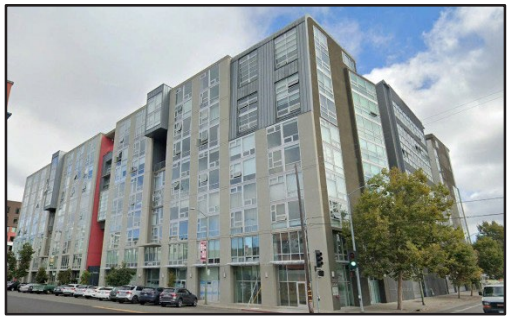
Non-Compliant



Building does not comply with architectural character (use of historic architectural style) and color standards (monolithic color).



Building does not comply with architectural character (auto-oriented ground floor), no ground floor use, flat building massing, no facade modulation, no identifiable pedestrian entrance.



Building does not comply with architectural character (vertical ribbon windows), no active ground floor use, flat building massing, no facade modulation, no clear building entrance, no window detail, monolithic building color.

ARCHITECTURAL DESIGN STANDARDS
Parking Structures

Compliant

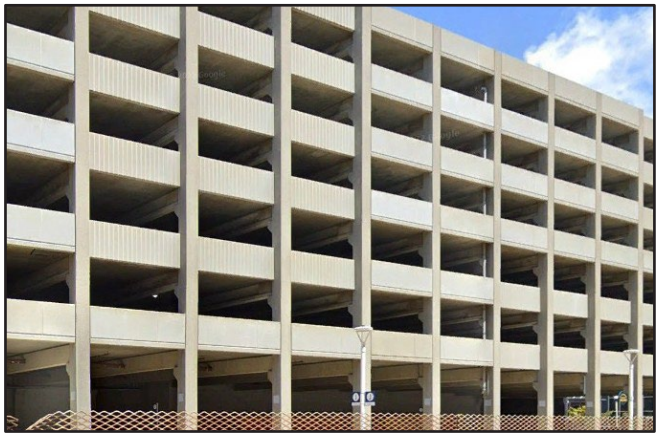


Parking structure complies with the following standards:

C.5.1 Above grade parking structure applies screening to minimize visual impact

C.5.4 Above grade parking structure designed with human-scale elements that complement and does not contrast with buildings and public spaces

Non-Compliant



Parking structure does not comply with the following standards:

C.5.1 Above grade parking structure does not apply screening to minimize visual impact

C.5.4 Above grade parking structure does not visually recede, rather it visually contrasts with surrounding buildings and public spaces

Acknowledgements

Jefferson Union High School District

Board of Trustees

- Andrew Lie, President
- Kalimah Salahuddin, Vice President
- Jerome Gallegos, Trustee
- Sherrett Walker, Trustee
- Rosie Tejada, Clerk

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- Monica Casey, President American Federation of Teachers (AFT) Local 1481

Brookwood Equities

- Alan Katz, President
- Bruce Fukuji, Planning Manager
- Chris White, Project Manager

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

Fehr & Peers Transportation Planning

- Bill Burton, Senior Associate

Jett Landscape Architecture + Design

- Bruce Jett, Principal
- Jesse Markman, Principal
- Samantha Elms, Landscape Designer
- Rebecca Vanni, Associate

BKF Engineers

- Brian Scott, Principal
- Tim Heffernan, Senior Project Manager

Office of the San Mateo County Counsel

- John D. Nibbelin, Chief Deputy County Counsel
- Timothy J. Fox, Lead Deputy County Attorney

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PLACEWORKS

ORANGE COUNTY • BAY AREA • SACRAMENTO • CENTRAL COAST • LOS ANGELES • INLAND EMPIRE • SAN DIEGO

EXHIBIT G

[TENTATIVE MAP]

© BKF ENGINEERS

JEFFERSON UNION HIGHSCHOOL DISTRICT
699 SERRAMONTE BOULEVARD
TENTATIVE MAP
DALY CITY, SAN MATEO COUNTY, CA

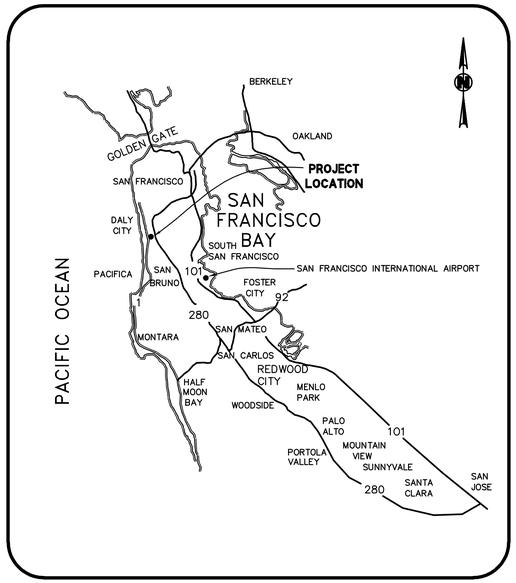
699 SERRAMONTE BOULEVARD
TENTATIVE MAP LOT SUMMARY (*)

COMMERCIAL/RESIDENTIAL PARCELS				
LOT/PARCEL NO.	MAX NO. UNITS	ANTICIPATED NO. DWELLING UNITS**	AREA ACRES	USE
"A"	122	122	3.68	LOT FOR RESIDENTIAL (APARTMENT) BUILDING
"B"	210	201 (**)	4.26	LOT FOR COMMERCIAL/RESIDENTIAL (APARTMENT) BUILDING
"C"	152	152 (**)	1.93	LOT FOR A RESIDENTIAL (APARTMENT) BUILDING
"C¹ "	–	–	–	LOT FOR A RESIDENTIAL (APARTMENT) BUILDING (***)
"D"	270	188 (**)	2.83	LOT FOR RESIDENTIAL (APARTMENT) BUILDING
"E"	330	290 (**)	2.88	LOT FOR RESIDENTIAL (APARTMENT) BUILDING
"F"	400	282 (**)	3.99	LOT FOR RESIDENTIAL (APARTMENT) BUILDING
"F¹ "	–	–	–	LOT FOR RESIDENTIAL (APARTMENT) BUILDING (***)
1	–	–	0.47	COMMON AREA FOR ROADWAY PURPOSES
2	–	–	0.61	COMMON AREA FOR ROADWAY PURPOSES
3	–	–	0.30	COMMON AREA FOR ROADWAY PURPOSES
4	–	–	0.49	COMMON AREA FOR ROADWAY PURPOSES
5	–	–	0.72	COMMON AREA FOR ROADWAY PURPOSES
TOTAL NUMBERED PARCEL IN PLAN	–	–	2.59	
TOTAL LETTERED PARCEL IN PLAN	–	–	19.57	
LOT 2A	–	–	2.48	EXISTING PRIVATE LOT
LOT 3	–	–	2.59	EXISTING PRIVATE ROAD
SUBTOTAL	**1484**	**1,235**	**27.23**	
TOTAL NUMBER OF DWELLING UNITS (***)				**1,235 TOTAL UNITS**

* SEE GENERAL NOTES THIS SHEET
** UNIT COUNT PER PARCEL MAY CHANGE
*** LOT C^1 AND LOT F^1 DENOTE ZERO-SQUARE-FOOT LOTS WITHIN PARCELS C AND F. THESE LOTS MAY NOT BE DEVELOPED UNTIL THAT TIME A LOT LINE ADJUSTMENT IS APPROVED WHICH CREATES A LOT THAT IS AT LEAST 10,000-SQUARE FEET IN AREA AND WHICH COMPLIES WITH OTHER OBJECTIVE STANDARDS OF THE PRECISE PLAN. THE PURPOSE OF LOT LINE ADJUSTMENTS TO A ZERO-SQUARE FOOT LOT IS TO STREAMLINE MINISTERIAL REVIEW TO FACILITATE AFFORDABLE HOUSING FINANCING AND/OR THE BUILDOUT OF THE PLAN AREA CONSISTENT WITH THE OBJECTIVE DEVELOPMENT STANDARDS OF THE SERRAMONTE DEL REY PRECISE PLAN.
**** MAXIMUM DWELLING UNITS FOR PROPOSED DEVELOPMENT SHALL NOT EXCEED 1,235.

LEGEND

	PROPOSED	EXISTING
PROPERTY LINE		
LOT LINE		
EASEMENT		
EASEMENT		
CONTOUR LINE	510	510
STORM DRAIN LINE		
SANITARY SEWER LINE	SS	SS
WATER LINE	W	W
FIRE WATER LINE	WF	WF
OVERHEAD LINE	OH	OH
ELECTRICAL LINE	E	E
TELEPHONE LINE	T T	T T
FIBER OPTIC LINE	FO	FO
STREET LIGHT LINE	SL	SL
GAS LINE	G	G
JOINT TRENCH	JT	JT
STREET/PARKING LIGHT		
MANHOLE		
CLEANOUT	CO	
DROP INLET, UTILITY BOX		
AREA DRAIN		
TRAFFIC SIGN		
TRAFFIC SIGNAL		



LOCATION MAP
NTS



VICINITY MAP
NTS

ABBREVIATIONS

AB	AGGREGATE BASE	INV	INVERT
AC	ASPHALT CONCRETE	JP	JOINT POLE
AD	AREA DRAIN	JT	JOINT TRENCH
APN	ASSESSORS PARCEL NUMBER	L	LENGTH
APPROX.	APPROXIMATE	LB	POUND(S)
ARV	AIR RELEASE VALVE	LF	LINEAR FEET
BLDG	BUILDING	MAX	MAXIMUM
BM	BENCH MARK	MH	MANHOLE
BO	BLOWOFF	MIN	MINIMUM
BW	BACK OF WALK	MISC	MISCELLANEOUS
℄	CENTER LINE	MON	MONUMENT
CB	CATCH BASIN	NO., #	NUMBER
C&G	CURB & GUTTER	NTS	NOT TO SCALE
CIP	CAST IRON PIPE	OH	OVERHEAD
CO	CLEANOUT	ℙ	PROPERTY LINE
CONC	CONCRETE	PG&E	PACIFIC GAS AND ELECTRIC
CR	CURB RAMP	PP	POWER POLE
CY	CUBIC YARD	PRV	PRESSURE REDUCING VALVE
DI	DUCTILE IRON	P.A.E	PUBLIC ACCESS EASEMENT
DIA	DIAMETER	P.S.E	PUBLIC SEWER EASEMENT
DIP	DUCTILE IRON PIPE	P.U.E	PUBLIC UTILITY EASEMENT
DWY	DRIVEWAY	P.W.E	PUBLIC WATER EASEMENT
(E)	EXISTING	PVC	POLYVINYL CHLORIDE
E	ELECTRICAL	RCP	REINFORCED CONCRETE PIPE
EA	EACH	R/W	RIGHT OF WAY
EP	EDGE OF PAVEMENT	SD	STORM DRAIN
ESMT	EASEMENT	SDCO	STORM DRAIN CLEAN OUT
E.V.A.E.	EMERGENCY VEHICLE ACCESS EASEMENT	S.D.E	PRIVATE STORM DRAIN EASEMENT
EX	EXISTING	SDMH	STORM DRAIN MANHOLE
F/C	FACE OF CURB	SF	SQUARE FEET
FDC	FIRE DEPARTMENT CONNECTION	SS	SANITARY SEWER
FF	FINISHED FLOOR ELEVATION	SSCO	SANITARY SEWER CLEANOUT
FG	FINISHED GRADE	SSE	SANITARY SEWER EASEMENT
FH	FIRE HYDRANT	SSMH	SANITARY SEWER MANHOLE
FL	FLOW LINE	STD	STANDARD
FS	FINISHED SURFACE	SW	SIDEWALK
FT	FEET	T	TELEPHONE
G	GAS	TC	TOP OF CURB
GALV	GALVANIZED	TG	TOP OF GRATE
GB	GRADE BREAK	TYP	TYPICAL
GR	GRADE	UG	UNDER GROUND
GV	GATE VALVE	VCP	VITRIFIED CLAY PIPE
HP	HIGH POINT	W/	WITH
HV	HIGH VOLTAGE	WE	WATER EASEMENT
ID	INSIDE DIAMETER	WM	WATER METER
IEE	INGRESS/EGRESS EASEMENT	WV	WATER VALVE
IN	INCHES	W	WATER

BENCHMARK:

CITY OF DALY CITY MONUMENT "AG20" AT THE INTERSECTION OF SERRAMONTE BLVD. AND CALLAN BLVD. AT THE SOUTH WESTERLY SIDE OF SERRAMONTE SHOPPING CENTER.
ELEVATION = 415.472', NGVD DATUM

BASIS OF BEARINGS:

THE BEARING OF NORTH 11°23'04" WEST BETWEEN THE TWO FOUND MONUMENTS ON CALLAN BOULEVARD AS SHOWN ON THAT CERTAIN PARCEL MAP FILED FOR RECORD ON DECEMBER 18, 1985, IN BOOK 56 OF MAPS AT PAGES 68, SAN MATEO COUNTY RECORDS, WAS TAKEN AS THE BASIS OF BEARINGS FOR THIS MAP.

RECORD REFERENCES:

PARCEL A AS SHOWN ON THAT CERTAIN PARCEL MAP FILED DECEMBER 18, 1985 IN BOOK 56 OF PARCEL MAPS, PAGES 68 AND 69, RECORDS OF SAN MATEO COUNTY, CALIFORNIA. LOT 1, 2A & 3 AS SHOWN ON THAT CERTAIN MAP FILED SEPTEMBER 12, 1986 IN BOOK 115 OF PARCEL MAPS, PAGES 35 AND 36. APNs 091-211-230, 091-211-270, 091-211-280, 091-211-290.

UNAUTHORIZED CHANGES & USES:

THE ENGINEER PREPARING THESE PLANS WILL NOT BE RESPONSIBLE FOR, OR LIABLE FOR, UNAUTHORIZED CHANGES TO OR USES OF THESE PLANS. ALL CHANGES TO THESE PLANS MUST BE IN WRITING AND MUST BE APPROVED BY THE PREPARER OF THESE PLANS.

PROJECT INFORMATION

PROPERTY DESCRIPTION:	APN 091-211-230 EXISTING LAND USE: COMMERCIAL PROPOSED LAND USE: COMMERCIAL/RESIDENTIAL
OWNER/SUBDIVIDER:	JEFFERSON UNION HIGH SCHOOL DISTRICT 699 SERRAMONTE BOULEVARD, SUITE 100 DALY CITY, CA 94015
ENGINEER:	BKF ENGINEERS 255 SHORELINE DRIVE, SUITE 200 REDWOOD CITY, CA 94065 (650)482-6300
ACREAGE: EXISTING	19.83 AC
PROPOSED	19.71 AC
CURRENT ZONING:	PD-31/PD-31A
STORM DRAIN:	CITY OF DALY CITY
SEWAGE DISPOSAL:	NORTH SAN MATEO COUNTY SANITATION DISTRICT
WATER SUPPLY:	CITY OF DALY CITY
GAS AND ELECTRIC:	PG&E
TELEPHONE:	AT&T
CABLE:	COMCAST
FLOOD ZONE:	SITE CURRENTLY FALLS WITHIN AREAS OF MINIMAL FLOOD HAZARD IN ZONE X BASED ON FIRM MAP NUMBER 06081C0036F, DATED AUGUST 2, 2017.

SHEET INDEX

C1.0	TITLE SHEET
C2.0	EXISTING CONDITIONS PLAN
C2.1	EXISTING CONDITIONS PLAN
C3.0	EXISTING MAPPING PLAN
C3.1	EXISTING EASEMENT PLAN
C3.2	EXISTING EASEMENT PLAN
C4.0	CONCEPTUAL SITE PLAN
C4.1	CONCEPTUAL SITE PLAN
C4.2	CONCEPTUAL SITE PLAN
C5.0	PROPOSED MAPPING PLAN
C5.1	PROPOSED EASEMENT PLAN
C6.0	CONCEPTUAL GRADING PLAN
C6.1	STORM DRAIN LEGEND AND DETAIL
C6.2	CONCEPTUAL TREE PLANTING PLAN
C7.0	CONCEPTUAL UTILITY PLAN
C8.0	CONCEPTUAL TREE PLANTING PLAN

GENERAL NOTES

1. EROSION CONTROL PLAN WILL CONFORM TO APPLICABLE CITY, STATE AND FEDERAL STANDARDS.

2. THE OWNER INTENDS TO FILE MULTIPLE FINAL MAPS FOR AN THIRTEEN LOT SUBDIVISION FOR APARTMENTS AND COMMERCIAL PURPOSES.

3. THE NUMBER OF UNITS PER LOT IS SUBJECT TO CHANGE HOWEVER, THE MAXIMUM NUMBER OF UNITS WILL NOT BE EXCEEDED FOR THE DEVELOPMENT.

4. THE COMMON AREAS FOR ROADWAY PURPOSES INCLUDE
   4.1 PUBLIC ACCESS FOR PEDESTRIANS/VEHICLES/BICYCLES,
   4.2 PUBLIC UTILITIES INCLUDING POWER/GAS/DATA/TELECOM,
   4.3 PUBLIC WATER/SEWER EASEMENTS AS SHOWN,
   4.4 PRIVATE STORM DRAINS, STREET LIGHTS, IRRIGATION AND LANDSCAPING.

ENGINEER'S STATEMENT

THIS TENTATIVE MAP HAS BEEN PREPARED BY ME OR UNDER MY DIRECTION IN ACCORDANCE WITH STANDARD ENGINEERING PRACTICE.

TIMOTHY HEFFERNAN
PROJECT MANAGER
BKF ENGINEERS
P.E. #67089

REGISTERED PROFESSIONAL ENGINEER — TIMOTHY P. HEFFERNAN — No. 67089 — Exp. 9/30/24 — CIVIL — STATE OF CALIFORNIA

10/27/2023
DATE

255 SHORELINE DR
SUITE 200
REDWOOD CITY, CA 94065
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650-482-6399 (FAX)
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JUHSD PRECISE PLAN
TENTATIVE MAP
TITLE SHEET
SAN MATEO COUNTY CALIFORNIA
DALY CITY

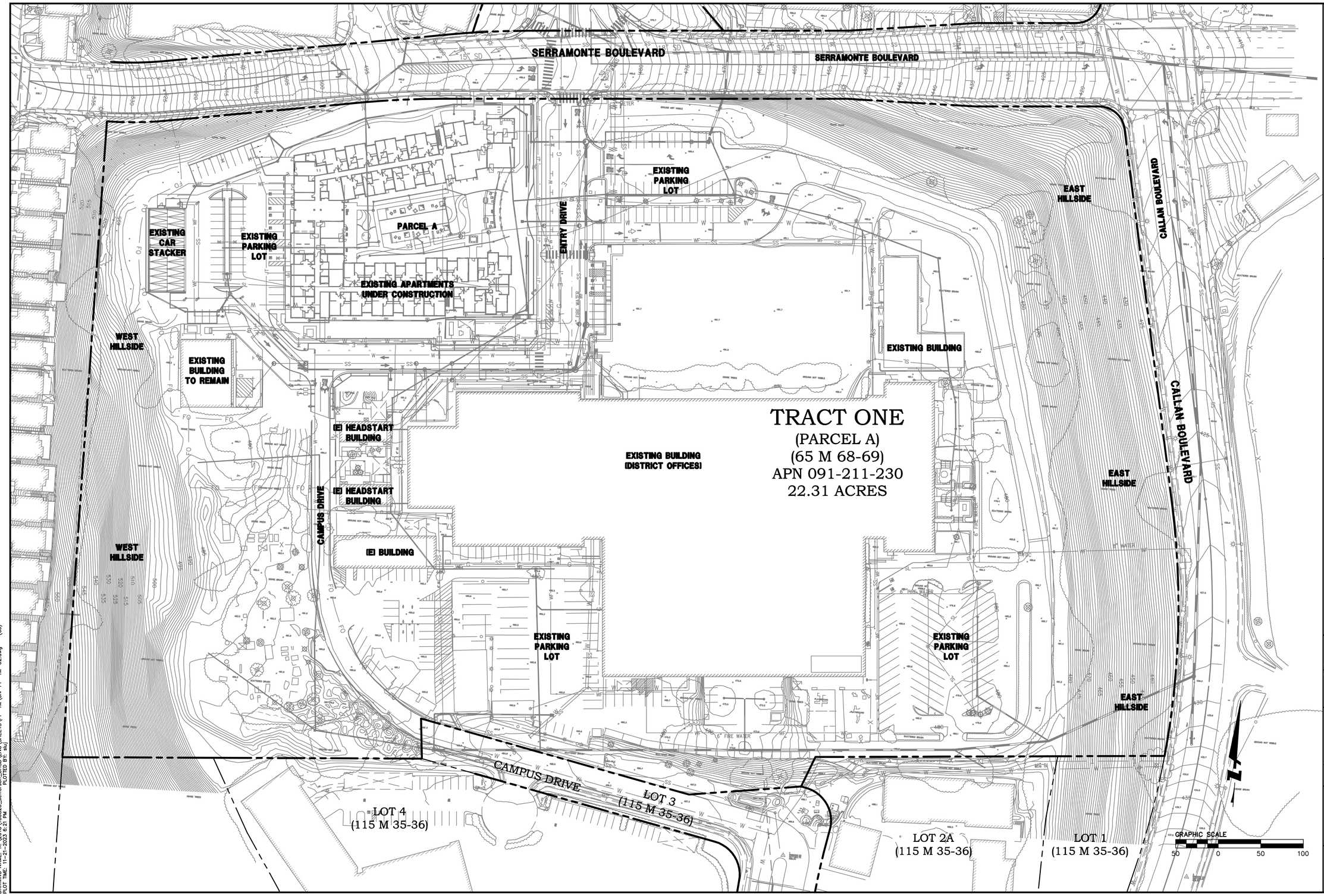
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Design: TH
Drawn: MP
Approved: TH
Job No: 20180823

Drawing Number:
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JUHSD PRECISE PLAN
TENTATIVE MAP
EXISTING CONDITIONS PLAN

DALY CITY SAN MATEO COUNTY CALIFORNIA

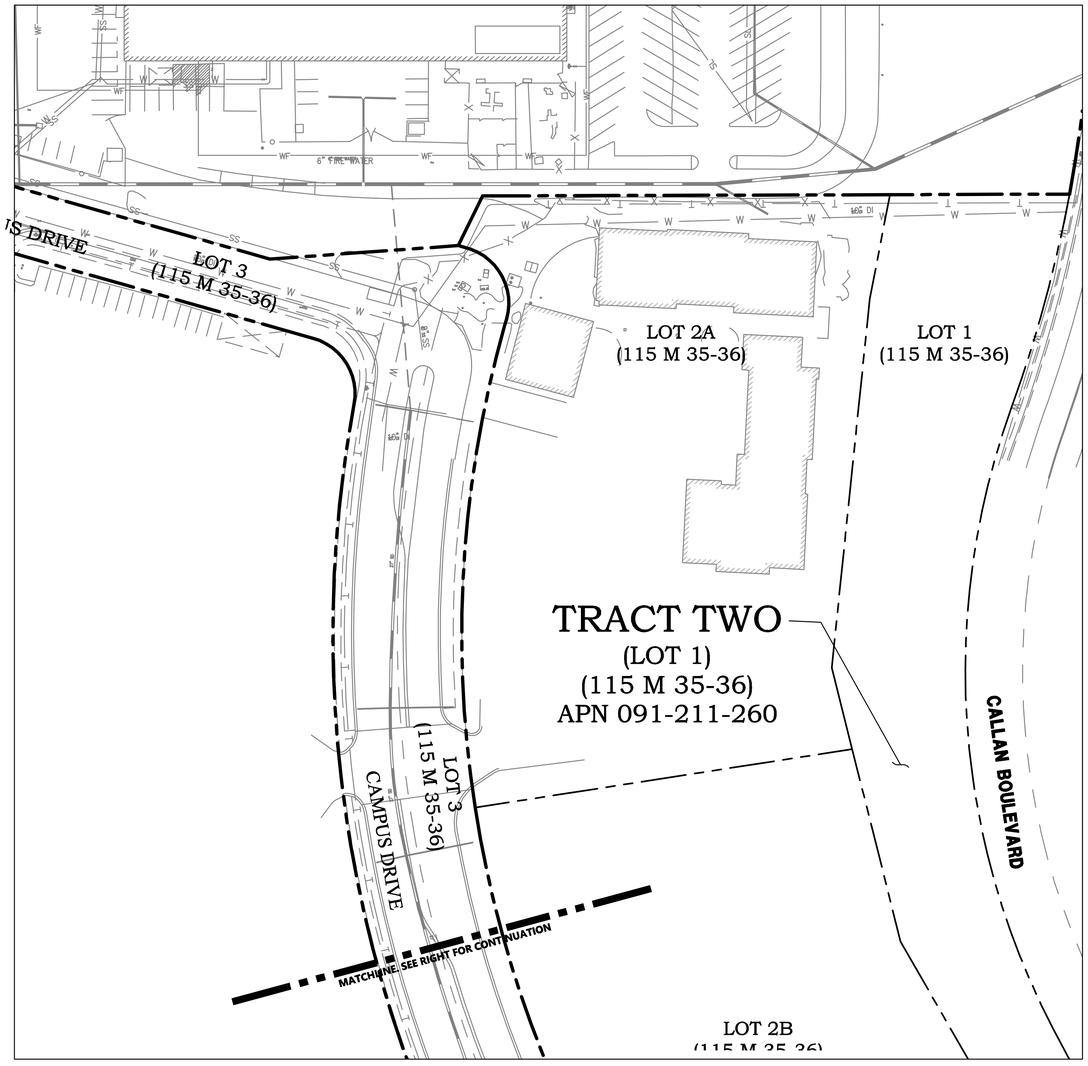
REGISTERED PROFESSIONAL ENGINEER TIMOTHY P. HEFFERNAN No. 87089 Exp. 9/30/24 CIVIL STATE OF CALIFORNIA
DATE SIGNED 10/27/23

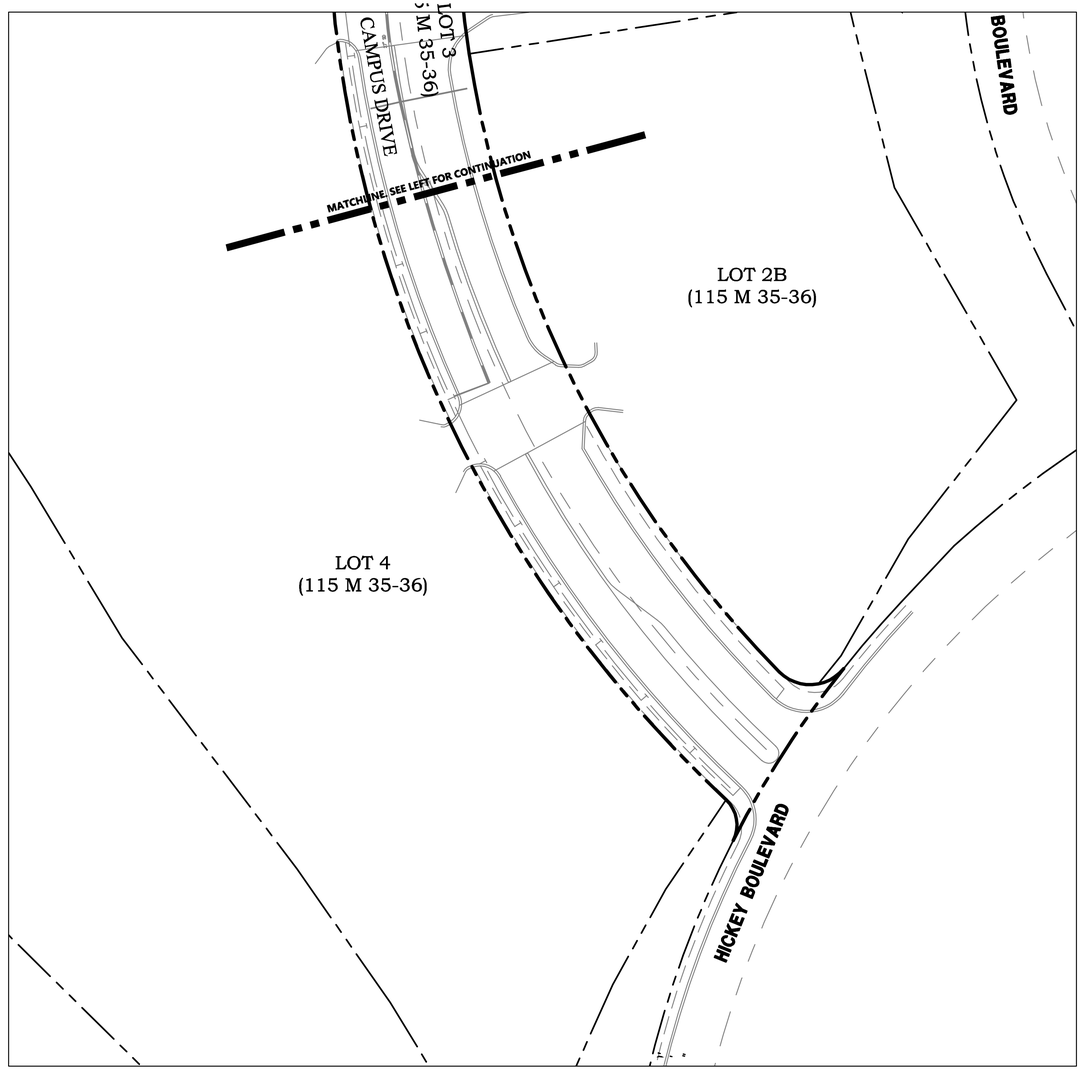
No.	Revisions

Date: 10-27-2023
Scale: AS SHOWN
Design: TH
Drawn: MP
Approved: TH
Job No: 20180823

Drawing Number:
C2.0

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NOTES:

1. THE FOLLOWING ARE NON-PLOTTABLE EASEMENTS REFERENCED IN THE TITLE REPORT. THE PROPOSED PROJECT WILL MAINTAIN PEDESTRIAN AND VEHICULAR ACCESS TO THE EXISTING LOTS TO THE SOUTH OF THE PROPOSED DEVELOPMENT. IN ADDITION THE PROPOSED PROJECT WILL MAINTAIN UTILITY SERVICES TO/FROM THE EXISTING LOTS TO THE SOUTH OF THE PROJECT. PROVISIONS FOR SEWER, WATER, STORM, ELECTRICAL AND DATA/COMMUNICATION SERVICES HAVE BEEN PROVIDED.
   - 1.1. A PG&E EASEMENT FOR ELECTRICAL TRANSMISSION LINE OVER AN UNKNOWN PORTION OF SUBJECT PROPERTY (BOOK 408 O.R. PAGE 205).
   - 1.2. A PG&E EASEMENT FOR GAS PIPELINE OVER AN UNKNOWN PORTION OF SUBJECT PROPERTY (BOOK 559 O.R. PAGE 183).
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2. EXISTING EASEMENTS, IF STILL EXTANT, AND RUNNING UNDER PROPOSED BUILDABLE PARCELS SHALL BE ABANDONED VACATED, SUPERSEDED BY RELOCATION TO THE EXTEND REQUIRED.

GRAPHIC SCALE
50 0 50 100

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JUHSD PRECISE PLAN
TENTATIVE MAP
EXISTING CONDITIONS PLAN
SAN MATEO COUNTY
DALY CITY
CALIFORNIA

REGISTERED PROFESSIONAL ENGINEER
TIMOTHY P. HEFFERNAN
No. 87089
Exp. 9/30/24
CIVIL
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DATE SIGNED 10/27/23

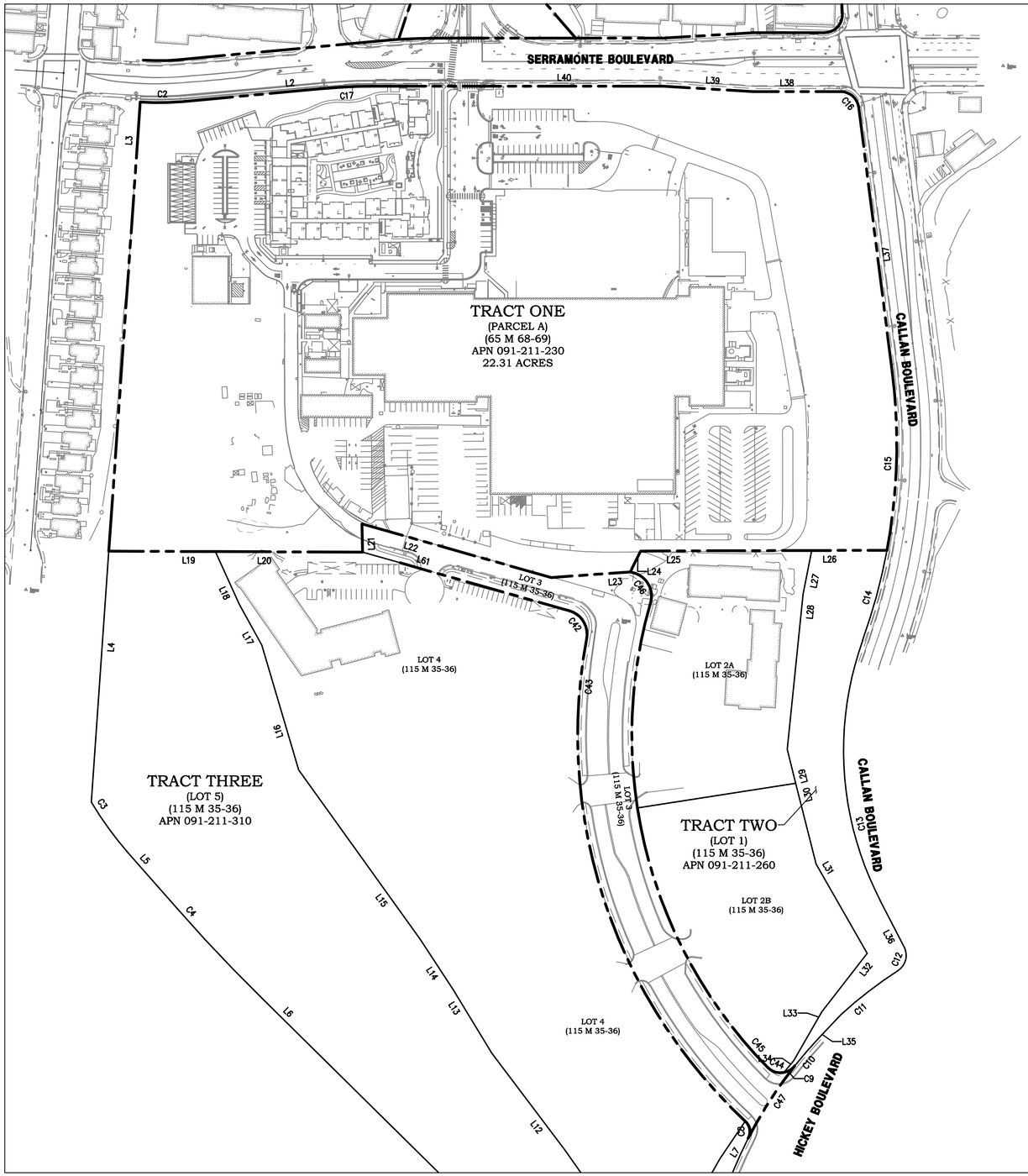
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Design: TH
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Approved: TH
Job No: 20180823

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LINE TABLE		
LINE NO.	LENGTH	DIRECTION
L2	229.03	N80°30'00"E
L3	749.28	N00°10'00"W
L4	418.75	S00°10'00"E
L5	120.40	S45°32'40"E
L6	715.11	S49°32'00"E
L7	75.43	S29°47'07"W
L8	76.15	S24°56'33"W
L9	169.20	S19°59'03"W
L10	165.95	N35°28'30"W
L11	113.69	N39°02'45"W
L12	202.57	N41°17'29"W
L13	123.35	N35°16'47"W
L14	100.25	N37°27'05"W
L15	347.16	N39°48'10"W
L16	216.73	N20°41'09"W
L17	77.23	N33°02'58"W
L18	95.05	N28°31'49"W
L19	177.68	S86°03'31"W
L20	244.55	S86°03'31"W
L21	47.08	S05°25'05"E
L22	327.33	N78°19'48"W
L23	131.87	S81°43'01"W

LINE TABLE		
LINE NO.	LENGTH	DIRECTION
L24	38.61	S21°53'34"W
L25	284.62	S85°39'19"W
L26	125.45	S85°39'19"W
L27	74.14	S06°48'29"W
L28	259.20	S01°42'47"W
L29	58.60	S18°15'24"E
L30	138.67	S18°15'24"E
L31	171.20	S34°01'22"E
L32	122.95	S33°43'59"W
L33	94.19	S25°47'40"W
L34	25.50	S35°00'29"W
L35	53.67	N39°09'57"E
L36	87.76	N31°41'03"W
L37	443.75	S11°23'04"E
L38	145.45	N85°50'00"E
L39	150.28	N89°16'00"E
L40	478.38	N85°50'00"E
L61	357.86	S78°19'48"E
L62	9.30	S77°43'22"E

CURVE TABLE			
CURVE NO.	LENGTH	RADIUS	DELTA
C2	70.86	435.00	009°19'59"
C3	106.17	565.00	010°45'58"
C4	206.42	2965.00	003°59'20"
C5	213.92	365.00	033°34'50"
C6	53.38	30.00	101°56'55"
C7	350.22	719.00	027°54'31"
C8	30.96	24.00	073°55'07"
C9	21.39	30.01	040°50'03"
C10	61.72	719.00	004°55'06"
C11	119.96	721.00	009°31'57"
C12	44.32	30.00	084°39'04"
C13	446.47	540.00	047°22'19"
C14	155.35	960.00	009°16'19"
C15	298.25	960.00	017°48'01"
C16	43.34	30.00	082°46'56"
C17	93.08	1000.00	005°20'00"
C42	59.13	40.00	084°41'56"
C43	882.24	880.00	057°26'29"
C44	29.47	30.00	056°17'08"
C45	836.24	790.07	060°38'40"
C46	60.00	40.00	085°56'07"
C47	143.07	719.00	011°24'04"

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JUHSD PRECISE PLAN
TENTATIVE MAP
EXISTING MAPPING PLAN

DALY CITY
SAN MATEO COUNTY
CALIFORNIA

REGISTERED PROFESSIONAL ENGINEER
TIMOTHY P. HEFFERNAN
No. 87089
Exp. 9/30/24
CIVIL
STATE OF CALIFORNIA
DATE SIGNED: 10/27/23

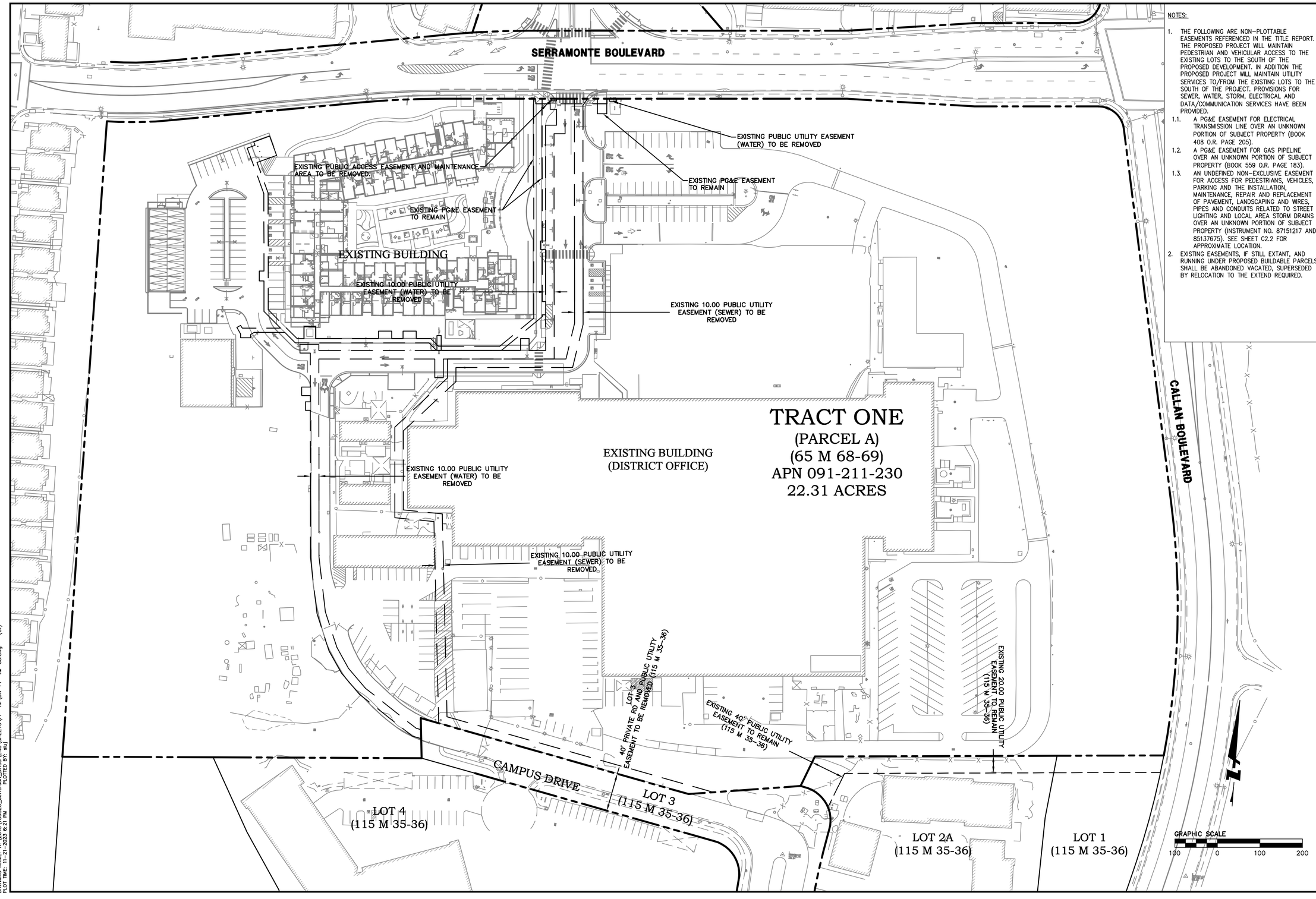
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Approved: TH
Job No: 20180823

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NOTES:

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JUHSD PRECISE PLAN
TENTATIVE MAP
EXISTING EASEMENT PLAN

SAN MATEO COUNTY CALIFORNIA
DALY CITY

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PLOT TIME: 10-27-2023, 8:21 AM PLOTTED BY: MP

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SERRAMONTE BOULEVARD

MAROON LINEWORK IS EXISTING CONDITIONS

DIGITAL OVERLAY FROM DOC # OR 85137864-SCHEDULE-C

BLUE LINEWORK IS PROPOSED BOUNDARY INFORMATION

MAGENTA LINEWORK IS EXISTING BOUNDARY INFORMATION

GREEN SHADED AREA IS LOT 8 FROM DOC # OR 85137684-SCHEDULE-C. EASEMENT TO BE SUPERSEDED BY RELOCATTION.

TRACT ONE
(PARCEL A)
(65 M 68-69)
APN 091-211-230
42.31 ACRES

TRACT TWO
(LOT 1)
(115 M 35-36)
APN 091-211-260

TRACT THREE
(LOT 5)
(115 M 35-36)
APN 091-211-310

CALLAN BOULEVARD

CAMPUS DRIVE

LOT 4 (115 M 35-36)

LOT 3 (115 M 35-36)

LOT 2A (115 M 35-36)

LOT 1 (115 M 35-36)

LOT 2B (115 M 35-36)

LOT 4 (115 M 35-36)

85137684

GRAPHIC SCALE
100 0 100 200

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JUHSD PRECISE PLAN
TENTATIVE MAP
EXISTING EASEMENT PLAN

DALY CITY
SAN MATEO COUNTY
CALIFORNIA

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TIMOTHY P. HEFFERNAN
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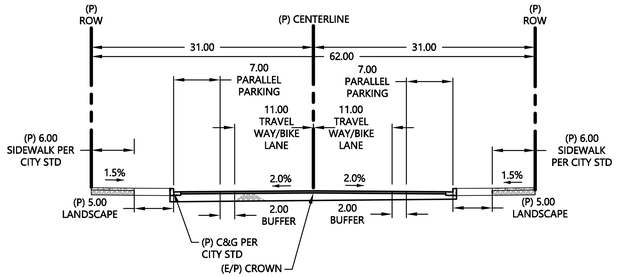
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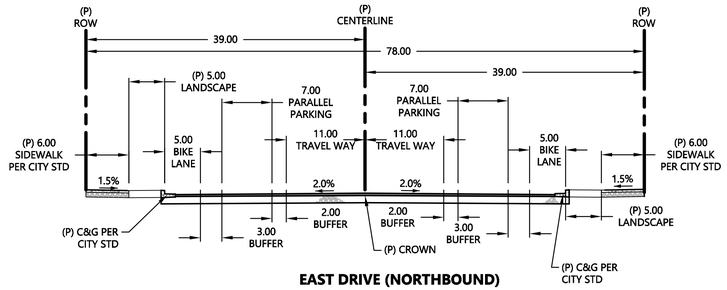
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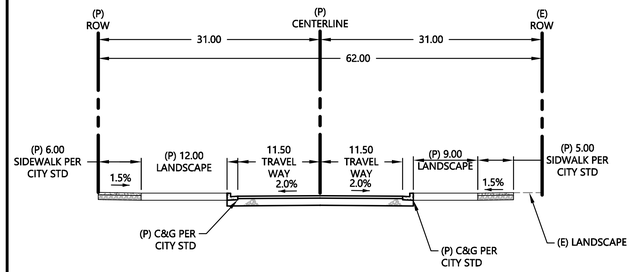
WEST DRIVE NORTHBOUND
PROPOSED CONDITIONS
NTS



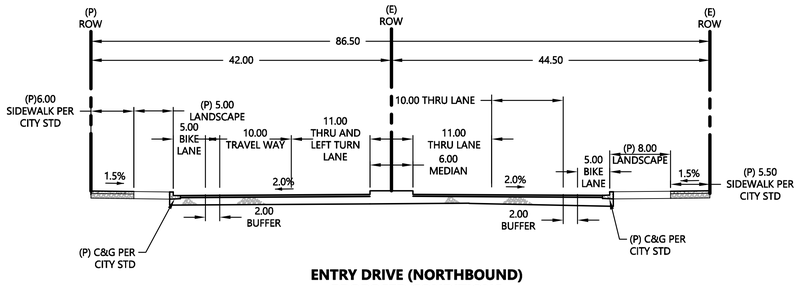
EAST DRIVE (NORTHBOUND)
PROPOSED CONDITIONS
NTS

SHEET NOTES:

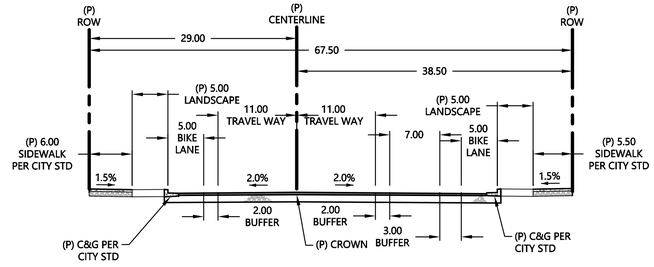
1. ROADWAY IMPROVEMENTS SHOWN BASED ON CITY OF DALY CITY BIKE/PED MASTER PLAN PREPARED BY PARISI WITH SUGGESTED EDITS BASED ON FEHR & PEERS RECOMMENDATIONS.
2. DEDICATED WESTBOUND SERRAMONTE BLVD. LEFT TURN LANE INTO PROPOSED DEVELOPMENT.
3. EXISTING BUS STOPS/SHELTERS (WESTBOUND AND EASTBOUND) AT INTERSECTION TO REMAIN.
4. INTERSECTION STRIPING REVISED. WESTBOUND LEFT TURN LANE NO LONGER REQUIRED BECAUSE OF CURRENT WORKFORCE HOUSING PROJECT.
5. MEDIAN ISLANDS ELIMINATED TO ACCOMMODATE BUS STOPS AND LANE CONFIGURATIONS.
6. SIGNALIZED INTERSECTION, DESIGN TO BE COORDINATED WITH CITY AND CALTRANS



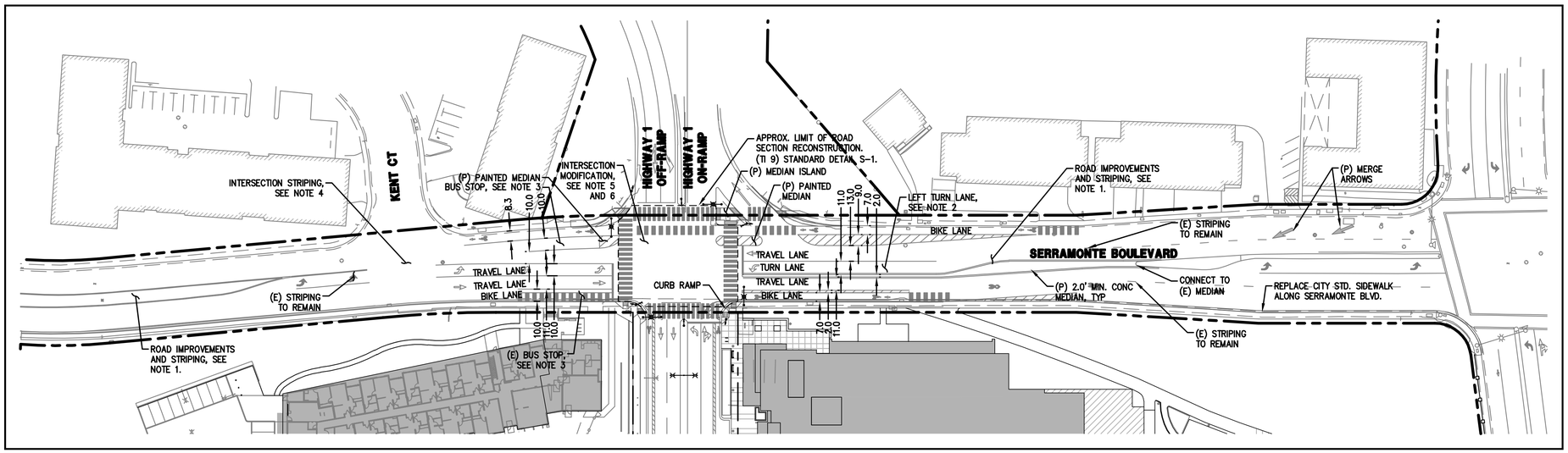
NORTH DRIVE (EASTBOUND)
PROPOSED CONDITIONS
NTS



ENTRY DRIVE (NORTHBOUND)
PROPOSED CONDITIONS
NTS



NORTH ACCESS WAY (EASTBOUND)
PROPOSED CONDITIONS
NTS



SERRAMONTE BOULEVARD

GRAPHIC SCALE
50 0 50 100

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SUITE 200
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650-482-6300
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JUHSD PRECISE PLAN
TENTATIVE MAP
CONCEPTUAL SITE PLAN

SAN MATEO COUNTY CALIFORNIA

DALY CITY

REGISTERED PROFESSIONAL ENGINEER
TIMOTHY P. HEFFERNAN
No. 76089
Exp. 9/30/24
CIVIL
STATE OF CALIFORNIA
DATE SIGNED 10/27/23

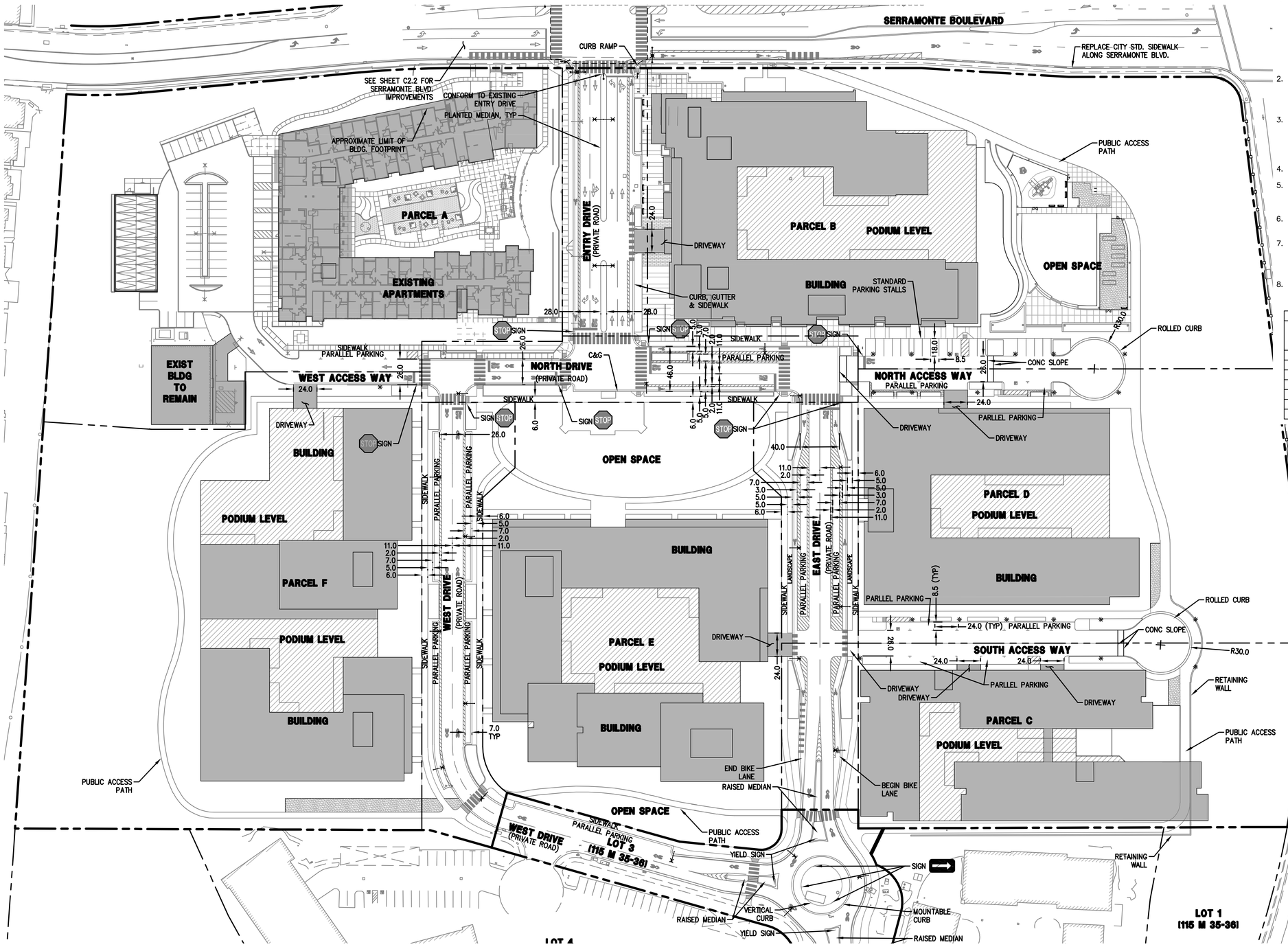
No.	Revisions

Date: 10-27-2023
Scale: AS SHOWN
Design: TH
Drawn: MP
Approved: TH
Job No: 20180823

Drawing Number:
C4.0

DRAWING NAME: K:\2018\180823_Jefferson_UHSD\ENG\SHEETS\PP-TM\Civ-PP-TM-04.dwg (00)
PLOT TIME: 11-21-2023 8:22 AM by MP PLOTTED BY: MP

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SHEET 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. FOLLOWNG 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.
8. FULL TRASH CAPTURE DEVICE SHALL BE INSTALLED AND APPROVED BY CITY ENGINEER FOR ALL DRAINAGE SYSTEMS.

SURFACE PARKING TABLE		
LOCATION	PARKING TYPE	
	90 DEGREE	PARALLEL
	EACH	EACH
ENTRY DRIVE	–	2
WEST DRIVE	–	32
EAST DRIVE	–	12
WEST ACCESS WAY	–	5
NORTH ACCESS WAY	15	5
SOUTH ACCESS WAY	–	14
TOTAL	15	70

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650-482-6399 (FAX)

JUHSD PRECISE PLAN
TENTATIVE MAP
CONCEPTUAL SITE PLAN

SAN MATEO COUNTY CALIFORNIA

DALY CITY

REGISTERED PROFESSIONAL ENGINEER TIMOTHY P. HEFFERNAN No. 62089 Exp. 9/30/24 CIVIL STATE OF CALIFORNIA
DATE SIGNED 10/27/23

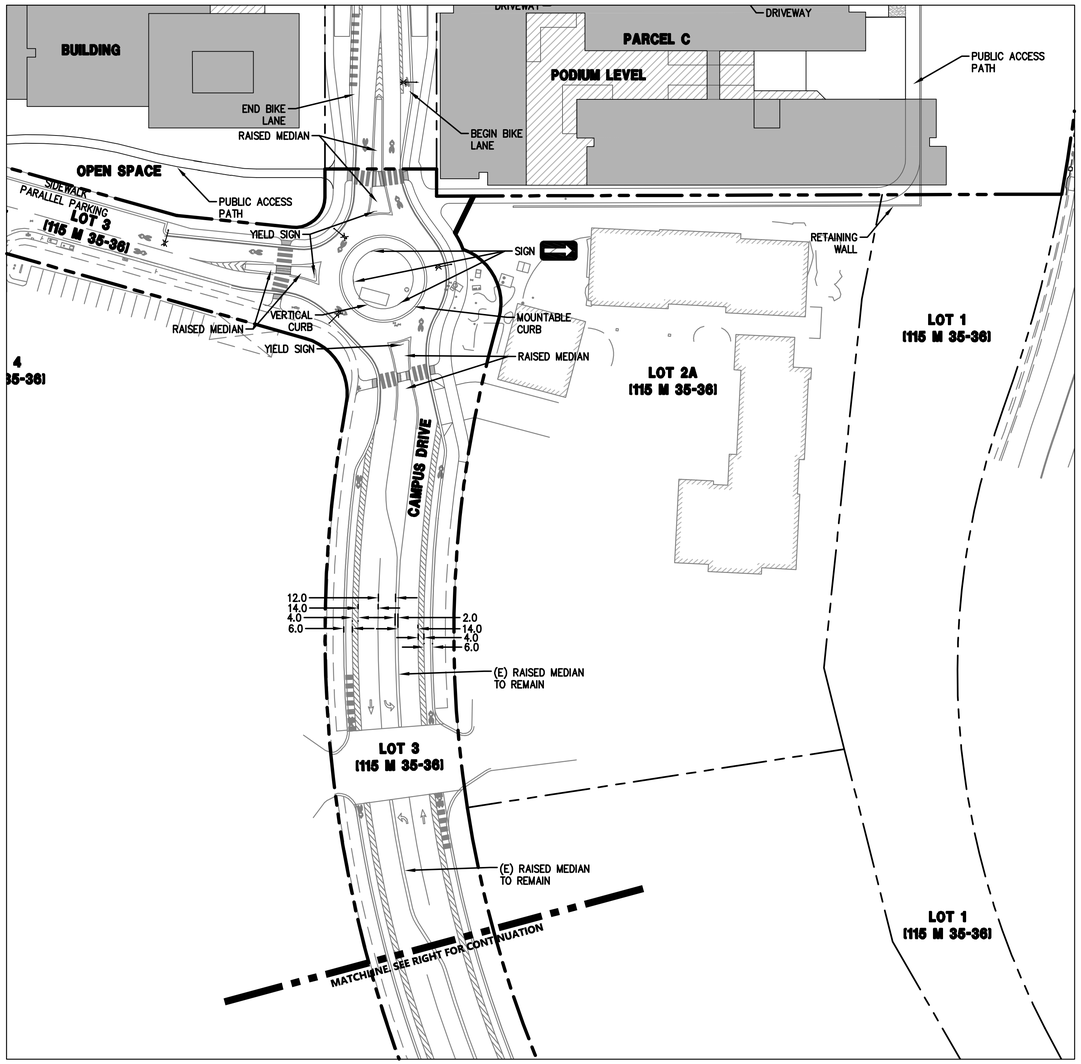
No.	Revisions

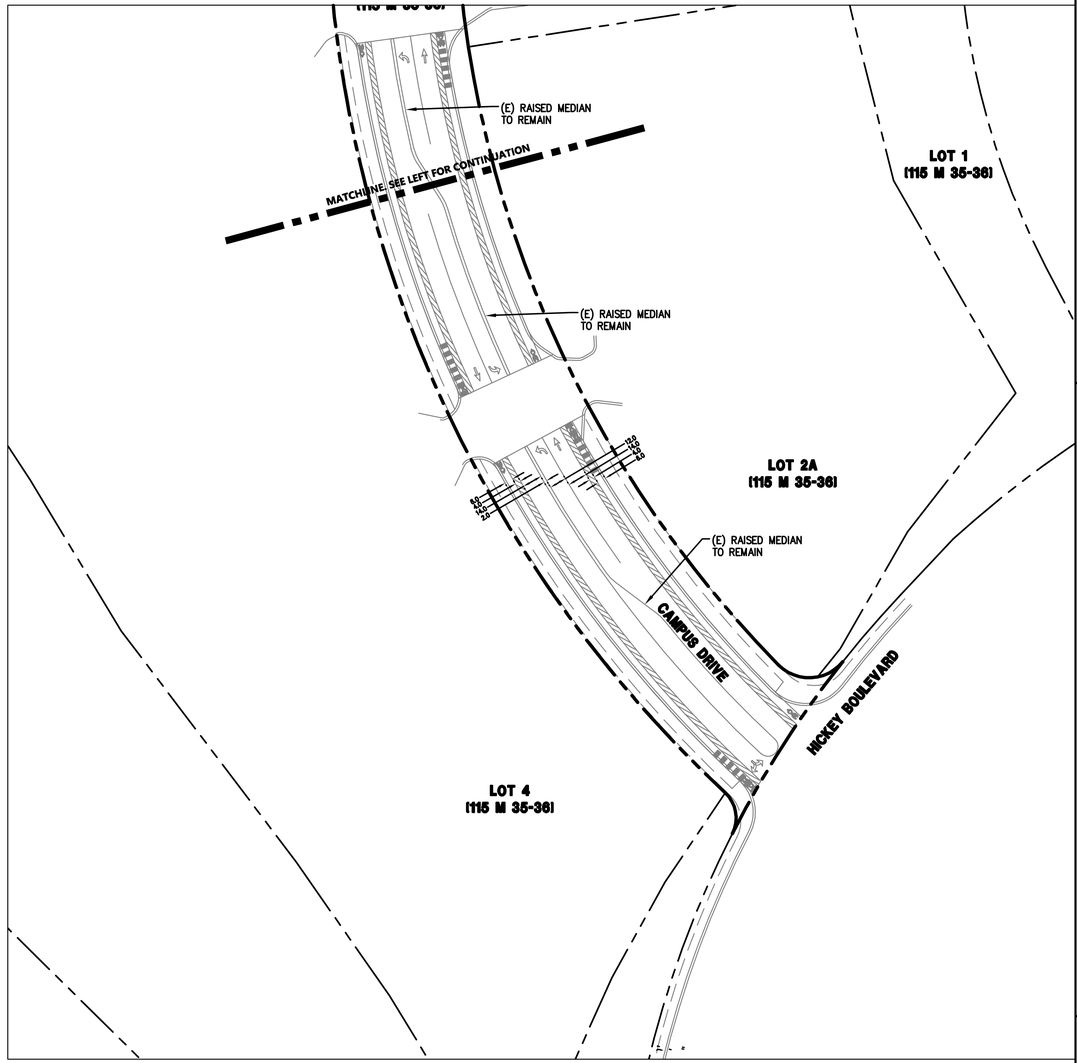
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Scale: AS SHOWN
Design: TH
Drawn: MP
Approved: TH
Job No: 20180823

Drawing Number:
C4.1

DRAWING NAME: K:\2018\180823_Jefferson_UHSD\Engr\SHEETS\PP-TM\Civ-PP-TM-04.dwg (01)
PLOT TIME: 10-27-2023 8:22 AM PLOTTED BY: MP

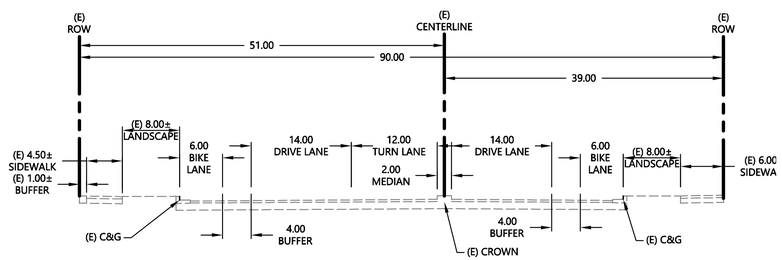
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SHEET NOTES:

1. RE-STRIPE CAMPUS DRIVE FROM ROUND-A-BOUT TO HICKEY TO ACCOMMODATE BIKE LANES.



CAMPUS DR (NORTH OF HICKEY)
PROPOSED CONDITIONS
NTS

GRAPHIC SCALE
50 0 50 100

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JUHSD PRECISE PLAN
TENTATIVE MAP
CONCEPTUAL SITE PLAN

DALY CITY SAN MATEO COUNTY CALIFORNIA

REGISTERED PROFESSIONAL ENGINEER
TIMOTHY P. HEFFERNAN
No. 37089
Exp. 9/30/24
CIVIL
STATE OF CALIFORNIA
DATE SIGNED 10/27/23

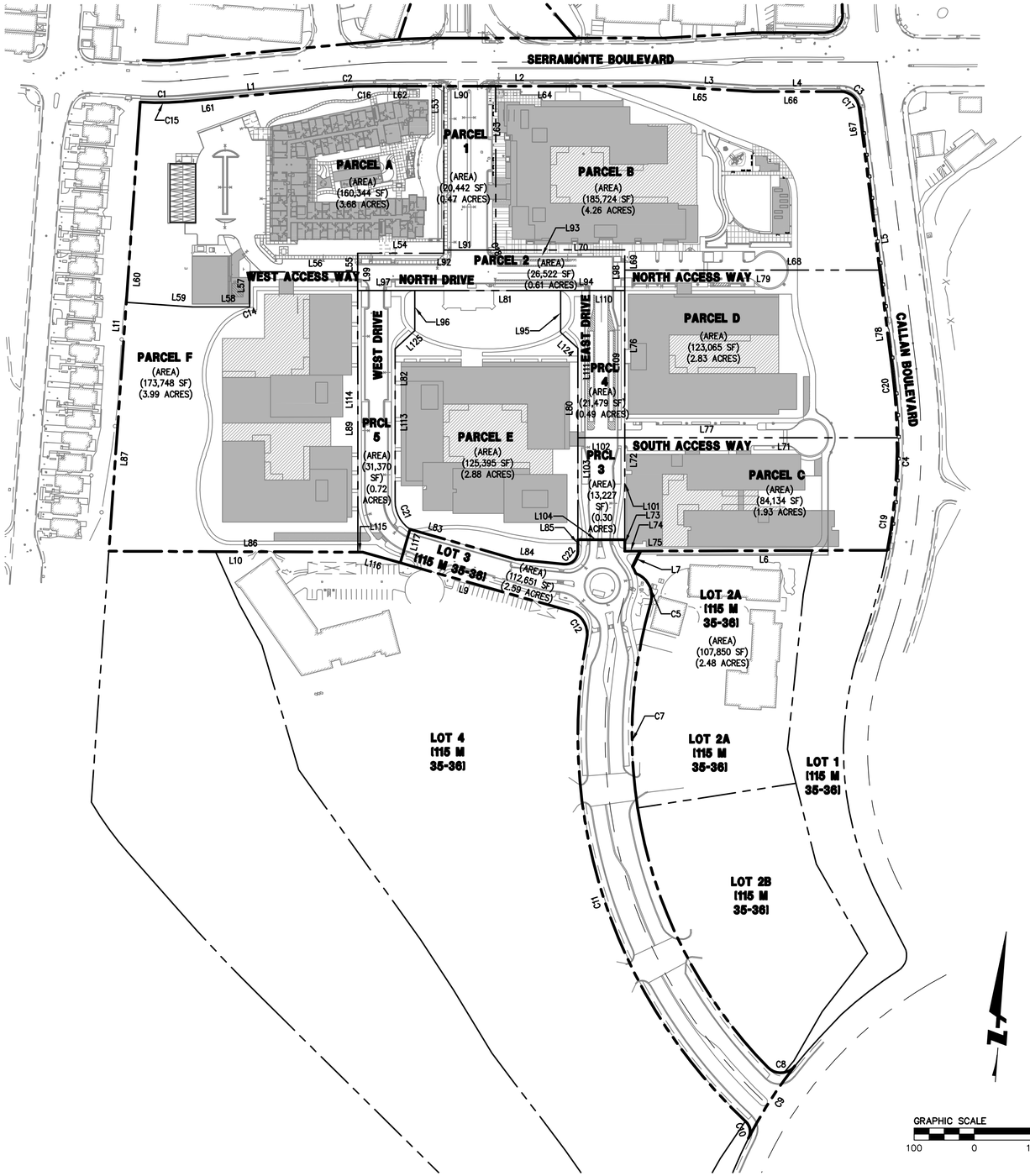
No.	Revisions

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Scale: AS SHOWN
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C4.2

DRAWING NAME: K:\2018\180823_Jefferson_UHSD\ENG\SHEETS\PP-TM\Civ-PP-TM-04.dwg (02)
PLOT TIME: 11-21-2023 8:32 AM PLOTTED BY: Mike

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SHEET NOTES:

1. PARCEL "A" WAS DEVELOPED UNDER PREVIOUS ENTITLEMENTS.
2. LOT LINE ADJUSTMENTS ARE PROPOSED FOR LOTS 2A AND 3.

SITE BOUNDARY

LINE TABLE		
LINE NO.	LENGTH	DIRECTION
L1	229.03	S80°30'00"W
L2	478.38	S85°50'00"W
L3	150.28	S89°16'00"W
L4	145.45	S85°50'00"W
L5	443.75	N11°23'04"W
L6	410.07	N85°39'19"E
L7	28.25	N21°53'34"E
L9	357.86	S78°19'48"E
L10	422.23	N86°03'31"E
L11	749.28	S00°10'00"E

CURVE TABLE			
CURVE NO.	LENGTH	RADIUS	DELTA
C1	70.86	435.00	009°19'59"
C2	93.08	1000.00	005°20'00"
C3	43.34	30.00	082°46'56"
C4	298.25	960.00	017°48'01"
C5	60.00	40.00	085°56'23"
C7	831.24	789.99	060°17'14"
C8	50.86	30.00	097°08'10"
C9	143.07	719.00	011°24'04"
C10	30.96	24.00	073°55'07"
C11	882.24	880.00	057°26'29"
C12	59.13	40.00	084°41'56"

NUMBERED LOTS

LINE TABLE		
LINE NO.	LENGTH	DIRECTION
L124	38.64	N51°32'59"W

CURVE TABLE			
CURVE NO.	LENGTH	RADIUS	DELTA

LETTERED PARCELS

LINE TABLE		
LINE NO.	LENGTH	DIRECTION
L53	278.09	N04°10'22"W
L54	143.05	N85°49'38"E
L55	31.00	N04°10'22"W
L56	179.80	N85°49'38"E
L57	52.69	N04°10'22"W
L58	81.35	N85°49'38"E
L59	110.13	N89°50'00"E
L60	334.24	S00°10'00"E
L61	229.03	S80°30'00"W
L62	112.92	S85°50'00"W
L63	273.08	S04°10'22"E
L64	291.96	S85°50'00"W
L65	150.28	S89°16'00"W
L66	145.45	S85°50'00"W
L67	272.95	N11°23'04"W
L68	423.99	N85°49'38"E
L69	23.50	S04°10'22"E
L70	217.95	N85°49'38"E
L71	452.97	S85°49'38"W
L72	169.58	S04°10'21"E

LINE TABLE		
LINE NO.	LENGTH	DIRECTION
L73	18.93	S04°10'22"E
L74	26.61	N85°39'19"E
L75	410.07	N85°39'19"E
L76	279.17	S04°10'22"E
L77	452.97	N85°49'38"E
L78	170.80	N11°23'04"W
L79	423.99	S85°49'38"W
L80	318.85	N04°10'40"W
L81	242.72	S85°49'38"W
L82	253.41	S04°10'22"E
L83	182.63	S78°19'48"E
L84	81.62	S88°21'59"E
L85	19.82	N04°10'22"W
L86	413.99	N86°03'31"E
L87	415.04	S00°10'00"E
L89	466.41	N04°10'22"W
L125	44.64	S43°12'15"W

NUMBERED PARCELS

LINE TABLE		
LINE NO.	LENGTH	DIRECTION
L90	73.50	S85°50'00"W
L91	74.92	N85°49'38"E
L92	217.97	S85°49'38"W
L93	217.95	S85°49'38"W
L94	106.44	N85°49'38"E
L95	69.76	S04°10'22"E
L96	66.81	N04°10'22"W
L97	94.85	N85°49'38"E
L98	63.00	N04°10'22"W
L99	57.00	S04°10'22"E
L101	169.58	N04°10'22"W
L102	78.00	S85°49'38"W
L103	169.58	S04°10'22"E
L104	78.00	N85°49'38"E
L109	219.17	N04°10'22"W
L110	106.44	S85°49'44"W
L111	149.25	S04°10'22"E
L113	253.41	S04°10'22"E
L114	409.41	N04°10'22"W
L115	8.24	S86°03'31"W
L116	65.10	N78°19'48"W
L117	58.00	S11°40'12"W

CURVE TABLE			
CURVE NO.	LENGTH	RADIUS	DELTA
C14	15.11	116.44	007°26'12"
C15	70.86	435.00	009°19'59"
C16	93.08	1000.00	005°20'00"
C17	43.34	30.00	082°46'56"
C18	14.92	9.50	090°00'00"
C19	188.21	960.00	011°13'58"
C20	110.04	960.00	006°34'03"
C21	55.20	57.00	055°29'08"

CURVE TABLE			
CURVE NO.	LENGTH	RADIUS	DELTA
C22	34.40	21.02	093°46'32"

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JUHSD PRECISE PLAN
TENTATIVE MAP
PROPOSED MAPPING PLAN

SAN MATEO COUNTY CALIFORNIA

DALY CITY

REGISTERED PROFESSIONAL ENGINEER TIMOTHY P. HEFFERNAN No. 57089 Exp. 9/30/24 CIVIL STATE OF CALIFORNIA
DATE SIGNED: 10/27/23

No.	Revisions

Date: 10-27-2023
Scale: AS SHOWN
Design: TH
Drawn: MP
Approved: TH
Job No: 20180823

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C5.0

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PLOTTING: 10-27-2023 6:23 PM CUTLER, JR. (by)

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SHEET NOTES:

1. PROPOSED PEDESTRIAN ACCESS, PUBLIC ACCESS, INGRESS/EGRESS, AND PRIVATE UTILITY EASEMENTS ARE NON-EXCLUSIVE EASEMENTS. NON-EXCLUSIVE EASEMENTS MAY BE MODIFIED AND OR TERMINATED UNDER CERTAIN CONDITIONS. CONDITIONS MAY INCLUDE, BUT ARE NOT LIMITED TO, CHANGE IN DEVELOPMENT PLANS AND EASEMENTS BECOMING OBSOLETE.
2. PROPOSED WATER AND SEWER EASEMENTS FOR DISTRIBUTION AND COLLECTION SHALL BE GRANTED TO THE CITY FOR THE UTILITY MAINS TO BE OWNED AND MAINTAINED BY THE CITY. REFER TO PLAN FOR PUBLIC SEWER AND PUBLIC WATER EASEMENTS.
3. PARCEL "A" WAS DEVELOPED UNDER PREVIOUS ENTITLEMENTS.
4. THE COMMON AREAS FOR ROADWAY PURPOSES AND PROPOSED LOT 3 INCLUDE:
   - 4.1. PUBLIC ACCESS FOR PEDESTRIANS/VEHICLES/BICYCLES,
   - 4.2. PUBLIC UTILITIES INCLUDING POWER/GAS/DATA/TELECOM,
   - 4.3. PUBLIC WATER/SEWER EASEMENTS AS SHOWN,
   - 4.4. PRIVATE STORM DRAINS, STREET LIGHTS, IRRIGATION AND LANDSCAPING.

SERRAMONTE BOULEVARD
(E) PG&E EASEMENT TO REMAIN
S.D.E.
10.00'
15.00'
(P) PUBLIC ACCESS EASEMENT (PEDESTRIAN)
PARCEL B
PODIUM LEVEL
BUILDING
PARCEL A
APPROXIMATE LIMIT OF BLDG. FOOTPRINT
P.S.E.
P.W.E.
PARCEL 1
ENTRY DRIVE
EXISTING APARTMENTS
EXIST BLDG TO REMAIN
(E) PG&E EASEMENT TO REMAIN
(P) INGRESS/EGRESS EASEMENT
WEST ACCESS WAY
PARCEL 2
NORTH DRIVE
NORTH ACCESS WAY
131.75'
42.50
26.00'
(P) INGRESS/EGRESS & PUBLIC ACCESS EASEMENT
PEDESTRIAN PATH
E.V.A.E.
37.00'
33.00'
(P) LOT LINE (TYP)
40.00
PARCEL D
CALLAN BOULEVARD
PARCEL F
PODIUM LEVEL
WEST DRIVE
62.00'
PARCEL 5
PARCEL E
PODIUM LEVEL
EAST DRIVE
PARCEL 4
BUILDING
PEDESTRIAN PATH
6.00'
(P) PUBLIC ACCESS EASEMENT (PEDESTRIAN)
SOUTH ACCESS WAY
74.00'
PARCEL 3
PARCEL C
PODIUM LEVEL
BUILDING
S.D.E.
139.00'
E.V.A.E.
WEST DRIVE
LOT 3 (115 M 35-36)
LOT 4 (115 M 35-36)
LOT 2A (115 M 35-36)
LOT 1 (115 M 35-36)
(E) UTILITY EASEMENT TO REMAIN
GRAPHIC SCALE
50 0 50 100

DRAWING NAME: K:\2019\19823_Jefferson_UHSD\ENGINEERING\SHEETS\PP-TM\Civ-PP-TM-05.dwg (01)
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JUHSD PRECISE PLAN
TENTATIVE MAP
PROPOSED EASEMENT PLAN

SAN MATEO COUNTY CALIFORNIA
DALY CITY

REGISTERED PROFESSIONAL ENGINEER TIMOTHY P. HESTERMAN No. C70589 Exp. 9/30/24 CIVIL STATE OF CALIFORNIA
DATE SIGNED 10/27/23

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Drawn: MP
Approved: TH
Job No: 20190823

Drawing Number:
C5.1

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NOTES:
FULL TRASH CAPTURE DEVICES SHALL BE PROVIDED ON THE DRAINAGE SYSTEM. TRASH CAPTURE DEVICES SHALL BE APPROVED BY THE CITY ENGINEER.

SERRAMONTE BOULEVARD (PUBLIC R.O.W)
(E) R.O.W.
REPLACE CITY STD. SIDEWALK ALONG SERRAMONTE BLVD.
CONNECT TO EXISTING STORM DRAIN
CONC MEDIAN, TYP
APPROXIMATE LIMIT OF BLDG. FOOTPRINT
PARCEL A
EXISTING BUILDING UNDER CONSTRUCTION
PARCEL B
PODIUM LEVEL
FF 483.00
STORMWATER DIVERSION STRUCTURE
STORM DRAIN STUB
STORMWATER RETENTION SYSTEM SEE DETAIL 2 ON SHEET C6.1 FOR SCHEMATIC
(E) SIDEWALK
LOW WOOD RETAINING WALL (TYP) SEE DETAIL ON SHEET C4.1
SIDEWALK WIDENING
OPEN SPACE
EAST HILLSIDE
BUILDING
FF 482.00
ENTRY DRIVE (PRIVATE ROAD)
NORTH DRIVE (PRIVATE ROAD)
NORTH ACCESS WAY
WEST ACCESS WAY
WEST HILLSIDE
EXIST BLDG TO REMAIN
FS 488.00
CONNECT TO EXISTING STORM DRAIN
(P) PROPERTY LINE
CALLAN BOULEVARD (PUBLIC R.O.W)
PARCEL D
FF 483.50
PARCEL F
FF 484.00
PARCEL E
FF 484.50
PARCEL C
FF 486.00
SOUTH ACCESS WAY
EAST DRIVE (PRIVATE ROAD)
WEST DRIVE (PRIVATE ROAD)
PEDESTRIAN PATH (TYP)
CONNECT TO (E) STORM DRAIN
SIDEWALK WIDENING
GRAPHIC SCALE
50 0 50 100

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JUHSD PRECISE PLAN
TENTATIVE MAP
CONCEPTUAL GRADING PLAN
DALY CITY SAN MATEO COUNTY CALIFORNIA

REGISTERED PROFESSIONAL ENGINEER TIMOTHY P. HESTERMAN Civil No. 87089 Exp. 9/30/24 CIVIL STATE OF CALIFORNIA
DATE SIGNED 10/27/23

No.	Revisions

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PLOTTED BY: Timothy Hesterman

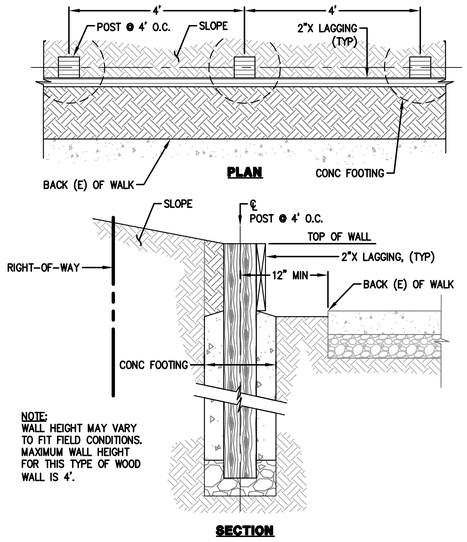
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STORMDRAIN LEGEND: OUTFALL 1

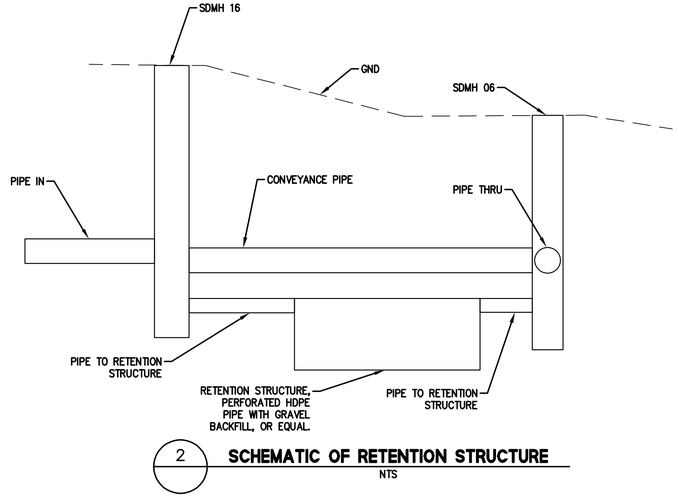
- 1-1 (P) SDMH 01 RIM 469.10 INV 459.10
- 1-1 (P) 51 LF 15" PVC S=0.010
- 1-2 (P) SDMH 02 RIM 464.32 INV 459.62
- 1-2 (P) 147 LF 15" PVC S=0.010
- 1-3 (P) SDMH 03 RIM 470.00 INV 461.13
- 1-3 (P) 105 LF 15" PVC S=0.010
- 1-4 (P) SDMH 04 RIM 472.01 INV 462.21
- 1-4 (P) 58 LF 15" PVC S=0.010
- 1-5 (P) SDMH 05 RIM 473.00 INV 462.82
- 1-5 (P) 53 LF 15" PVC S=0.010
- 1-6 (P) SDMH 06 DIVERSION STRUCTURE RIM 473.80 INV (THRU) 463.39 INV (OUT-RET) 461.89 INV (SUMP) 460.89
- 1-6 110 LF 15" PVC S=0.010
- 1-7 (P) SDMH 07 RIM 478.10 INV 464.51
- 1-7 23 LF 15" PVC S=0.010
- 1-8 (P) SDMH 08 RIM 478.15 INV 464.74
- 1-8 60 LF 8" PVC S=0.010
- 1-9 (P) SDCB 01 RIM 479.20 INV 465.33
- 1-9 108 LF 15" PVC S=0.010
- 1-10 (P) SDCB 02 RIM 479.80 INV 466.40
- 1-10 (P) 63.48 LF 8" PVC S=0.010
- 1-11 (P) SDCB 03 RIM 480.40 INV 467.04
- 1-11 157 LF 30" PVC S=0.0486
- 1-12 (P) SDMH 09 RIM 482.94 INV 466.84
- 1-12 37 LF 30" PVC S=0.0486
- 1-13 (P) SDMH 10 RIM 480.20 INV 470.69
- 1-13 138 LF 8" PVC S=0.045
- 1-14 (P) SDMH 11 RIM 480.30 INV 470.92
- 1-14 136 LF 8" PVC S=0.045
- 1-15 (E) SDMH 12 RIM 483.0± INV 468.74
- 1-15 215 LF 30" PVC S=0.003
- 1-16 (E) SDMH 13 RIM 481.07± INV 469.39
- 1-16 (E) 54 LF 30" PVC S=0.003
- 1-17 (E) SDMH 14 RIM 482.05± INV 469.55
- 1-17 217 LF 15" PVC S=0.010
- 1-18 (P) SSMH 15 RIM 481.08 INV 471.74
- 1-18 57 LF 12" PVC S=0.010
- 1-19 (P) SDMH 16 RIM 481.61 INV 472.34
- 1-19 94 LF 12" PVC S=0.010
- 1-20 (P) SDMH 17 RIM 482.57 INV 473.30
- 1-20 93 LF 12" PVC S=0.010
- 1-21 (P) SDMH 18 RIM 483.31 INV 474.24
- 1-21 13 LF 12" PVC S=0.010
- 1-22 (P) SDCB 04 RIM 481.13 INV 469.53
- 1-22 56 LF 12" PVC S=0.010
- 1-23 (P) SDCB 05 RIM 481.30 INV 470.11
- 1-23 57 LF 12" PVC S=0.010
- 1-24 (P) SDCB 06 RIM 482.14 INV 470.70
- 1-24 56 LF 12" PVC S=0.010
- 1-25 (P) SDCB 07 RIM 482.54 INV 471.28
- 1-25 16 LF 6" PVC S=0.010
- 1-26 (P) SDCB 08 RIM 482.50± INV 470.88
- 1-26 (E) 155 LF 18" PVC S=0.005
- 1-27 (P) SDMH 19 RIM 481.07 INV 473.125
- 1-27 85 LF 12" PVC S=0.010
- 1-28 (P) SDMH 20 RIM 481.72 INV 473.99
- 1-28 66 LF 12" PVC S=0.010
- 1-29 (P) SDMH 21 RIM 482.21 INV 474.65
- 1-29 20 LF 18" PVC S=0.005
- 1-30 (E) SDMH 22 RIM 481.25± INV 474.45±
- 1-30 40 LF 15" PVC S=0.003
- 1-31 (E) SDMH 23 RIM 481.25± INV 474.82±
- 1-31 100 LF 12" PVC S=0.003
- 1-32 (E) SDMH 24 RIM 485.75± INV 475.36±
- 1-32 32 LF 12" PVC S=0.010
- 1-33 (P) SDCB 09 RIM 488.3± INV 475.67
- 1-33 75 LF 12" PVC S=0.010
- 1-34 (P) SDCB 10 RIM 483.98 INV 476.42
- 1-34 60 LF 12" PVC S=0.010
- 1-35 (P) SDCB 11 RIM 487.64 INV 477.02
- 1-35 85 LF 12" PVC S=0.010
- 1-36 (P) SDCB 12 RIM 487.22 INV 477.87
- 1-36 91 LF 12" PVC S=0.010
- 1-37 (P) SDCB 13 RIM 486.70 INV 478.77
- 1-37 18 LF 12" PVC S=0.010
- 1-38 (P) SDCB 14 RIM 483.72 INV 478.05
- 1-38 14 LF 12" PVC S=0.010
- 1-39 (P) SDCB 15 RIM 483.98 INV 478.90
- 1-39 41 LF 10" PVC S=0.010
- 1-40 (P) SDMH 16 RIM 475.82 INV (OUT) 465.50 INV (OUT RET) 463.5 INV (SUMP) 462.50
- 1-40 19 LF 10" PVC S=0.010

STORMDRAIN LEGEND: OUTFALL 2

- 2-1 CONNECT TO (E) INV 433.5± (TO BE VERIFIED)
- 2-1 (P) 137 LF 27" PVC S=0.169
- 2-2 (P) SDMH 01 RIM 473.00 INV 456.75
- 2-2 (P) 94 LF 27" PVC S=0.020
- 2-3 (P) SDMH 02 RIM 480.05 INV 458.63
- 2-3 (P) 370 LF 27" PVC S=0.020
- 2-4 (P) SDMH 03 RIM 483.85 INV 466.02
- 2-4 (P) 59 LF 27" PVC S=0.020
- 2-5 (P) SDMH 04 RIM 484.24 INV 467.19
- 2-5 (P) 122 LF 24" PVC S=0.020
- 2-6 (P) SDMH 05 RIM 487.94 INV 469.62
- 2-6 384 LF 24" PVC S=0.020
- 2-7 (P) SDCB 01 RIM 484.50 INV 477.47
- 2-7 31 LF 12" PVC S=0.005
- 2-8 (P) SDMH 06 RIM 484.02 INV 477.83
- 2-8 70 LF 12" PVC S=0.005
- 2-9 (P) SDMH 07 RIM 482.71 INV 478.67
- 2-9 168 LF 12" PVC S=0.005
- 2-10 (P) SDCB 02 RIM 473.00 INV 457.20
- 2-10 (P) 91 LF 12" PVC S=0.005
- 2-11 (P) SDCB 03 RIM 473.56 INV 457.30
- 2-11 18 LF 8" PVC S=0.050
- 2-12 (P) SDCB 04 RIM 485.04 INV 478.30
- 2-12 167 LF 12" PVC S=0.005
- 2-13 (P) SDCB 05 RIM 485.41 INV 479.16
- 2-13 78 LF 12" PVC S=0.005
- 2-14 (P) SDCB 06 RIM 486.27 INV 479.55
- 2-14 79 LF 12" PVC S=0.005
- 2-15 (P) SDCB 07 RIM 486.10 INV 480.75
- 2-15 24 LF 12" PVC S=0.005
- 2-16 (P) SDCB 08 RIM 483.88 INV 478.45
- 2-16 30 LF 12" PVC S=0.005
- 2-17 (P) SDCB 09 RIM 483.88 INV 478.01
- 2-17 31 LF 12" PVC S=0.005
- 2-18 (P) SDAD 01 RIM 483.67 INV 467.33
- 2-18 28 LF 12" PVC S=0.005
- 2-19 (P) SDAD 02 RIM 483.67 INV 467.33
- 2-19 29 LF 12" PVC S=0.005
- 2-20 (P) SDAD 03 RIM 479.3± INV 460.13
- 2-20 18 LF 8" PVC S=0.010
- 2-21 (P) SDAD 04 RIM 479.6± INV 460.11
- 2-21 18 LF 8" PVC S=0.010



1 **TYPICAL LOW WOOD RETAINING WALL**
NTS



2 **SCHEMATIC OF RETENTION STRUCTURE**
NTS

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JUHSD PRECISE PLAN
TENTATIVE MAP
STORM DRAIN LEGEND AND DETAIL
SAN MATEO COUNTY CALIFORNIA
DALY CITY

REGISTERED PROFESSIONAL ENGINEER TIMOTHY P. HEFFERNAN No. 70089 Exp. 9/30/24 CIVIL STATE OF CALIFORNIA
DATE SIGNED: 10/27/23

No.	Revisions

Date: 10-27-2023
Scale: AS SHOWN
Design: TH
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Job No: 20180823

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PLOT TIME: 11-21-2023 8:38 PM PLOTTED BY: MAJ (01)

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DMA	PERVIOUS				IMPERVIOUS				TREATMENT			TOTAL
	LANDSCAPE	SELF RETAINING	BIORETENTION	TOTAL PERVIOUS	PLAY AREA	ROOF/PODIUM	ROAD. PATH, S/W	TOTAL IMPERVIOUS	TYPE	REQ	PROVIDED	
01			414	**414**			8,851	**8,851**	BR	356	414	**9,265**
02			2,975	**2,975**		72,360		**72,360**	BR	2,906	2,975	**75,335**
03	1,088		224	**1,312**	2,184		3,080	**5,264**	BR	216	224	**6,576**
04	1,723	9,889		**11,612**			5,211	**5,211**	SR	2,606	9,889	**16,823**
05	4,455		850	**5,305**			20,534	**20,534**	BR	843	850	**25,839**
06	2,695		529	**3,224**			11,881	**11,881**	BR	488	529	**15,105**
07	248		260	**508**			5,676	**5,676**	BR	229	260	**6,184**
08	1,668		512	**2,180**			9,694	**9,694**	BR	396	512	**11,874**
09	349		445	**794**			9,721	**9,721**	BR	392	445	**10,515**
10	1,817		1,116	**2,933**			16,220	**16,220**	BR	661	1,116	**19,153**
11	2,198		2,250	**4,448**		50,550	616	**51,166**	BR	2,064	2,250	**55,614**
12		5,012		**5,012**			2,184	**2,184**	SR	1,092	5,012	**7,196**
13			952	**952**			22,277	**22,277**	BR	895	952	**23,229**
14			2,360	**2,360**		47,516	443	**47,959**	BR	1,928	2,360	**50,319**
15	509		87	**596**			934	**934**	BR	40	87	**1,530**
16	1,959		1,112	**3,071**			12,667	**12,667**	BR	519	1,112	**15,738**
17		4,481		**4,481**			3,293	**3,293**	SR	1,647	4,481	**7,774**
18		26,640		**26,640**			8,165	**8,165**	SR	4,083	26,640	**34,805**
19	5,432		2,810	**8,242**		65,990	2,905	**68,895**	BR	2,789	2,810	**77,137**
20	5,980	11,123		**17,103**			1,490	**1,490**	SR	745	11,123	**18,593**
21	2,428		430	**2,858**			12,133	**12,133**	BR	497	430	**14,991**
22	1,191		746	**1,937**			8,210	**8,210**	BR	336	746	**10,147**
23	5,471		3,260	**8,731**		69,851	1,677	**71,528**	BR	2,896	3,260	**80,259**
24	1,511		447	**1,958**			9,150	**9,150**	BR	374	447	**11,108**
25	3,667		693	**4,360**			12,760	**12,760**	BR	528	693	**17,120**
26	710	18,983		**19,693**			4,307	**4,307**	SR	2,154	18,983	**24,000**
TOTAL	**45,099**	**76,128**	**22,472**	**143,699**	**2,184**	**306,267**	**194,079**	**502,530**		**31,677**	**98,600**	**646,229**

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
- 1 BIORETENTION AREA ON GRADE (6" PONDING)
- 2 BIORETENTION AREA STRUCTURE (6" PONDING)
- 3 SELF RETAINING AREA (2" PONDING)
- 4 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	
10	X	
11	X	X
13	X	
14	X	X
15	X	X
16	X	
19	X	X
21	X	
22	X	
23	X	X
24	X	
25	X	

SERRAMONTE BOULEVARD
(E) R.O.W.
EXISTING APARTMENTS
EXIST BLDG TO REMAIN
ENTRY DRIVE
WEST ACCESS WAY
NORTH DRIVE
NORTH ACCESS WAY
SOUTH ACCESS WAY
EAST DRIVE
WEST DRIVE
PUBLIC SPACE
PARCEL B
PARCEL C
PARCEL D
PARCEL E
PARCEL F
PODIUM LEVEL
BUILDING
STORMWATER RETENTION STRUCTURE
(P) PROPERTY LINE
ACCESSIBLE PATH (TYP)
DMA 1 DMA 2 DMA 3 DMA 4 DMA 5 DMA 6 DMA 7 DMA 8 DMA 9 DMA 10 DMA 11 DMA 12 DMA 13 DMA 14 DMA 15 DMA 16 DMA 18 DMA 19 DMA 20 DMA 21 DMA 22 DMA 23 DMA 24 DMA 25 DMA 26
TA 01 TA 02 TA 03 TA 05 TA 06 TA 07 TA 08 TA 09 TA 10 TA 11 TA 13 TA 14 TA 16 TA 19 TA 21 TA 22 TA 23 TA 24 TA 25

GRAPHIC SCALE
50 0 50 100

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JUHSD PRECISE PLAN
TENTATIVE MAP
CONCEPTUAL STORMWATE MANAGEMENT PLAN
DALY CITY SAN MATEO COUNTY CALIFORNIA

REGISTERED PROFESSIONAL ENGINEER TIMOTHY P. HEFFERNAN No. 72169 Exp. 9/30/24 CIVIL STATE OF CALIFORNIA
DATE SIGNED 10/27/23

No.	Revisions

Date: 10-27-2023
Scale: 1" = 50'
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Drawn: MP
Approved: TH
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Drawing Number:
C6.2

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PLOT TIME: 10-27-2023 8:24 PM PLOTTED BY: MP

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NOTES:

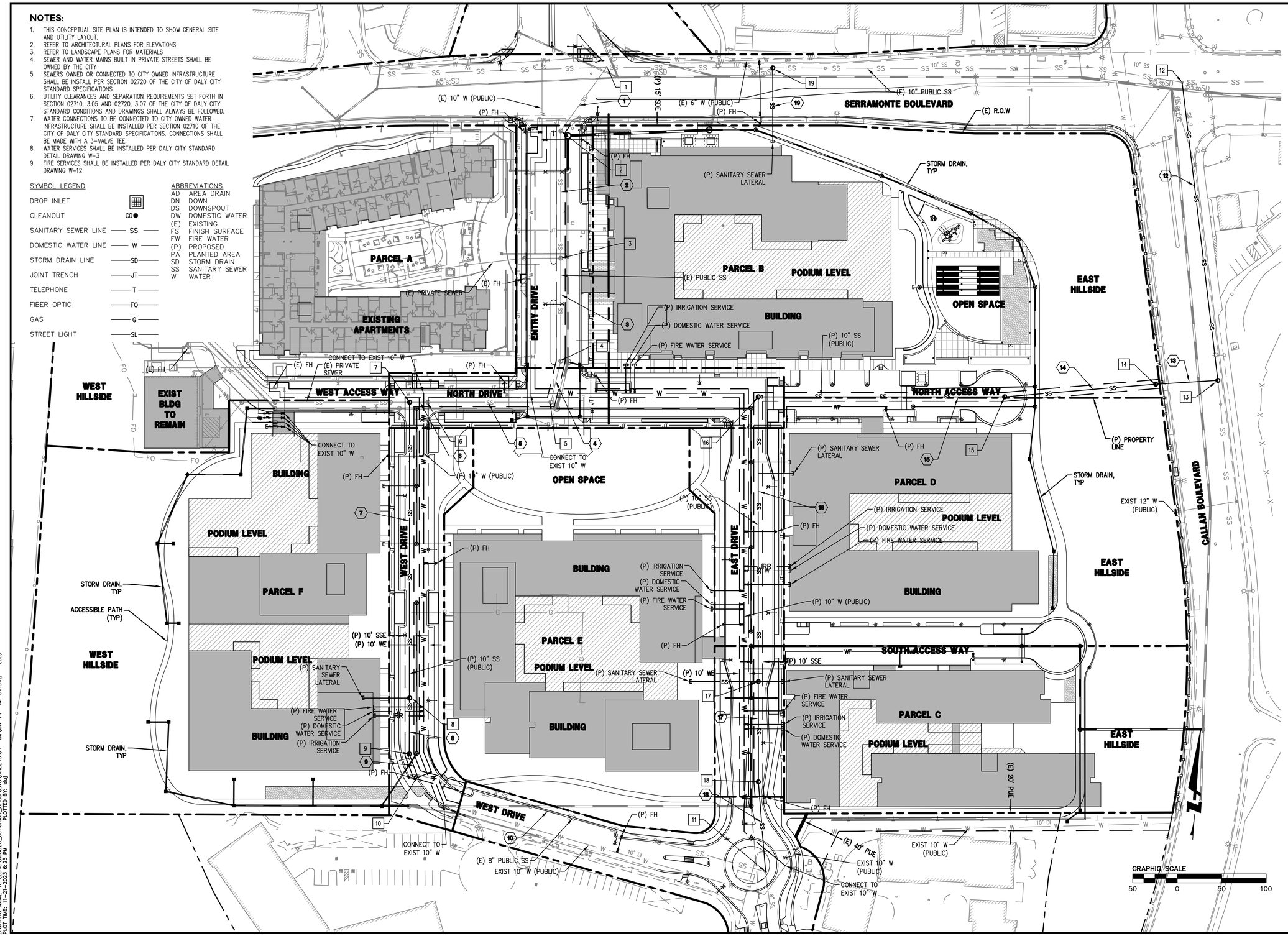
1. THIS CONCEPTUAL SITE PLAN IS INTENDED TO SHOW GENERAL SITE AND UTILITY LAYOUT.
2. REFER TO ARCHITECTURAL PLANS FOR ELEVATIONS
3. REFER TO LANDSCAPE PLANS FOR MATERIALS
4. SEWER AND WATER MAINS BUILT IN PRIVATE STREETS SHALL BE OWNED BY THE CITY
5. SEWERS OWNED OR CONNECTED TO CITY OWNED INFRASTRUCTURE 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 (CO)
- 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



SEWER LEGEND

1	(E) SSMH 01 RIM 481.0± INV 470.0±
1	(E) 88 LF 10" PVC S=0.004
2	(E) SSMH 02 RIM 483.15 INV 470.35
2	(E) 143 LF 10" PVC S=0.004
3	(E) SSMH 03 RIM 480.25 INV 470.92
3	(E) 115 LF 10" PVC S=0.004
4	(E) SSMH 04 RIM 480.89 INV 471.39
4	(E) 48 LF 10" PVC S=0.004
5	(E) SSMH 05 RIM 480.90 INV 471.58
5	(E) 13.7 LF 10" PVC S=0.004
6	(E) SSMH 06 RIM 480.89 INV 472.13
6	21 LF 10" PVC S=0.004
7	SSMH 07 RIM 480.89 INV 472.05
7	333 LF 10" PVC S=0.010
8	SSMH 08 RIM 481.56 INV 475.97
8	58 LF 8" PVC S=0.010
9	SSMH 9 RIM 481.85 INV 476.65
9	30 LF 10" PVC S=0.010
10	(E) SSMH 10 CONNECT TO (E) SSMH RIM 482.00 INV 477.00
10	(E) 405 LF 8" PVC S=0.005
11	(E) SSMH 11 CONNECT TO (E) SSMH RIM 489.0± INV 479.0±
12	(E) SSMH 12 CONNECT TO (E) SSMH RIM 415.5± INV 403.5±
12	340 LF 10" PVC S=0.040
13	SSMH 13 CONNECT TO (E) SEWER RIM 423.0± INV 415.9±
13	70 LF 10" PVC S=0.040
14	SSMH 14 RIM 425.00 INV 418.81
14	170 LF 10" PVC S=0.306
15	SSMH 15 RIM 481.70 INV 470.95
15	277 LF 10" PVC S=0.010
16	SSMH 16 RIM 480.90 INV 473.72
16	332 LF 10" PVC S=0.010
17	SSMH 17 RIM 482.56 INV 477.04
17	94 LF 10" PVC S=0.010
18	SSMH 18 RIM 483.10 INV 477.98
18	101 LF 10" PVC S=0.010
19	SSMH 19 CONNECT TO (E) SEWER RIM 461.9± INV 452.5±
19	99 LF 10" PVC S=0.02

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JUHSD PRECISE PLAN
TENTATIVE MAP
CONCEPTUAL UTILITY PLAN

SAN MATEO COUNTY CALIFORNIA
DALY CITY

REGISTERED PROFESSIONAL ENGINEER TIMOTHY P. HEFFERNAN No. 62089 Exp. 9/30/24 CIVIL STATE OF CALIFORNIA
DATE SIGNED: 10/27/23

No.	Revisions

Date: 10-27-2023
Scale: AS SHOWN
Design: TH
Drawn: MP
Approved: TH
Job No: 20180823

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NOTES:
THIS CONCEPTUAL TREE PLANING PLAN WAS PREPARED BY JETT LANDSCAPE AND DOCUMENTED HERE BY BKF.

PRELIMINARY PLANT PALETTE

KEY	SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	WTR USE	QYT
TREES							
T-1		ACER BUERGERIANUM	TRIDENT MAPLE	24" BOX	PER PLAN	M	10
T-2		ACER X FREEMANII AUTUMN BLAZE	AUTUMN BLAZE FREEMAN MAPLE	24" BOX	PER PLAN	M	31
T-3		ACER MACROPHYLLUM	BIG LEAF MAPLE	24" BOX	PER PLAN	M	6
T-4		ARBUTUS 'MARINA'	MARINA STRAWBERRY TREE	24" BOX	PER PLAN	L	14
T-5		CERCIS 'FOREST PANSY'	FOREST PANSY REBUD	24" BOX	PER PLAN	M	17
T-6		CERCIS OCCIDENTALIS	WESTERN REDBUD	24" BOX	PER PLAN	M	3
T-7		CUPRESSUS MACROCARPA	MONTEREY CYPRESS	24" BOX	PER PLAN	L	13
T-8		GINKGO PRINCETON SENTRY	MAIDENHAIR TREE	24" BOX	PER PLAN	M	16
T-9		HYMENOSPORUM FLAVUM	SWEETSHADE	24" BOX	PER PLAN	L	16
T-10		KOELREUTERIA PANICULATA 'FASTIGIATA'	GOLDENRAIN TREE	24" BOX	PER PLAN	L	1
T-11		LAGUNARIA PATERSONII	NORFOLK ISLAND HIBISCUS	24" BOX	PER PLAN	M	13
T-12		LOPHOSTEMON CONFERTUS	BRISBANE BOX	24" BOX	PER PLAN	L	34
T-13		LYONOTHAMNUS FLORIBUNDUS	CATALINA IRONWOOD	24" BOX	PER PLAN	L	6
T-14		MELALEUCA QUINQUENERVIA	SEJEPUT TREE	24" BOX	PER PLAN	M	4
T-15		OLEA EUROPEA 'SWAN HILL'	OLIVE TREE	24" BOX	PER PLAN	L	10
T-16		PISTACIA CHINENSIS	CHINESE PISTACHE	24" BOX	PER PLAN	L	2
T-17		QUERCUS AGRIFOLIA	EVERGREEN OAK TREE	24" BOX	PER PLAN	L	13
T-18		QUERCUS SUBER	CORK OAK	24" BOX	PER PLAN	L	3
T-19		SEQUOIA SEMPERVIRENS	COAST REDWOOD	24" BOX	PER PLAN	L	13
T-20		TRISTANIOPSIS LAURINA	WATER GUM	24" BOX	PER PLAN	L	19

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JUHSD PRECISE PLAN
TENTATIVE MAP
CONCEPTUAL TREE PLANTING PLAN
DALY CITY SAN MATEO COUNTY CALIFORNIA

REGISTERED PROFESSIONAL ENGINEER TIMOTHY P. HESTERSON No. 76089 Exp. 9/30/24 CIVIL STATE OF CALIFORNIA
DATE SIGNED 10/27/23

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PLOT TIME: 10/27/2023 6:20 PM PLOTTED BY: MP

EXHIBIT H

[PLACEHOLDER FOR MITIGATION MONITORING AND REPORTING PROGRAM]

EXHIBIT I

[PLACEHOLDER FOR CEQA FINDINGS]

EXHIBIT J

[PLACEHOLDER FOR EXISTING ORDINANCES]

EXHIBIT K

[PLACEHOLDER FOR ENACTING ORDINANCES]

SERRAMONTE DEL REY
PARCEL B MULTIFAMILY HOUSING / MIXED USE

PARKING SUMMARY

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

	Residential						Public - Retail & Leasing				
	Standard	Accessible	Van Accessible	VAN EVCS Accessible	EVCS Accessible	Puzzle Lift	Retail Standard	Retail Accessible	Retail Van Accessible	VAN EVCS Accessible	Leasing
Ground Floor	7	5	1	1	1	286	27	1	1	1	3
Totals	301						33				
	(1.5 / DU)						(4 SPACES PER 1000 SF RENTABLE)				

GROSS CONSTRUCTION BUILDING AREA SUMMARY

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

	Name	Area	Level
	AMENITY	6,620 SF	1ST FLOOR
	COMMON - RESIDENTIAL	8,377 SF	1ST FLOOR
	PARKING	48,456 SF	1ST FLOOR
	RETAIL	6,656 SF	1ST FLOOR
TOTAL	1ST FLOOR	70,109 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
	6TH FLOOR	40,817 SF	
TOTAL	TOTAL GROSS AREA	294,087 SF	
	TOTAL TYPE I AREA	**70,109 SF**	
	TOTAL TYPE III-A AREA	**223,978 SF**	

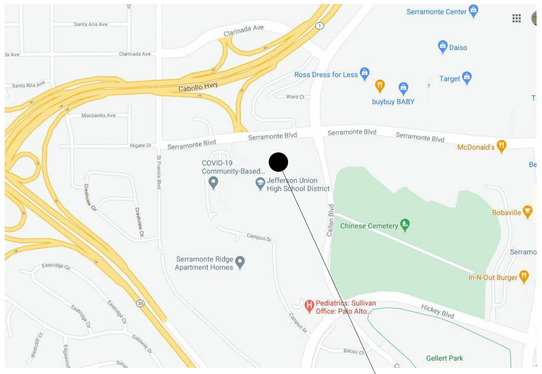
PRIVATE BALCONY SUMMARY

(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



VICINITY MAP

DRAWING INDEX

GENERAL	
A0.1	PROJECT INFORMATION
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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	
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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
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A1.0	SITE 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:	185,724 SF (4.26 ACRES)
SITE COVERAGE:	70,109 / 185,724 = 38%
REQUIRED OPEN SPACE:	201 D.U. x 150 SF/DU = 30,150 SF
USEABLE OPEN SPACE PROVIDED:	75,431 SF, S.L.D.
MAXIMUM BUILDING HEIGHT: PROPOSED BUILDING HEIGHT:	87'-0" (PER PRECISE PLAN UPDATE) 86'-6"
RETAIL AREA (RENTABLE)	NORTH RETAIL: 3027 SF SOUTH RETAIL: 2773 SF TOTAL: 5800 SF
BICYCLE PARKING PROVIDED:	1 PER D.U. (IN ENCLOSED ROOMS ON GROUND FLOOR, TOTAL 2745 SF)

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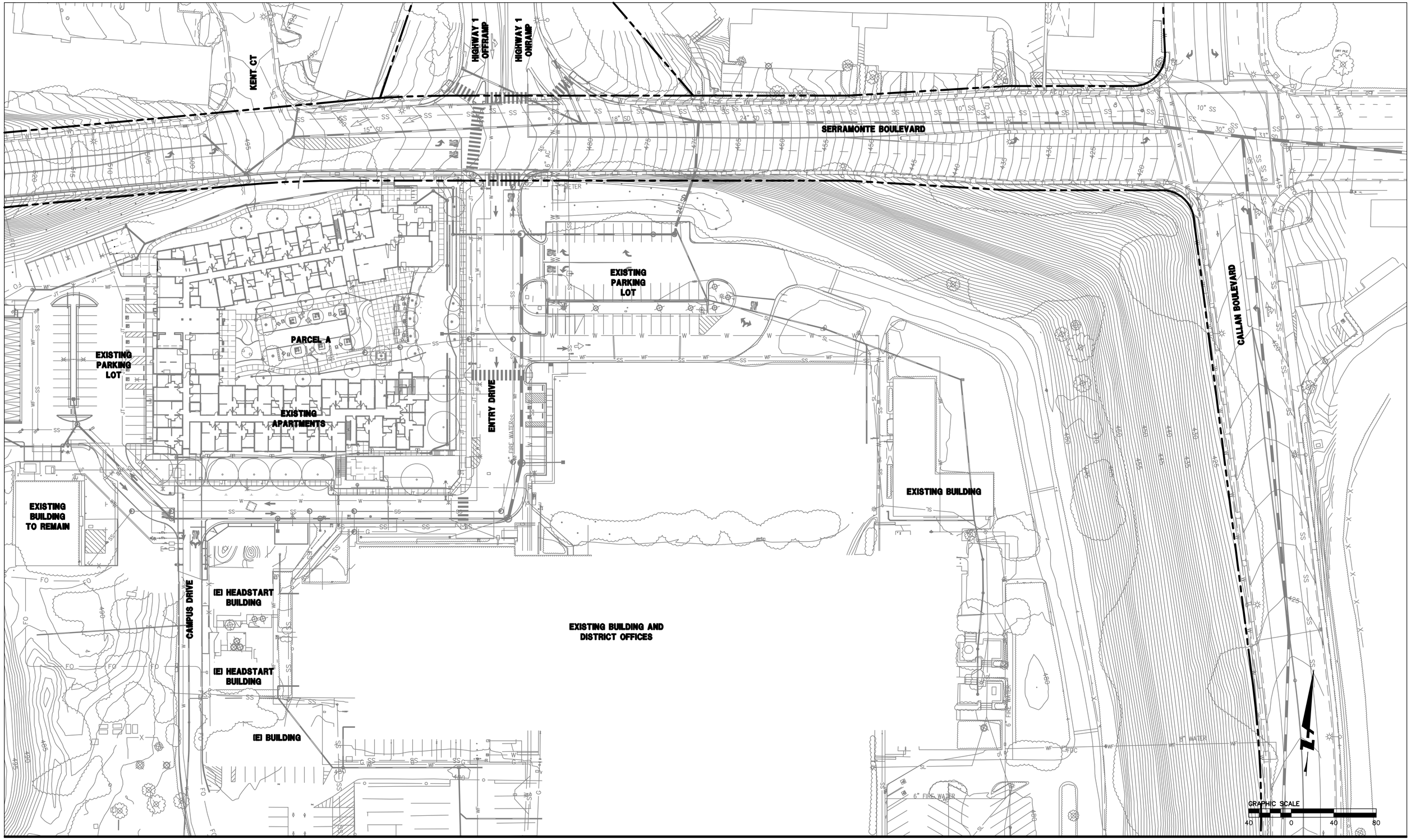
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Brookwood Advisors

A0.1
PROJECT INFORMATION
8/25/2023
12" = 1'-0"



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C1.1
EXISTING CONDITIONS PLAN
8/25/2023

SHEET NOTES:

1. GRADING EXCEDDING 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.
8. FULL TRASH CAPTURE DEVICE SHALL BE INSTALLED AND APPROVED BY CITY ENGINEER FOR ALL DRAINAGE SYSTEMS.

KENT CT
HIGHWAY 1 OFF-RAMP
HIGHWAY 1 ON-RAMP
15" SD
24" SD
PARALLEL PARKING
SERRAMONTE BOULEVARD
TRAVEL LANE
TRAVEL LANE
TURN LANE
TRAVEL LANE
BIKE LANE
BUS STOP
CONFORM TO EXISTING ENTRY DRIVE AND SERRAMONTE BLVD.
SIDEWALK
PARALLEL PARKING
CONCRETE MEDIAN, TYP
EXISTING BUILDING UNDER CONSTRUCTION
ENTRY DRIVE (PRIVATE ROAD)
STOP SIGN
PARCEL B BUILDING
OPEN SPACE
STANDARD PARKING STALLS
SIDEWALK
PARALLEL PARKING
NORTH DRIVE (PRIVATE ROAD)
SIDEWALK
PRIVATE DRIVEWAY
EXISTING BUILDING TO REMAIN
(F) PROPERTY LINE, TYP
EXISTING BUILDING (DISTRICT OFFICE)
CALLAN BOULEVARD
GRAPHIC SCALE
40 0 40 80

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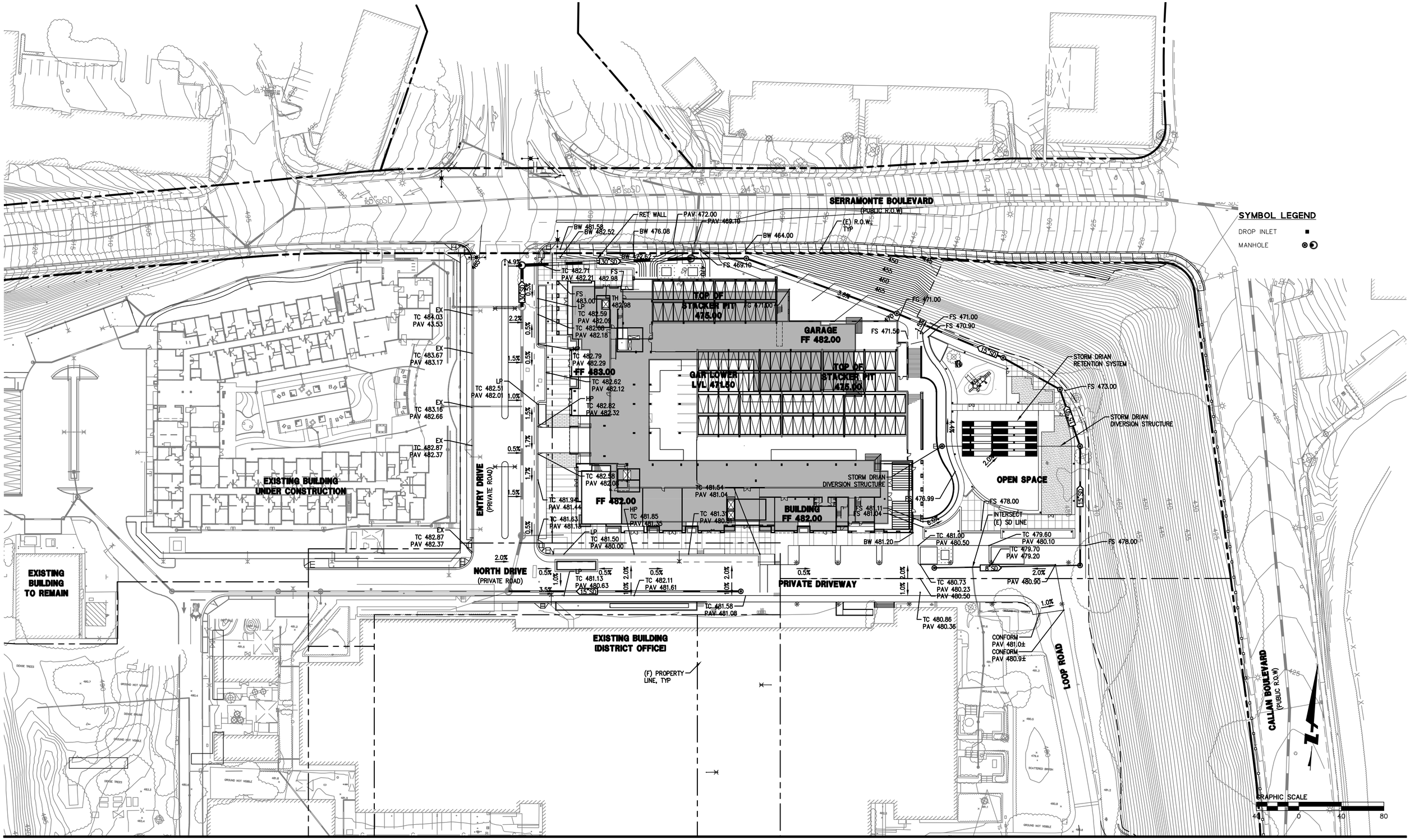
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C2.1
CONCEPTUAL SITE PLAN
8/25/2023



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C3.1
CONCEPTUAL GRADING PLAN
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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
- 1 BIORETENTION AREA ON GRADE (6" PONDING)
- 2 BIORETENTION AREA STRUCTURE (6" PONDING)
- 3 SELF RETAINING AREA (2" PONDING)
- 4 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	

KENT CT
HIGHWAY 1 OFF-RAMP
HIGHWAY 1 ON-RAMP
SERRAMONTE BOULEVARD
(E) R.O.W.
TA 01
TA 02
TA 03
TA 05
TA 06
TA 07
TA 08
TA 09
DMA 1
DMA 2
DMA 3
DMA 4
DMA 5
DMA 6
DMA 7
DMA 8
DMA 9
PARCEL A
PARCEL B
PODIUM LEVEL
BUILDING
OPEN SPACE
EXISTING APARTMENTS
EXIST BLDG TO REMAIN
EXISTING BUILDING (DISTRICT OFFICE)
ENTRY DRIVE
NORTH DRIVE
PRIVATE DRIVEWAY
STORMWATER RETENTION STRUCTURE
(F) PROPERTY LINE
(P) PROPERTY LINE
EAST HILLSIDE
CALLAN BOULEVARD
GRAPHIC SCALE 40 0 40 80

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C4.1
STORMWATER MANAGEMENT PLAN
8/25/2023

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	CO●
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

KENT CT
HIGHWAY 1 OFFRAMP
HIGHWAY 1 ONRAMP
SERRAMONTE BOULEVARD
(E) 10" W (PUBLIC)
(E) 6" W (PUBLIC)
(P) FH
SSMH CONNECT TO (E) SEWER RIM 461.91 INV 452.51
(E) 10" PUBLIC SS
99 LF, 10" PVC, S=0.02
(E) R.O.W
SEWER LATERAL
PARCEL A
PARCEL B
(P) IRRIGATION SERVICE
(P) DOMESTIC WATER SERVICE
(P) FIRE WATER SERVICE
OPEN SPACE
BUILDING
EXISTING BUILDING UNDER CONSTRUCTION
ENTRY DRIVE
NORTH DRIVE
PRIVATE DRIVEWAY
EXISTING BUILDING TO REMAIN
EXISTIGN BUILDING (DISTRICT OFFICE)
CONNECT TO EXIST 10" W
CONNECT TO EXIST SEWER
CONNECT TO (E) WATER AND SEWER SERVICES
(E) FH AND FIRE SERVICE TO REMAIN
(F) PROPERTY LINE
CALLAN BOULEVARD
GRAPHIC SCALE
50 0 50 100

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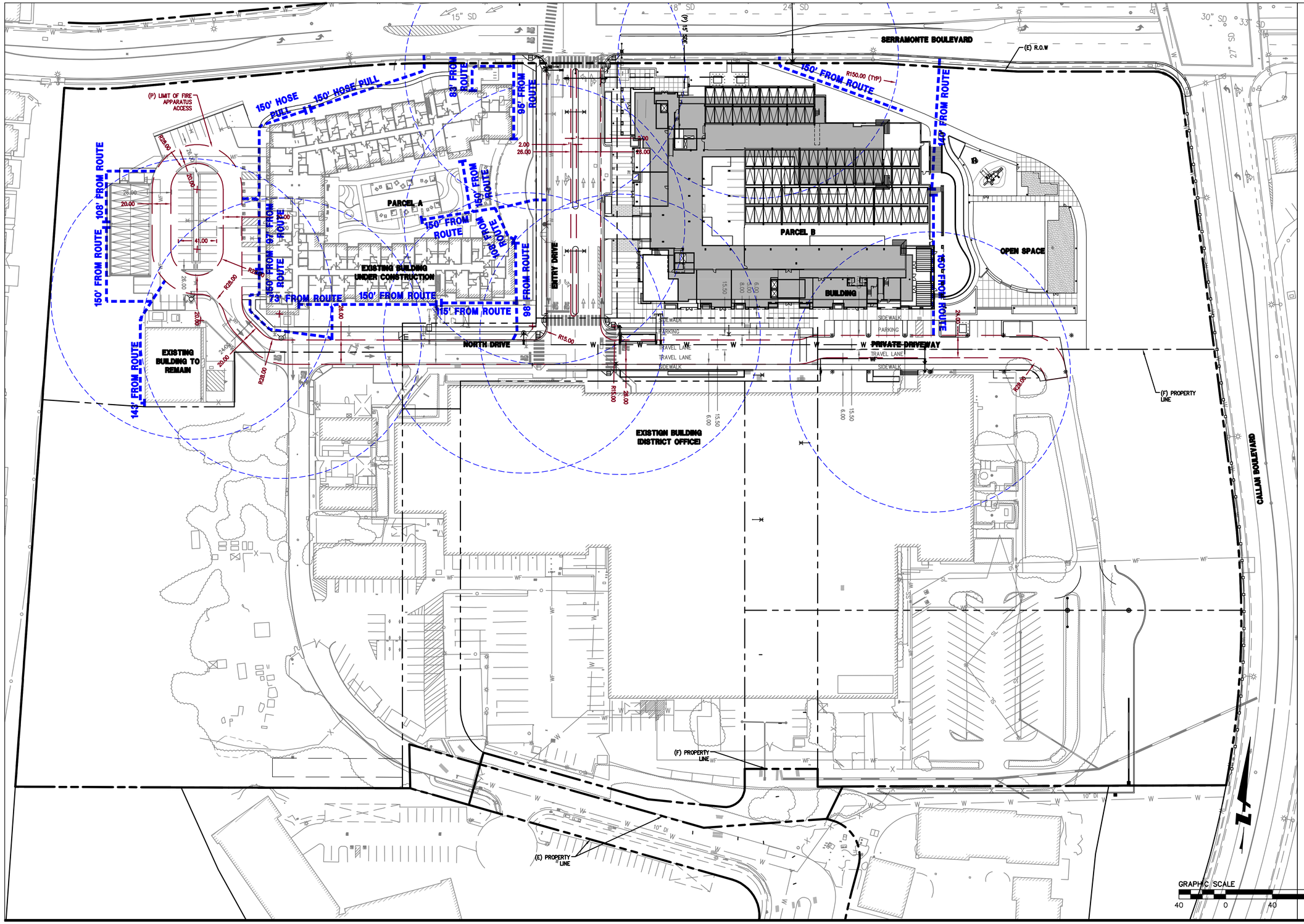
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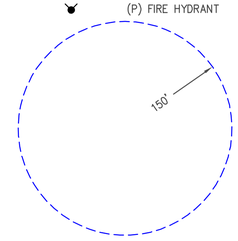
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C5.1
CONCEPTUAL UTILITY PLAN
8/25/2023



LEGEND

- HYDRANT RUN BEYOND 150'
- END OF HOSE
- HOSE PULL FROM ACCESS ROUTE
- FIRE APARATUS ACCESS ROUTE
- (E) FIRE HYDRANT
- (P) FIRE HYDRANT



FIRE HYDRANT COVERAGE

- 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.

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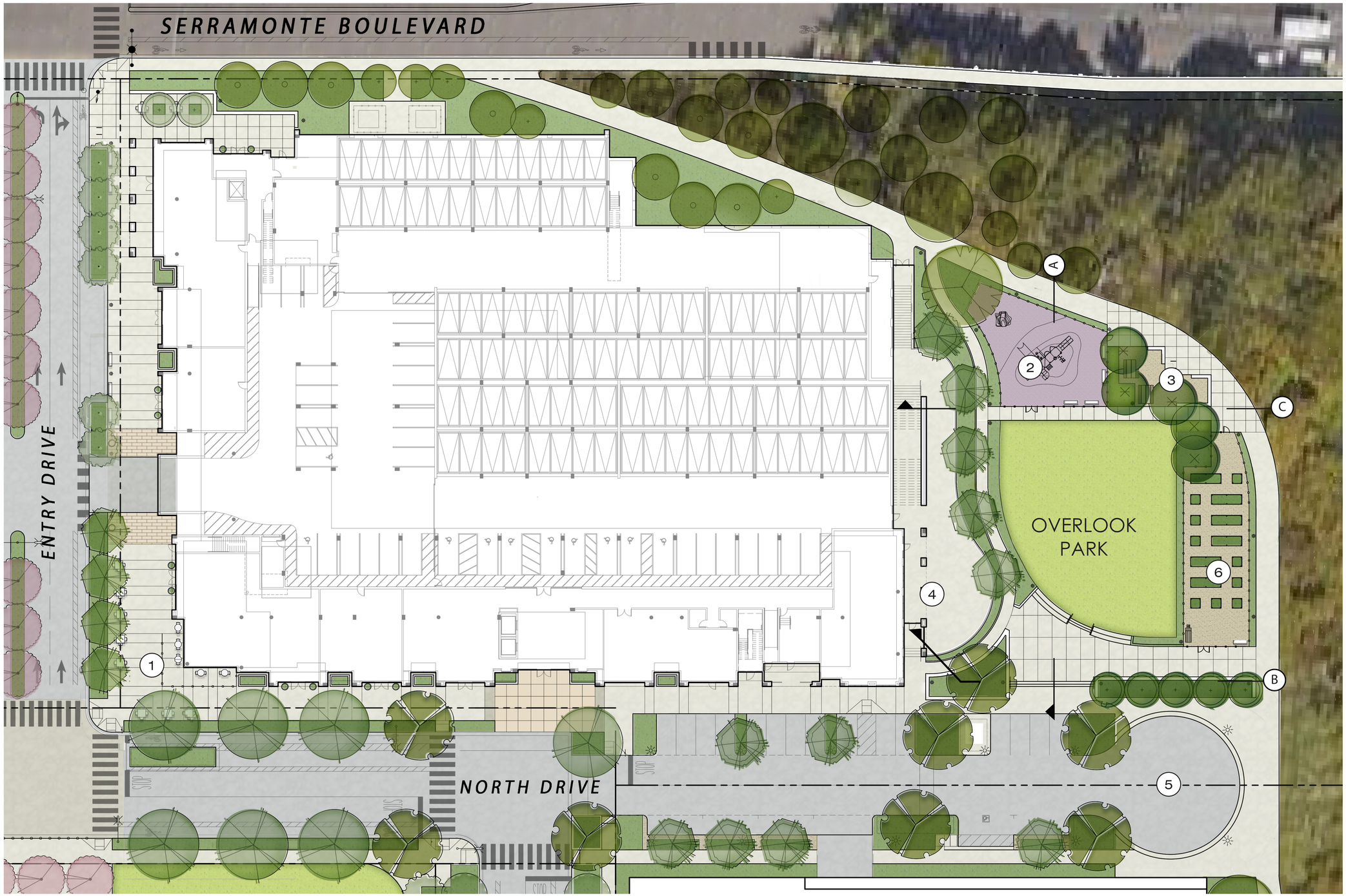
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C6.1
CONCEPTUAL FIRE ACCESS PLAN
8/25/2023

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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
6. COMMUNITY GARDEN

N

0 10' 20' 40' 60'

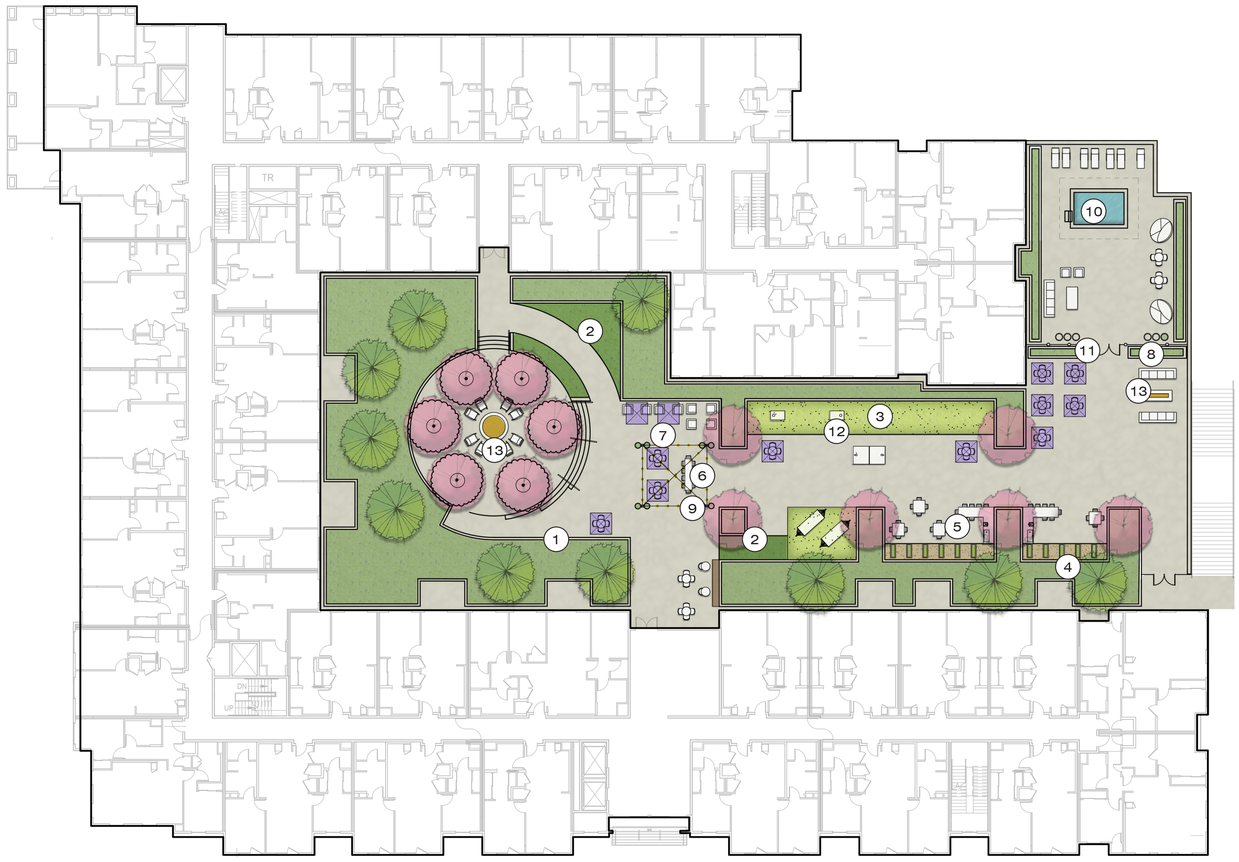
SCALE: 1" = 20'-0"

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L-1
LANDSCAPE PLAN - GROUND FLOOR
08/25/2023



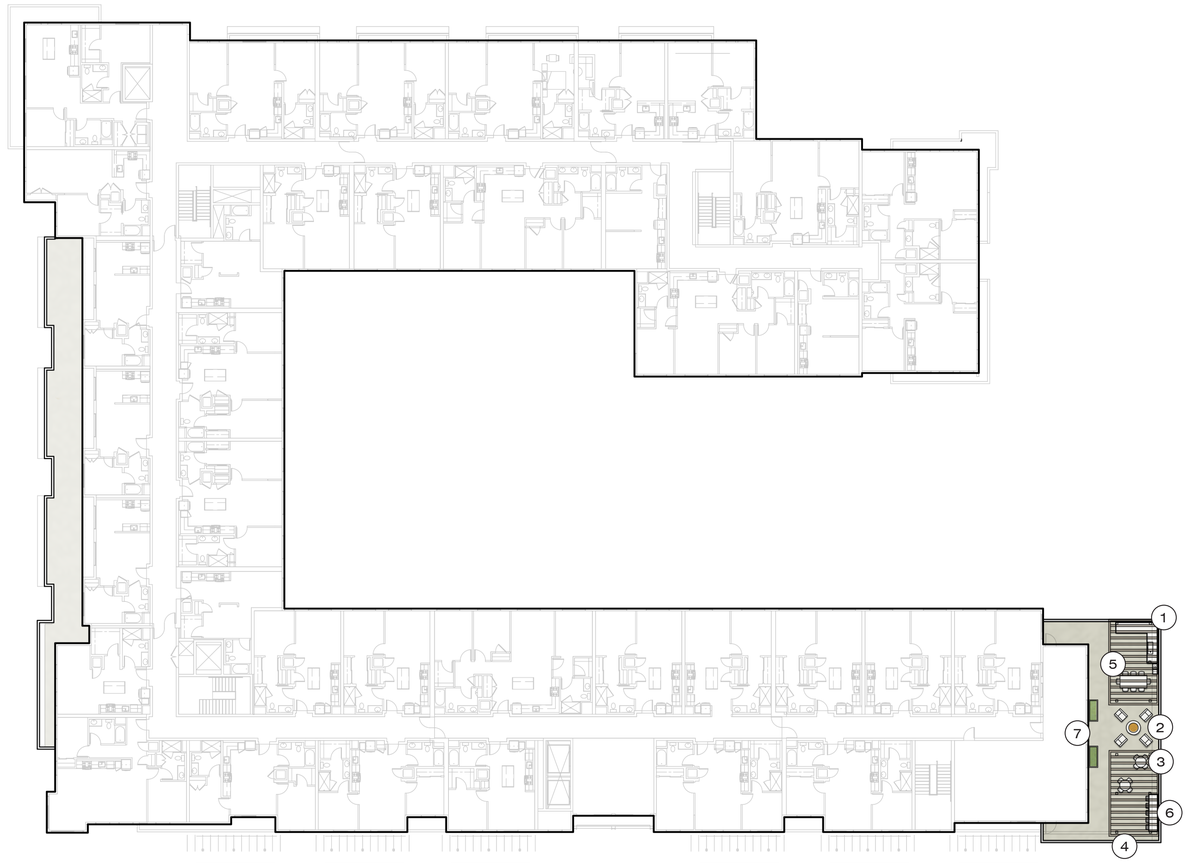
LEGEND

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

N

0 10' 20' 40' 60'

SCALE: 1" = 20'-0"



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

N

0 10' 20' 40' 60'

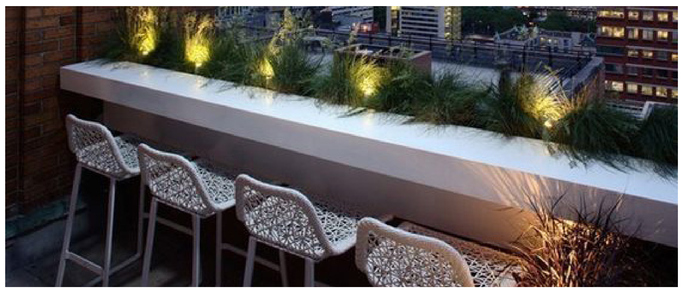
SCALE: 1" = 20'-0"

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L-3
LANDSCAPE PLAN - 6TH FLOOR
08/25/2023



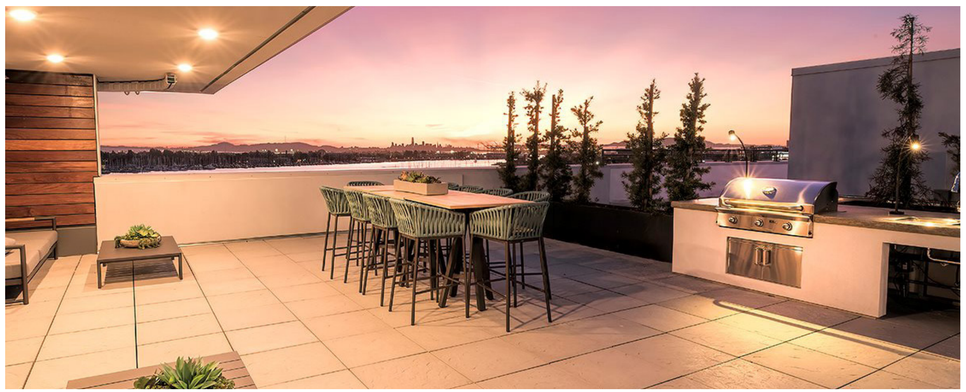
OVERLOOK COUNTER AT ROOF TERRACE



RAISED PLANTERS



BIKE RACKS



OUTDOOR KITCHEN & COUNTER SEATING AT COURTYARD



COMMUNITY GARDEN



LAWN AREA AT OVERLOOK PARK



STRING LIGHTS AT COURTYARD



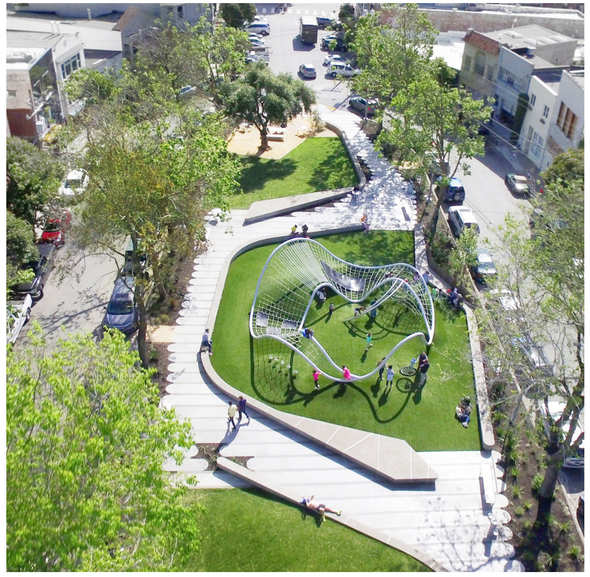
OUTDOOR GAMES AT COURTYARD



FIREPIT AT COURTYARD



ARBOR AT ROOF TERRACE

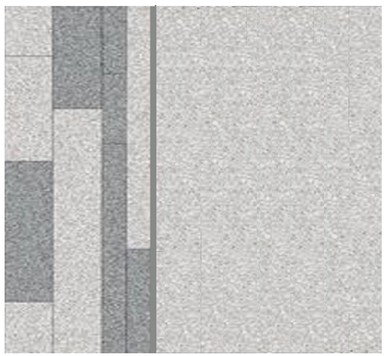


INCLUSIVE PLAYGROUND AT OVERLOOK PARK

PAVING



STANDARD CONCRETE



ENHANCED PAVING



PLAY AREA RESILIENT SURFACING



DECOMPOSED GRANITE PAVING AT COURTYARD RAISED PLANTERS

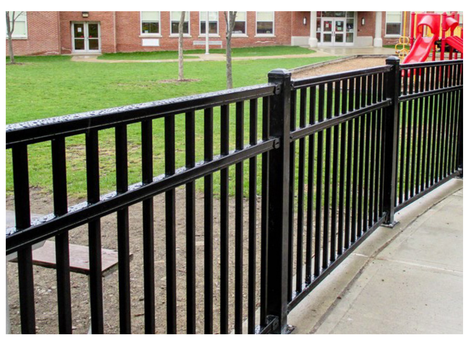


SYNTHETIC TURF AT COURTYARD



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



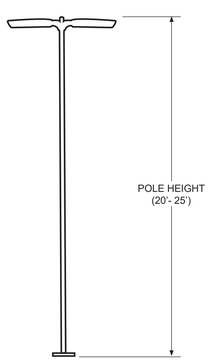
RETAINING WALL AT OVERLOOK PARK



BUILT-IN-BENCH AT RETAIL PLAZA

LIGHTING

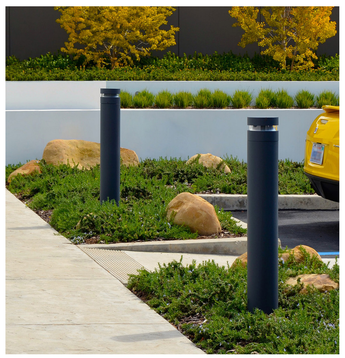




LED PARKING & ROAD LIGHT FIXTURE



PEDESTRIAN LIGHT FIXTURE



BOLLARD LIGHT AT RETAIL PLAZA



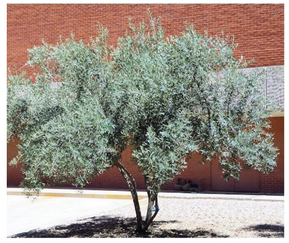
RECESSED WALL LIGHT



STRING LIGHTS AT COURTYARD



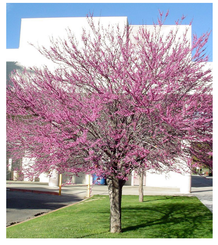







STREET TREES

PARK TREES







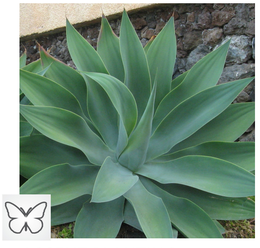

ACCENT/SMALL TREES

HILLSIDE SUCCESSION AREA



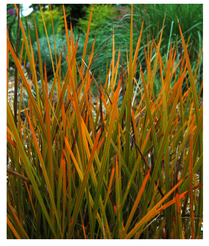







MEDIUM AND SMALL SHRUBS

ACCENT PLANTING



ACCENT PLANTING







GROUNDCOVER








C3 STORMWATER PLANTING

NOTE:
* DENOTES BUTTERFLY OR HUMMINGBIRD GARDEN SPECIES

PRELIMINARY PLANT PALETTE

STREET TREES - COORDINATE WITH CITY ARBORIST

- ACER BUERGERIANUM - TRINDENT 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
- *CEANOTHUS - 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 BOP' - 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 MAROCARPA - 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.

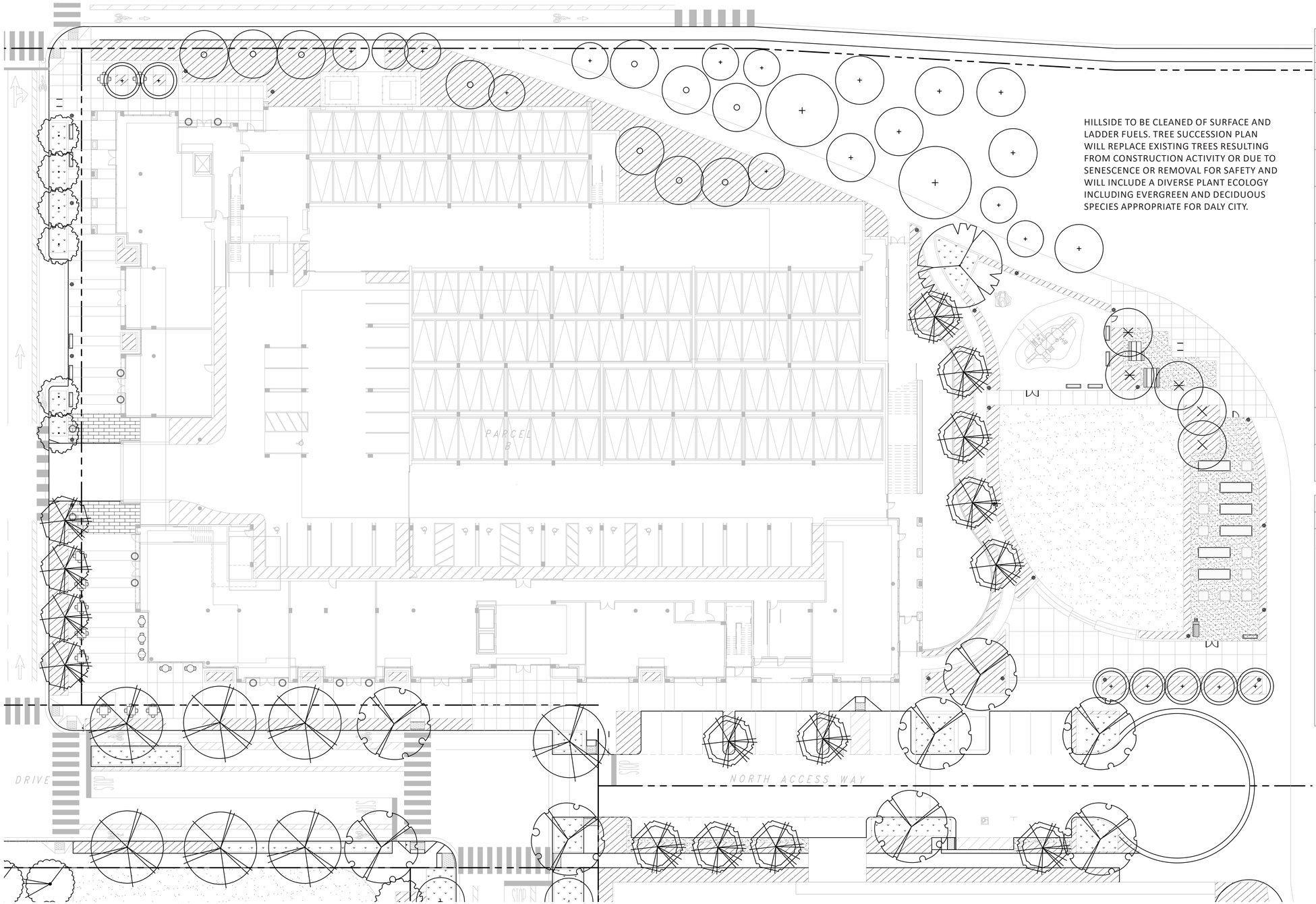
3. ALL PLANTING AREAS SHALL BE TOP-DRESSED WITH A MINIMUM 3" LAYER OF ORGANIC, UN-DYED MULCH RECYCLED FROM LOCAL ORGANIC MATERIALS SUCH AS TREE TRIMMINGS, PLANT, OR CLEAN WOOD WASTE ON EXPOSED SURFACES.

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.

7. LANDSCAPING AND IRRIGATION SHALL COMPLY WITH CHAPTER 17.41 WATER CONSERVATION IN LANDSCAPING.



HILLSIDE TO BE CLEANED OF SURFACE AND LADDER FUELS. TREE SUCCESSION PLAN WILL REPLACE EXISTING TREES RESULTING FROM CONSTRUCTION ACTIVITY OR DUE TO SENESCENCE OR REMOVAL FOR SAFETY AND WILL INCLUDE A DIVERSE PLANT ECOLOGY INCLUDING EVERGREEN AND DECIDUOUS SPECIES APPROPRIATE FOR DALY CITY.

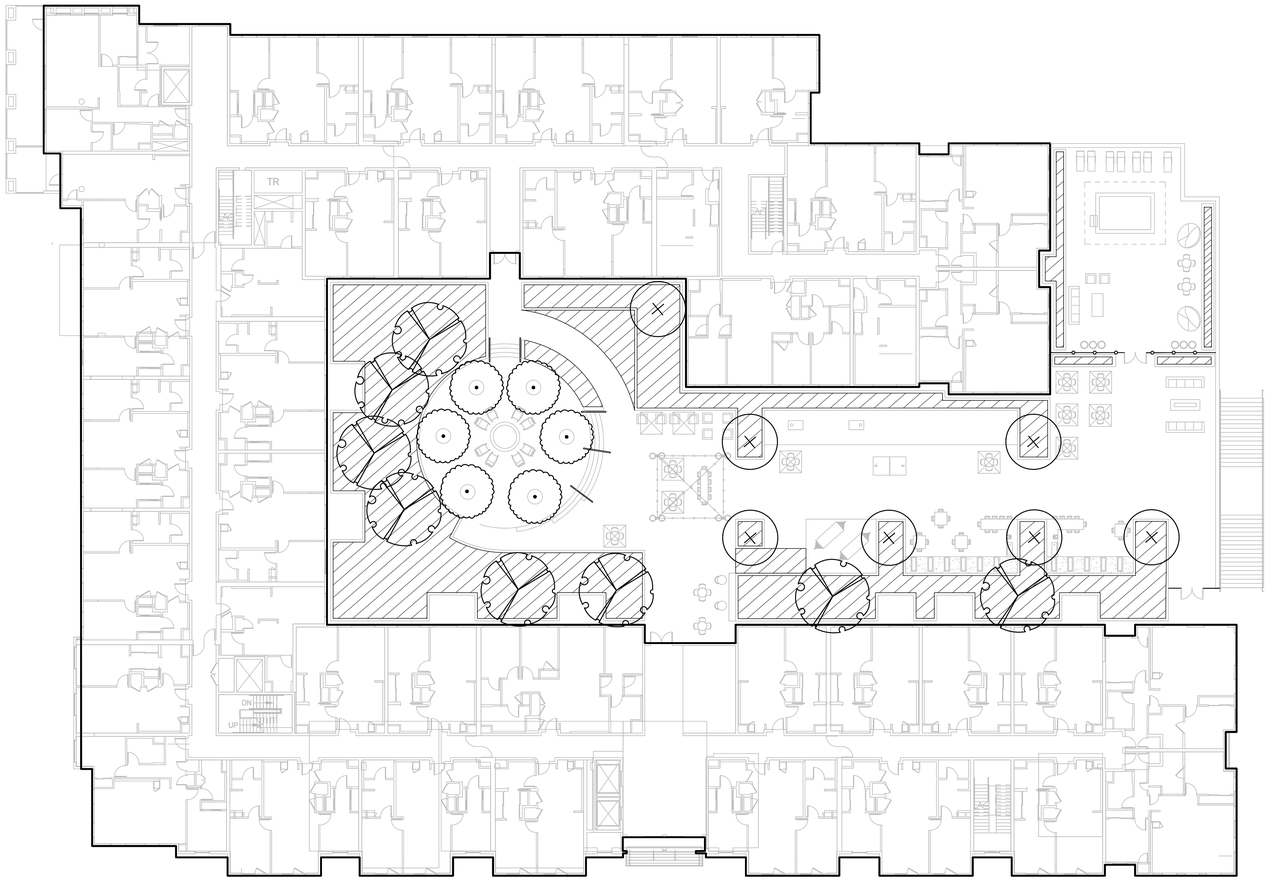
PRELIMINARY PLANT PALETTE

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

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



N

0 10' 20' 40' 60'

SCALE: 1" = 20'-0"

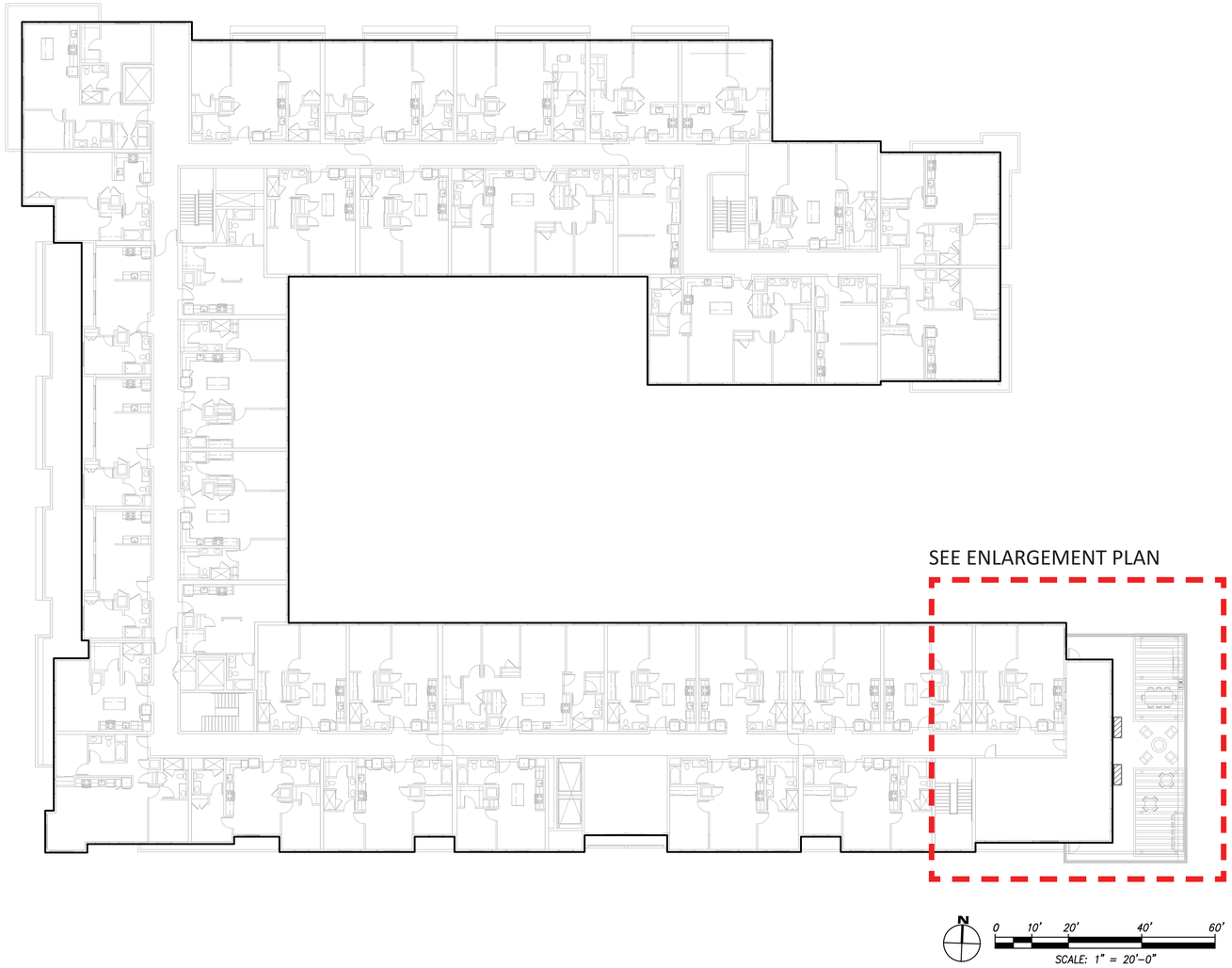
PRELIMINARY PLANT PALETTE

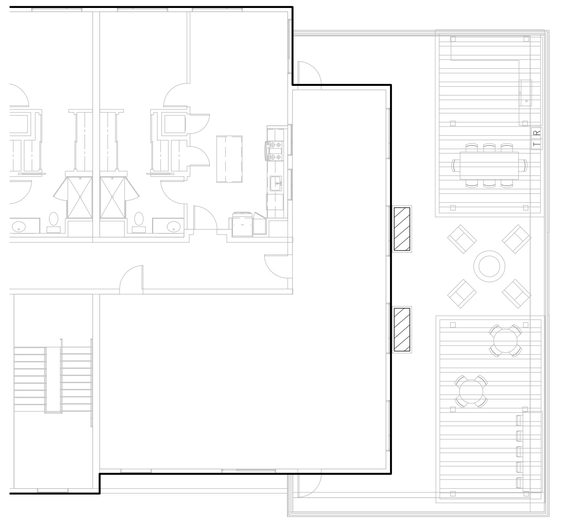
KEY	SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	WTR USE
TREES						
T-1		ACER BUERGERIANUM	TRIDENT MAPLE	24" BOX	PER PLAN	M
T-2		ACER PALMATUM	JAPANESE MAPLE	24" BOX	PER PLAN	M
T-3		ARBUTUS 'MARINA'	MARINA STRAWBERRY TREE	24" BOX	PER PLAN	L
T-4		CERCIS OCCIDENTALIS	WESTERN REDBUD	24" BOX	PER PLAN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

HILLSIDE SUCCESSION AREA

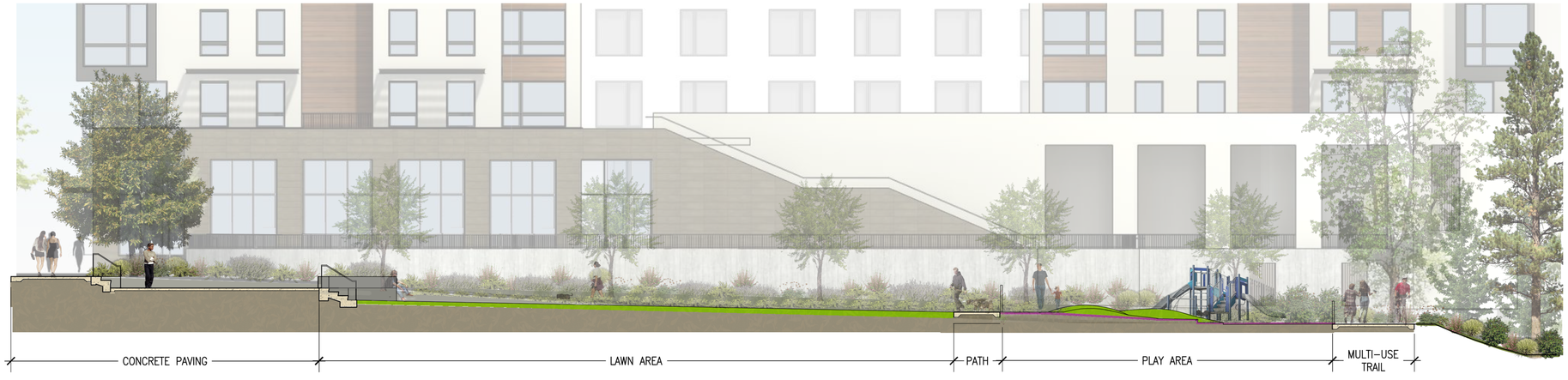
SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	WTR USE
	AESCULUS CALIFORNICA	CALIFORNIA BUCKEYE	24" BOX	L
	ACER MACROPHYLLUM	BIG LEAF MAPLE	24" BOX	L
	ARBUTUS MENZIESII	PACIFIC MADRONE	24" BOX	L
	CALOCEDRUS DECURRENS	INCENSE CEDAR	24" BOX	L
	CEANOTHUS 'RAY HARTMAN'	WILD LILAC	24" BOX	L
	HESPEROCYPARIS MACROCARPA	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
	PITTOSPORUM 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					
	ACHILLEA 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	–	–	–	–



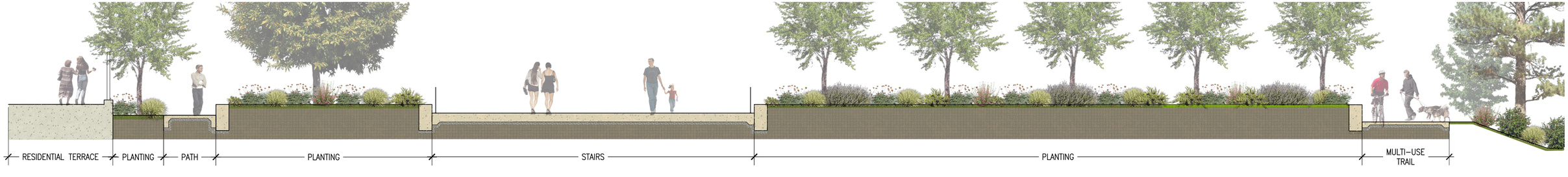


SEE SHEET L-8 FOR FULL PLANTING PLAN PALETTE



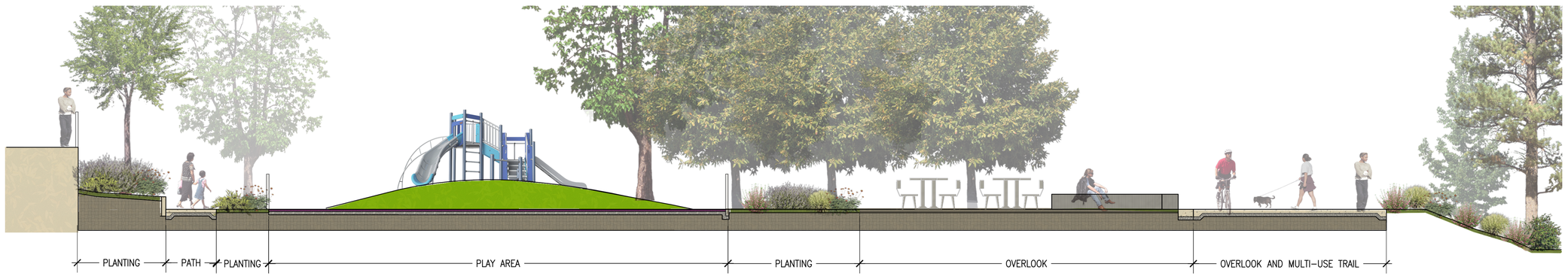
A OVERLOOK PARK SECTION ELEVATION 1

SCALE: 1/8" = 1'–0"



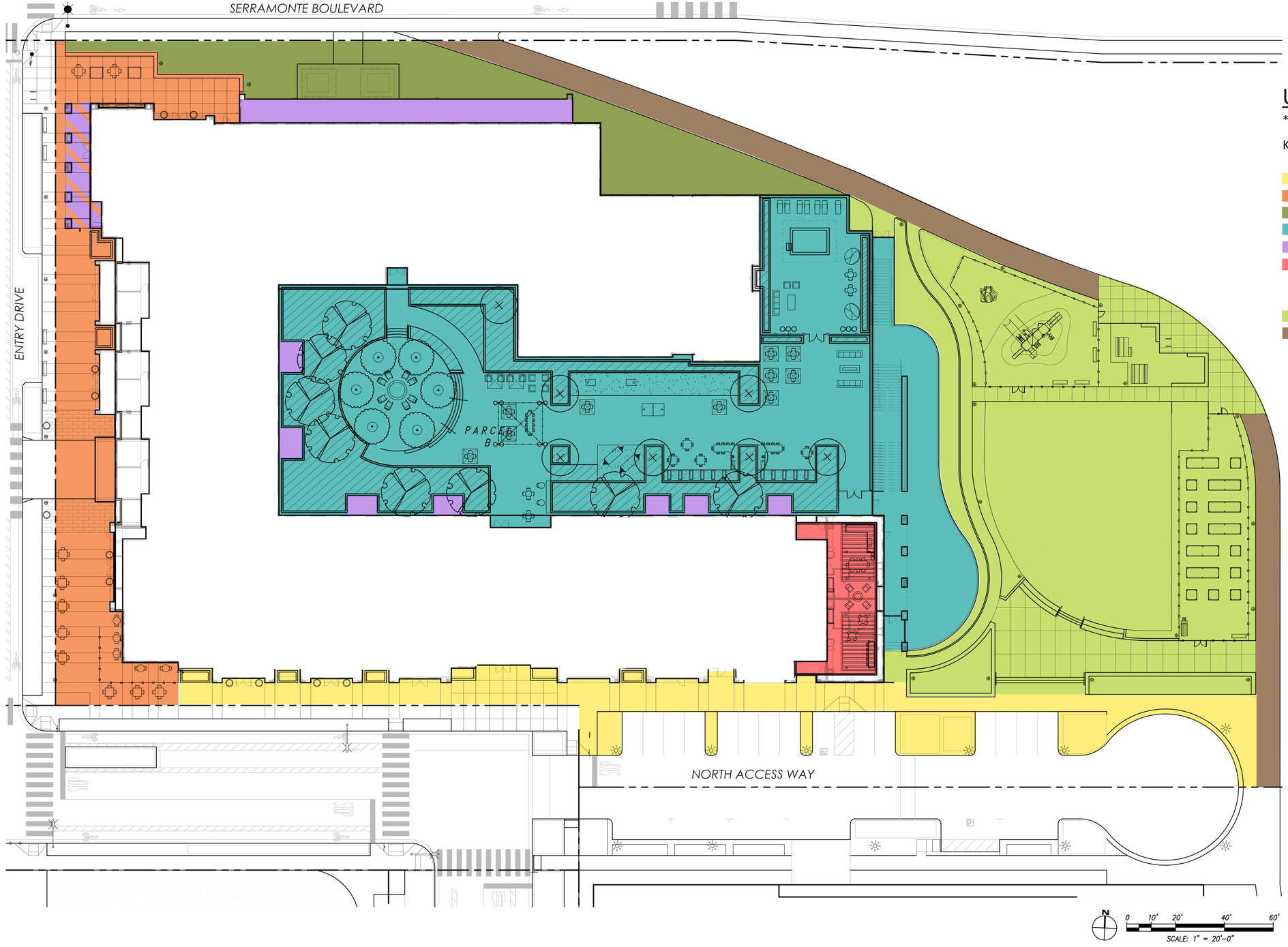
B OVERLOOK PARK SECTION 1

SCALE: 3/16" = 1'–0"



C OVERLOOK PARK SECTION 2

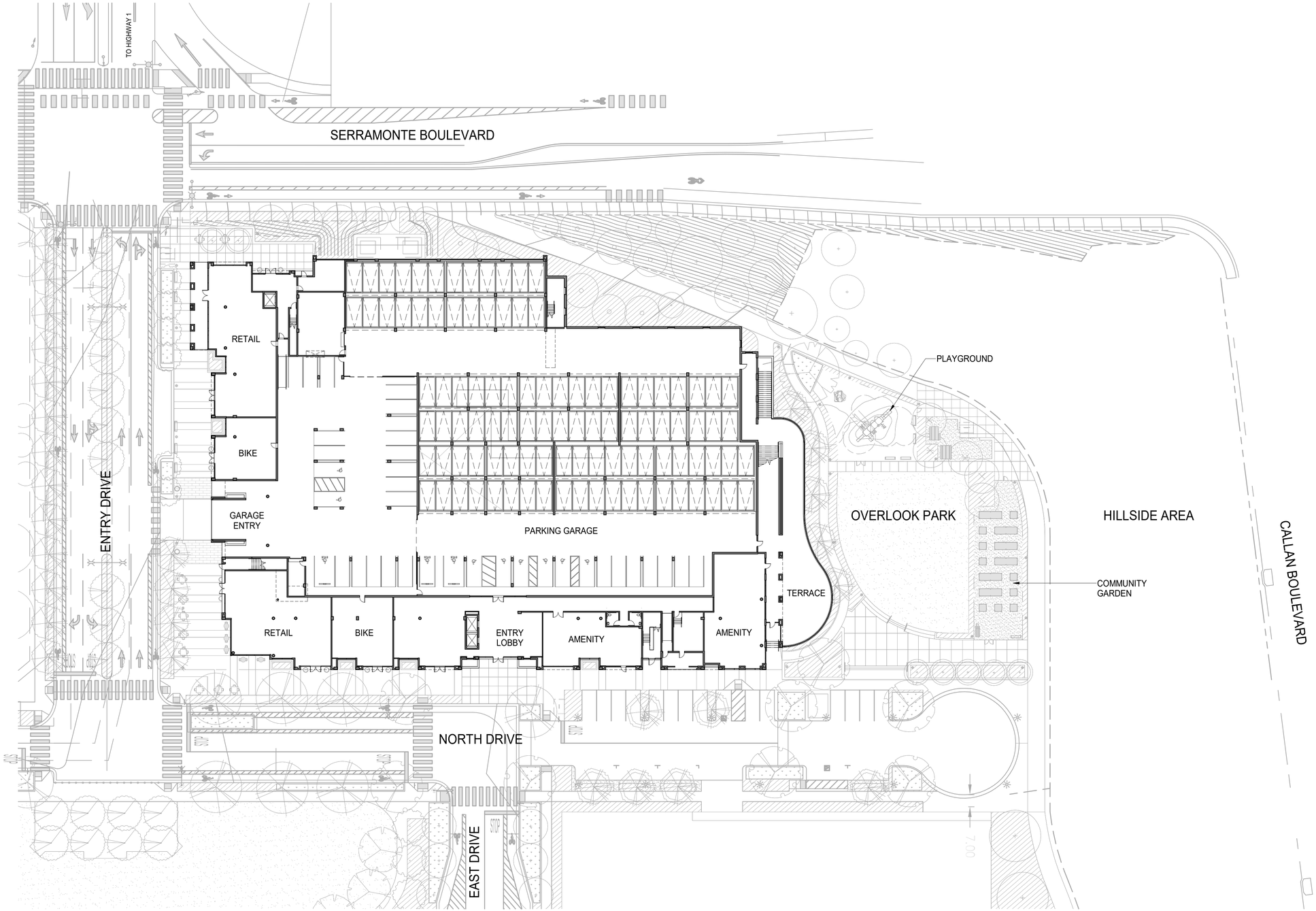
SCALE: 3/16" = 1'–0"



USEABLE OPEN SPACE SUMMARY

*SEE ARCHITECTURE DRAWINGS FOR PRIVATE BALCONY & DECK AREAS

KEY	NAME	AREA	LEVEL
	PEDESTRIAN STREETSCAPE	6,505 SF	GROUND FLOOR
	RETAIL PLAZA	6,965 SF	GROUND FLOOR
	LANDSCAPE (<10%)	5,390 SF	GROUND FLOOR
	COURTYARD & TERRACE	24,360 SF	GROUND/2ND
	*PRIVATE BALCONIES OR DECKS	2,585 SF	ALL LEVELS
	ROOF TERRACE	1,346 SF	6TH FLOOR
	SUBTOTAL	**47,151 SF**	
	PARK(<10%)	22,295 SF	GROUND FLOOR
	RECREATION TRAIL	5,985 SF	GROUND FLOOR
	SUBTOTAL	**28,280 SF**	
	TOTAL	**75,431 SF**	



TRUE NORTH

0' 15' 30' 60'

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JETT landscape Architecture + Design

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PLACEWORKS

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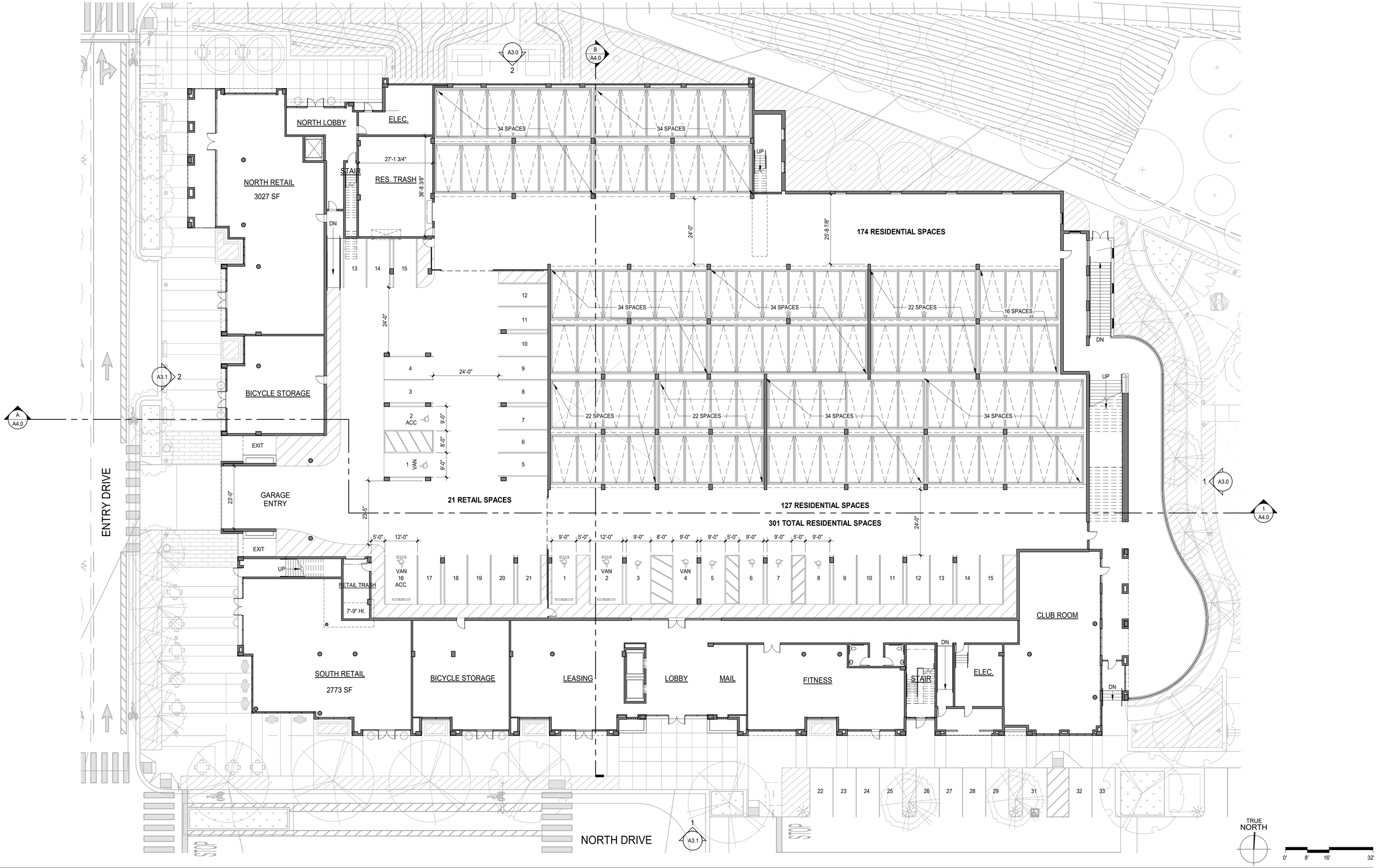
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DALY CITY, CA

Brookwood Advisors

A1.0
SITE PLAN
8/25/2023
1" = 30'-0"

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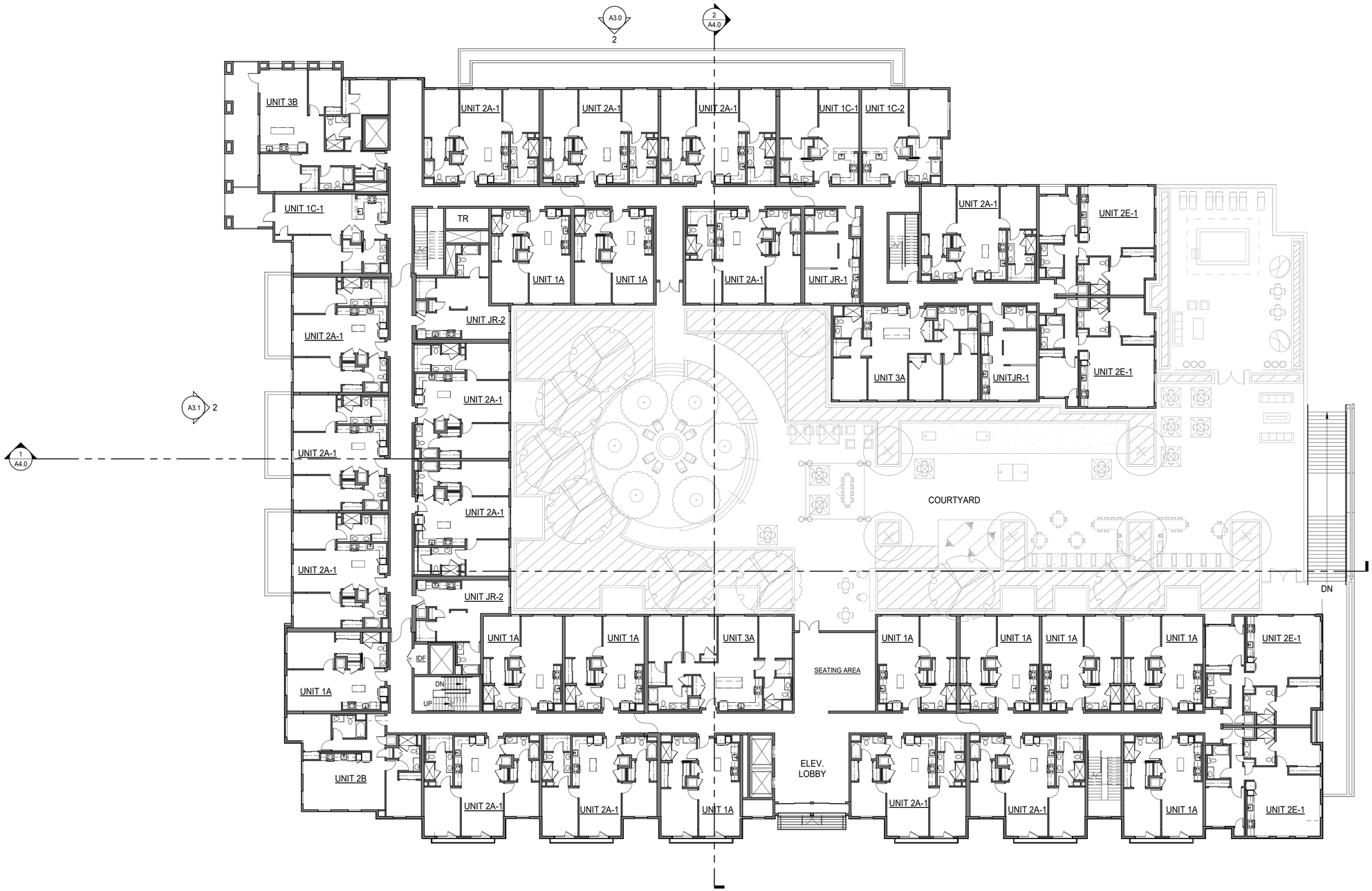
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A2.1
GROUND FLOOR PLAN
8/25/2023
1/16" = 1'-0"

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TRUE NORTH

0' 8' 16' 32'

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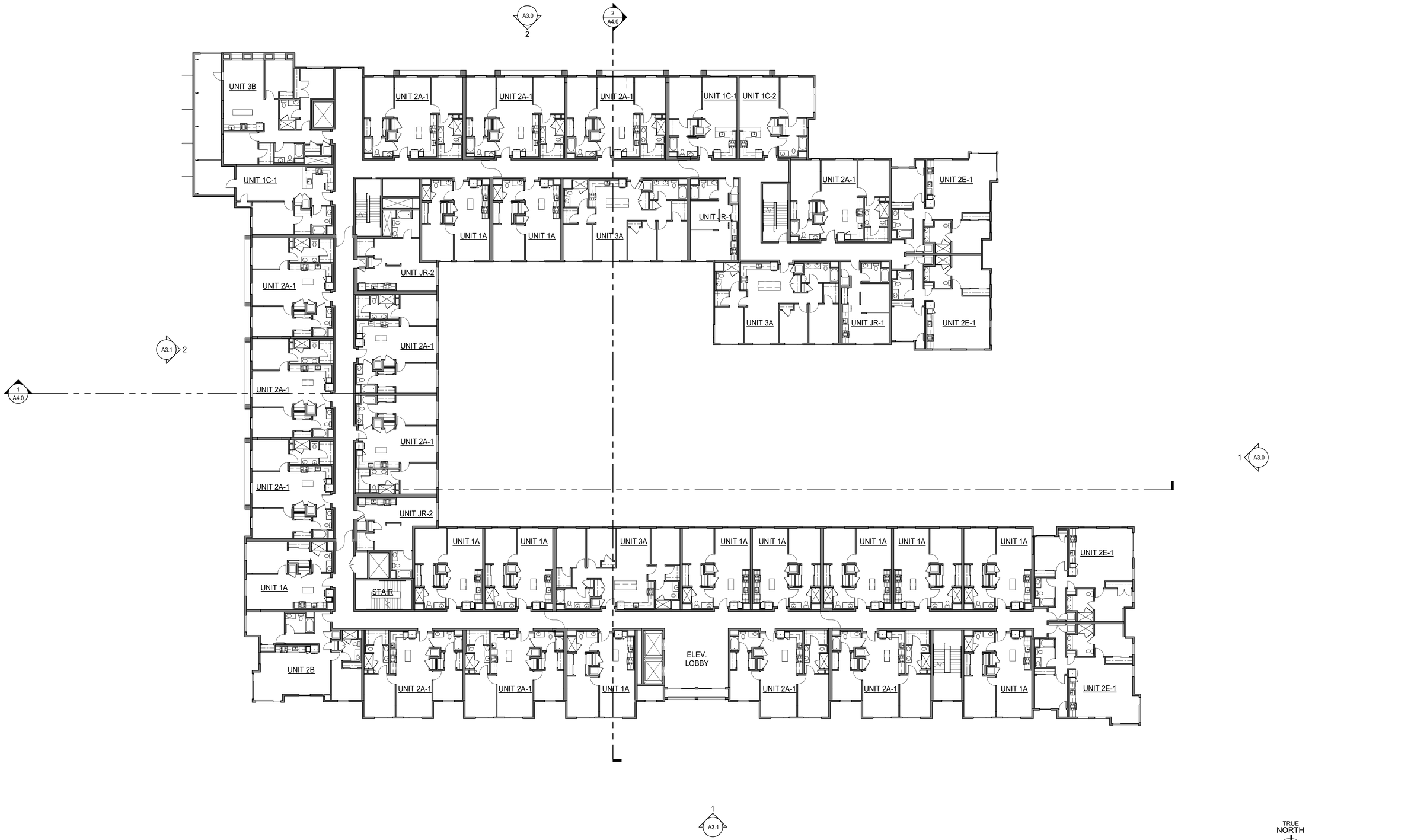
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DALY CITY, CA

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A2.2

2ND FLOOR / PODIUM PLAN
8/25/2023
1/16" = 1'-0"

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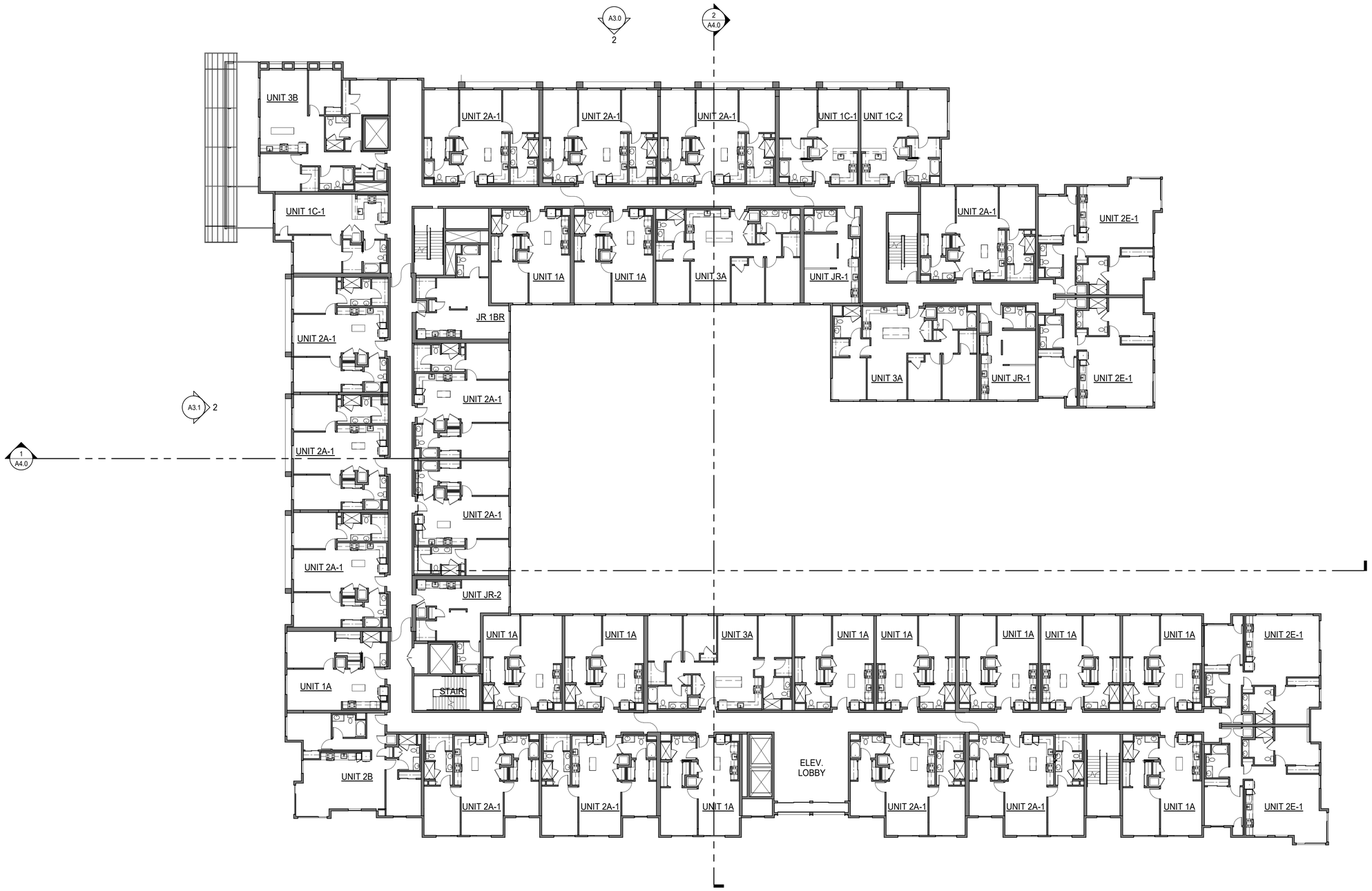
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A2.3

3RD FLOOR PLAN
8/25/2023
1/16" = 1'-0"



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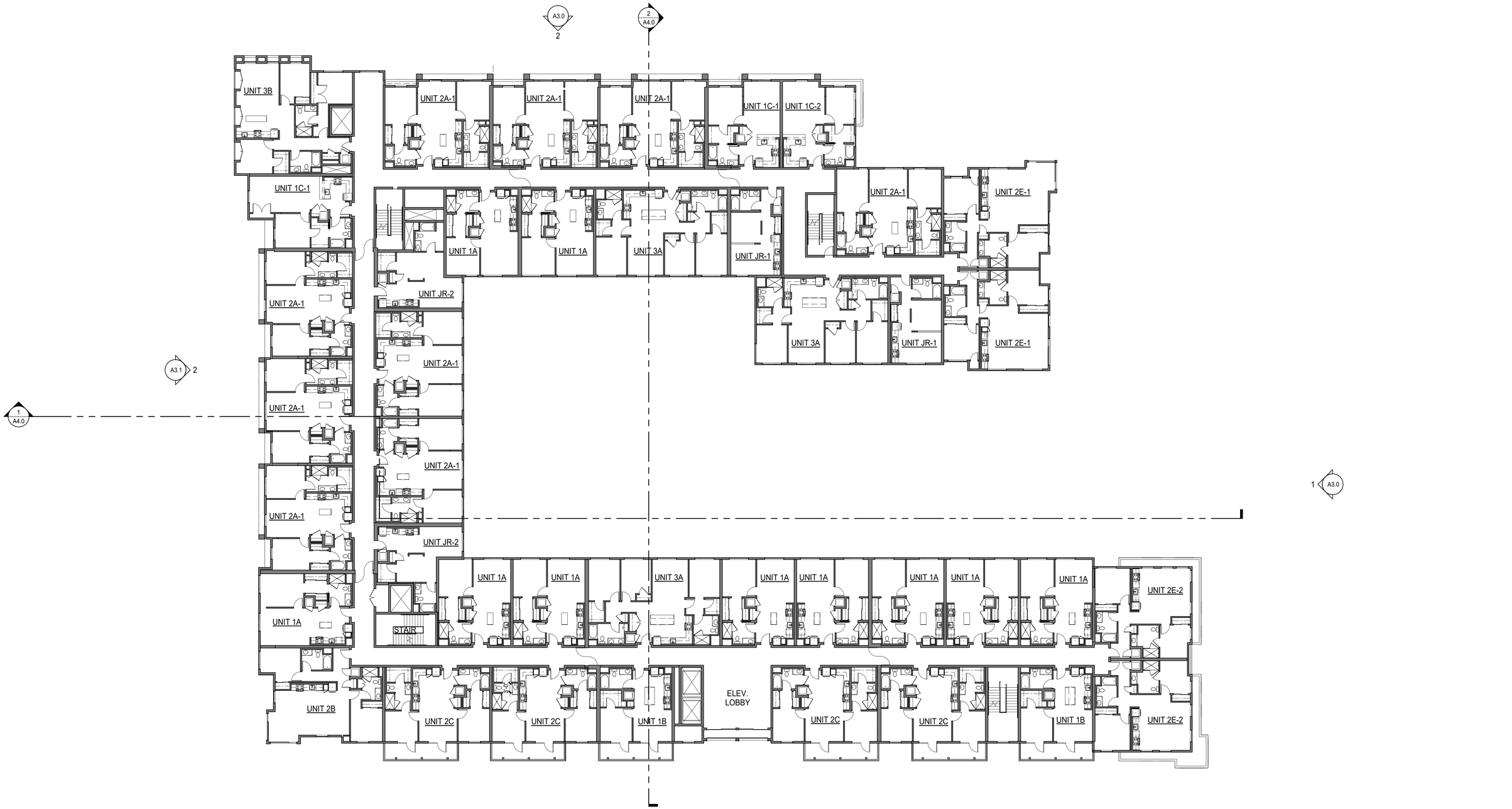
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A2.4

4TH FLOOR PLAN
8/25/2023
1/16" = 1'-0"



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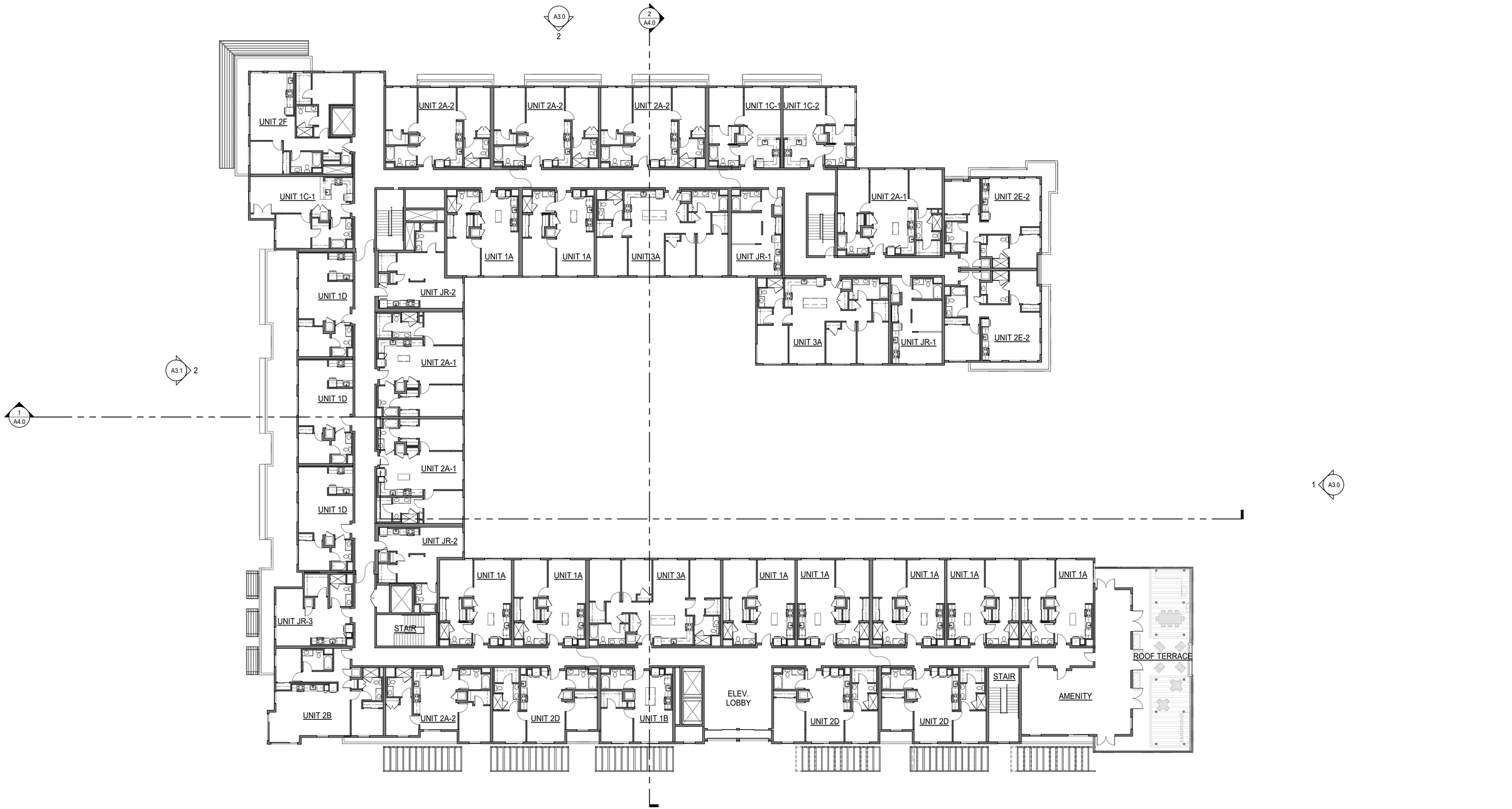
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A2.5
5TH FLOOR PLAN
8/25/2023
1/16" = 1'-0"

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TRUE NORTH

0' 8' 16' 32'

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A2.6

6TH FLOOR PLAN
8/25/2023
1/16" = 1'-0"

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TRUE NORTH

0' 8' 16' 32'

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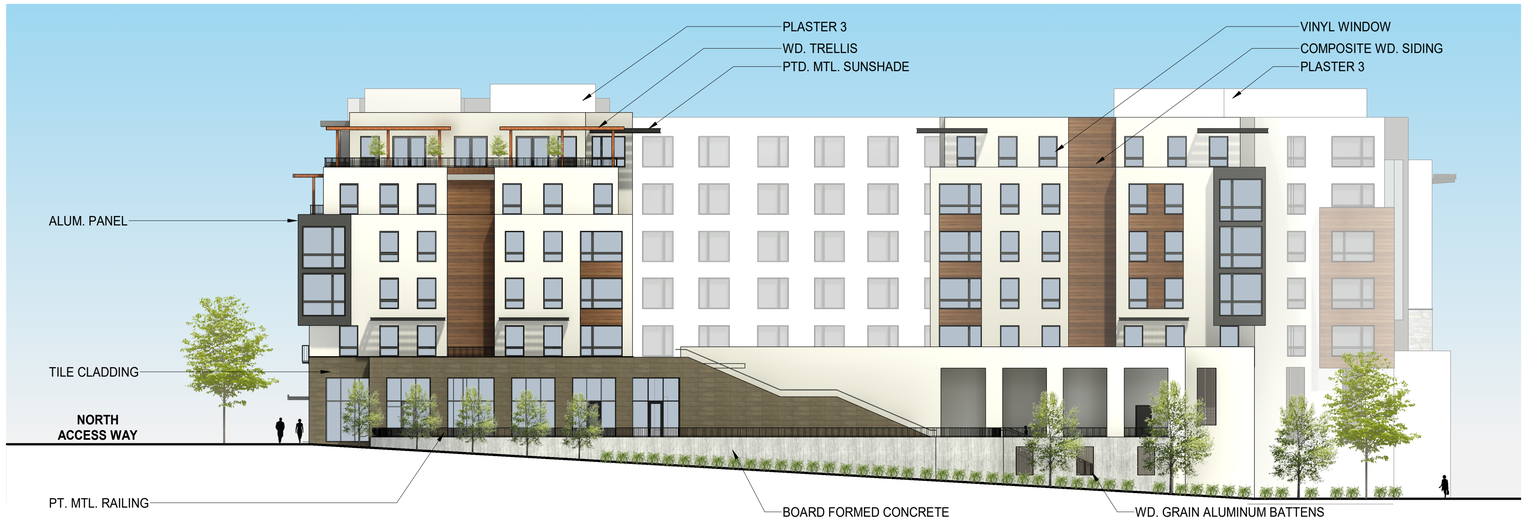
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A2.7
ROOF PLAN
8/25/2023
1/16" = 1'-0"

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1 A3.0 EAST ELEVATION (OVERLOOK PARK)
1/16" = 1'-0"



2 A3.0 NORTH ELEVATION (SERRAMONTE BLVD.)
1/16" = 1'-0"

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A3.0
EAST & NORTH ELEVATION
8/25/2023
1/16" = 1'-0"

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1 A3.1 SOUTH ELEVATION (NORTH DRIVE)
1/16" = 1'-0"



2 A3.1 WEST ELEVATION (ENTRY DRIVE)
1/16" = 1'-0"

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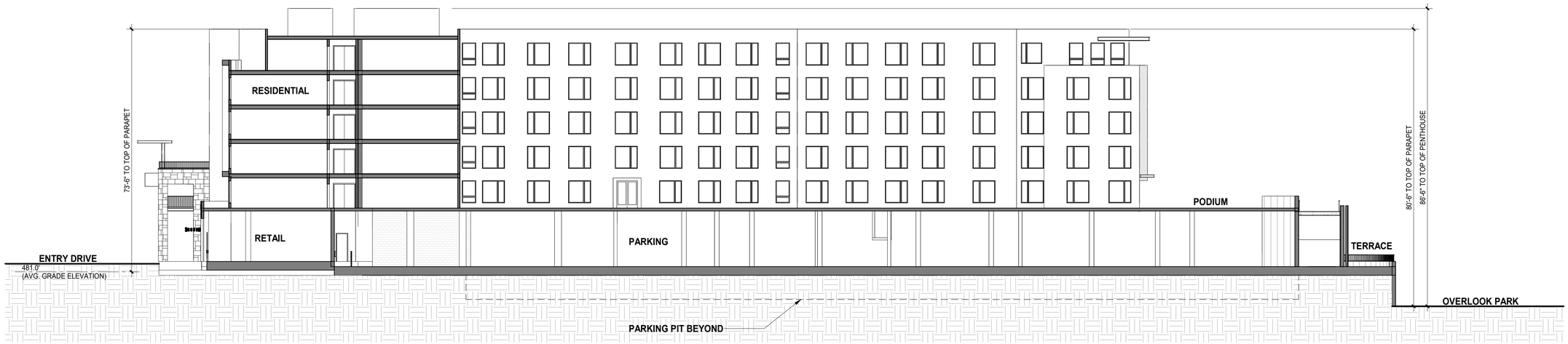
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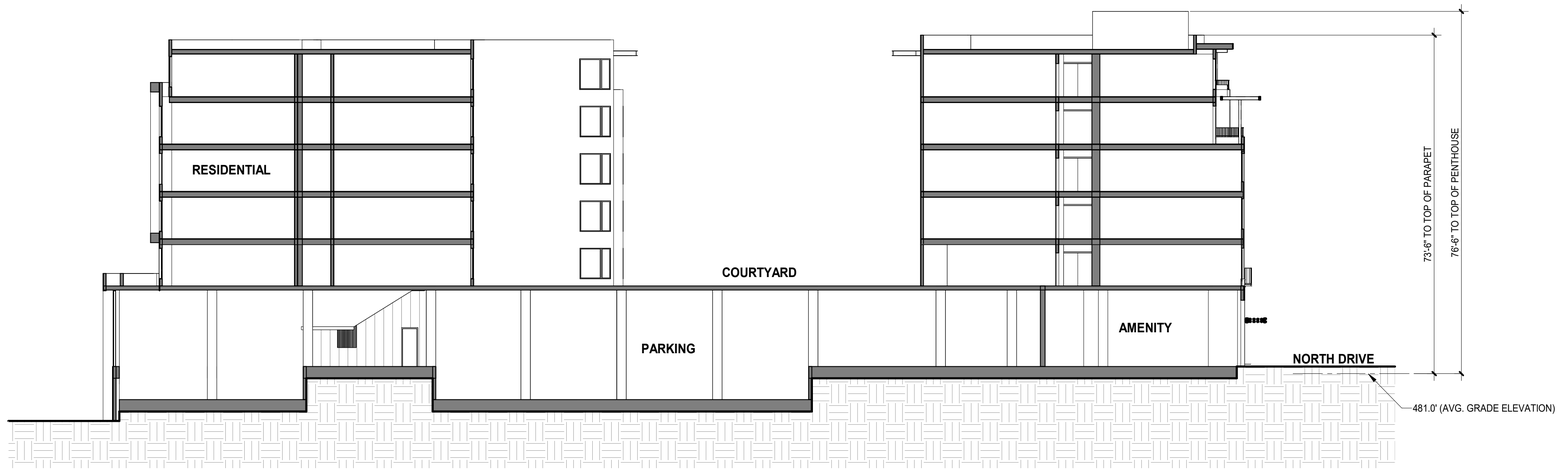
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A3.1
SOUTH & WEST ELEVATION
8/25/2023
1/16" = 1'-0"

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



B

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

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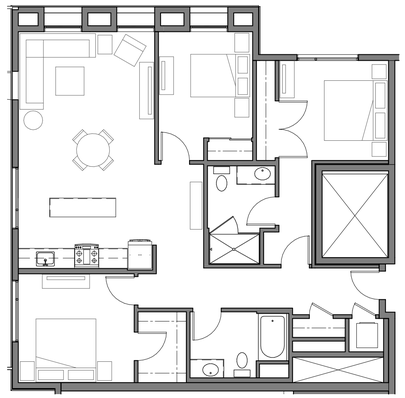
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DALY CITY, CA

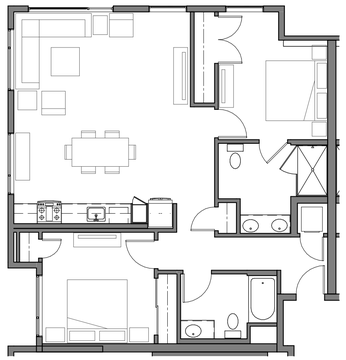
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A4.0
BUILDING SECTIONS
8/25/2023
1/16" = 1'-0"

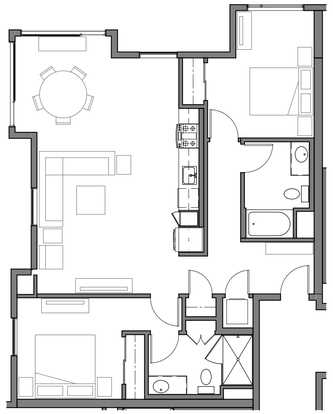
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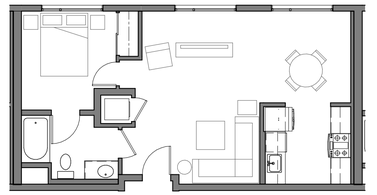
13 A5.0 **UNIT 3B**
1/8" = 1'-0" 1505 SF



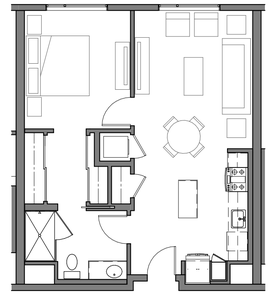
11 A5.0 **UNIT 2E**
1/8" = 1'-0" 1159 SF



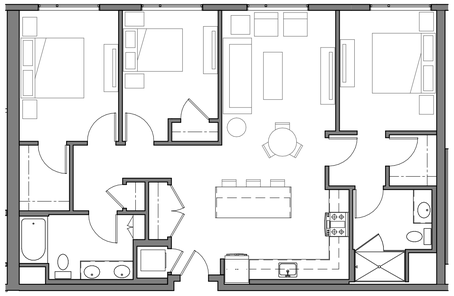
8 A5.0 **UNIT 2B**
1/8" = 1'-0" 1171 SF



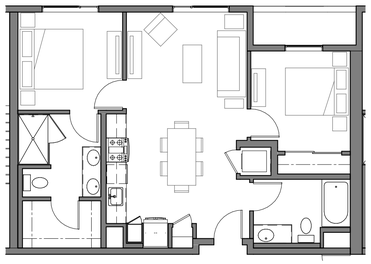
15 A5.0 **UNIT 1D**
1/8" = 1'-0" 691 SF



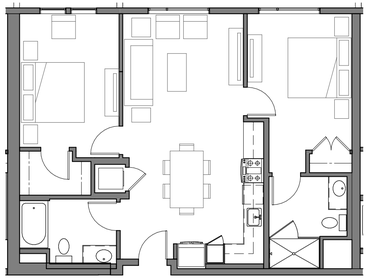
3 A5.0 **UNIT 1A**
1/8" = 1'-0" 745 SF



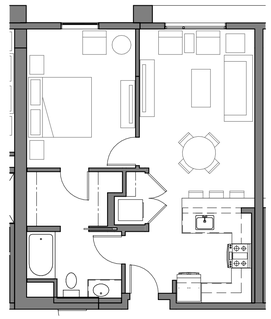
12 A5.0 **UNIT 3A**
1/8" = 1'-0" 1350 SF



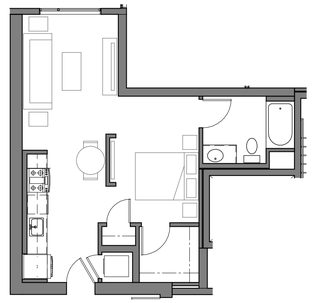
10 A5.0 **UNIT 2D**
1/8" = 1'-0" 890 SF



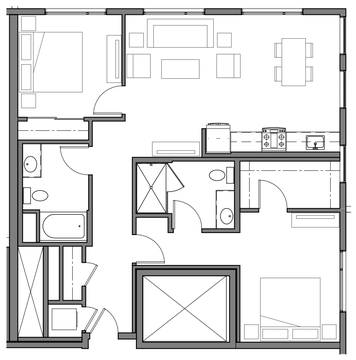
7 A5.0 **UNIT 2A-2**
1/8" = 1'-0" 1007 SF



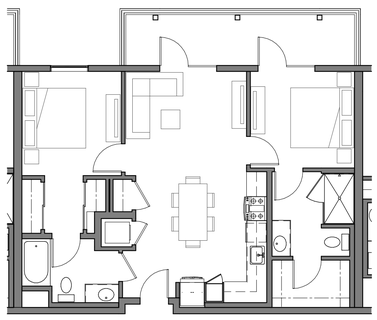
5 A5.0 **UNIT 1C**
1/8" = 1'-0" 750 SF



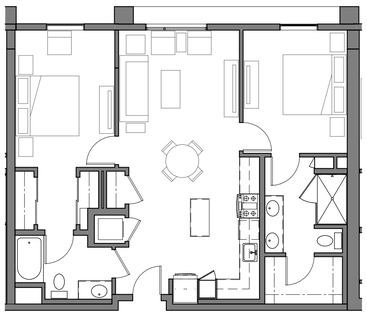
2 A5.0 **UNIT ST/JR-2**
1/8" = 1'-0" 607 SF



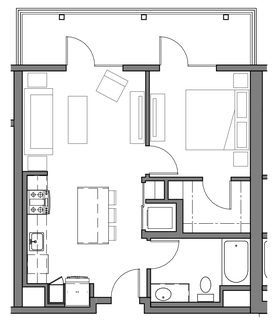
14 A5.0 **UNIT 2F**
1/8" = 1'-0" 1242 SF



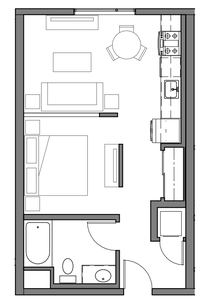
9 A5.0 **UNIT 2C**
1/8" = 1'-0" 931 SF



6 A5.0 **UNIT 2A-1**
1/8" = 1'-0" 1080 SF



4 A5.0 **UNIT 1B**
1/8" = 1'-0" 649 SF



1 A5.0 **UNIT ST/JR-1**
1/8" = 1'-0" 539 SF

0' 4' 8' 16'

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SERRAMONTE DEL REY, PARCEL B
DALY CITY, CA

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A5.0
UNIT PLANS
8/25/2023
1/8" = 1'-0"

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JEFFERSON UNION HIGHSCHOOL DISTRICT
699 SERRAMONTE BOULEVARD
TENTATIVE MAP
DALY CITY, SAN MATEO COUNTY, CA

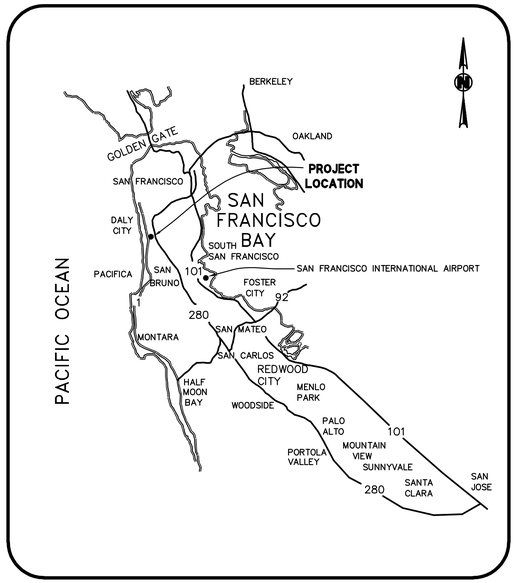
699 SERRAMONTE BOULEVARD
TENTATIVE MAP LOT SUMMARY (*)

COMMERCIAL/RESIDENTIAL PARCELS				
LOT/PARCEL NO.	MAX NO. UNITS	ANTICIPATED NO. DWELLING UNITS**	AREA ACRES	USE
"A"	122	122	3.68	LOT FOR RESIDENTIAL (APARTMENT) BUILDING
"B"	210	201 (**)	4.26	LOT FOR COMMERCIAL/RESIDENTIAL (APARTMENT) BUILDING
"C"	152	152 (**)	1.93	LOT FOR A RESIDENTIAL (APARTMENT) BUILDING
"C¹ "	–	–	–	LOT FOR A RESIDENTIAL (APARTMENT) BUILDING (***)
"D"	270	188 (**)	2.83	LOT FOR RESIDENTIAL (APARTMENT) BUILDING
"E"	330	290 (**)	2.88	LOT FOR RESIDENTIAL (APARTMENT) BUILDING
"F"	400	282 (**)	3.99	LOT FOR RESIDENTIAL (APARTMENT) BUILDING
"F¹ "	–	–	–	LOT FOR RESIDENTIAL (APARTMENT) BUILDING (***)
1	–	–	0.47	COMMON AREA FOR ROADWAY PURPOSES
2	–	–	0.61	COMMON AREA FOR ROADWAY PURPOSES
3	–	–	0.30	COMMON AREA FOR ROADWAY PURPOSES
4	–	–	0.49	COMMON AREA FOR ROADWAY PURPOSES
5	–	–	0.72	COMMON AREA FOR ROADWAY PURPOSES
TOTAL NUMBERED PARCEL IN PLAN	–	–	2.59	
TOTAL LETTERED PARCEL IN PLAN	–	–	19.57	
LOT 2A	–	–	2.48	EXISTING PRIVATE LOT
LOT 3	–	–	2.59	EXISTING PRIVATE ROAD
SUBTOTAL	**1484**	**1,235**	**27.23**	
TOTAL NUMBER OF DWELLING UNITS (***)				**1,235 TOTAL UNITS**

* SEE GENERAL NOTES THIS SHEET
** UNIT COUNT PER PARCEL MAY CHANGE
*** LOT C^1 AND LOT F^1 DENOTE ZERO-SQUARE-FOOT LOTS WITHIN PARCELS C AND F. THESE LOTS MAY NOT BE DEVELOPED UNTIL THAT TIME A LOT LINE ADJUSTMENT IS APPROVED WHICH CREATES A LOT THAT IS AT LEAST 10,000-SQUARE FEET IN AREA AND WHICH COMPLIES WITH OTHER OBJECTIVE STANDARDS OF THE PRECISE PLAN. THE PURPOSE OF LOT LINE ADJUSTMENTS TO A ZERO-SQUARE FOOT LOT IS TO STREAMLINE MINISTERIAL REVIEW TO FACILITATE AFFORDABLE HOUSING FINANCING AND/OR THE BUILDOUT OF THE PLAN AREA CONSISTENT WITH THE OBJECTIVE DEVELOPMENT STANDARDS OF THE SERRAMONTE DEL REY PRECISE PLAN.
**** MAXIMUM DWELLING UNITS FOR PROPOSED DEVELOPMENT SHALL NOT EXCEED 1,235.

LEGEND

	PROPOSED	EXISTING
PROPERTY LINE		
LOT LINE		
EASEMENT		
EASEMENT		
CONTOUR LINE	510	510
STORM DRAIN LINE		
SANITARY SEWER LINE	SS	SS
WATER LINE	W	W
FIRE WATER LINE	WF	WF
OVERHEAD LINE	OH	OH
ELECTRICAL LINE	E	E
TELEPHONE LINE	T T	T T
FIBER OPTIC LINE	FO	FO
STREET LIGHT LINE	SL	SL
GAS LINE	G	G
JOINT TRENCH	JT	JT
STREET/PARKING LIGHT		
MANHOLE		
CLEANOUT	CO	
DROP INLET, UTILITY BOX		
AREA DRAIN		
TRAFFIC SIGN		
TRAFFIC SIGNAL		



LOCATION MAP
NTS



VICINITY MAP
NTS

ABBREVIATIONS

AB	AGGREGATE BASE	INV	INVERT
AC	ASPHALT CONCRETE	JP	JOINT POLE
AD	AREA DRAIN	JT	JOINT TRENCH
APN	ASSESSORS PARCEL NUMBER	L	LENGTH
APPROX.	APPROXIMATE	LB	POUND(S)
ARV	AIR RELEASE VALVE	LF	LINEAR FEET
BLDG	BUILDING	MAX	MAXIMUM
BM	BENCH MARK	MH	MANHOLE
BO	BLOWOFF	MIN	MINIMUM
BW	BACK OF WALK	MISC	MISCELLANEOUS
℄	CENTER LINE	MON	MONUMENT
CB	CATCH BASIN	NO., #	NUMBER
C&G	CURB & GUTTER	NTS	NOT TO SCALE
CIP	CAST IRON PIPE	OH	OVERHEAD
CO	CLEANOUT	ℙ	PROPERTY LINE
CONC	CONCRETE	PG&E	PACIFIC GAS AND ELECTRIC
CR	CURB RAMP	PP	POWER POLE
CY	CUBIC YARD	PRV	PRESSURE REDUCING VALVE
DI	DUCTILE IRON	P.A.E	PUBLIC ACCESS EASEMENT
DIA	DIAMETER	P.S.E	PUBLIC SEWER EASEMENT
DIP	DUCTILE IRON PIPE	P.U.E	PUBLIC UTILITY EASEMENT
DWY	DRIVEWAY	P.W.E	PUBLIC WATER EASEMENT
(E)	EXISTING	PVC	POLYVINYL CHLORIDE
E	ELECTRICAL	RCP	REINFORCED CONCRETE PIPE
EA	EACH	R/W	RIGHT OF WAY
EP	EDGE OF PAVEMENT	SD	STORM DRAIN
ESMT	EASEMENT	SDCO	STORM DRAIN CLEAN OUT
E.V.A.E.	EMERGENCY VEHICLE ACCESS EASEMENT	S.D.E	PRIVATE STORM DRAIN EASEMENT
EX	EXISTING	SDMH	STORM DRAIN MANHOLE
F/C	FACE OF CURB	SF	SQUARE FEET
FDC	FIRE DEPARTMENT CONNECTION	SS	SANITARY SEWER
FF	FINISHED FLOOR ELEVATION	SSCO	SANITARY SEWER CLEANOUT
FG	FINISHED GRADE	SSE	SANITARY SEWER EASEMENT
FH	FIRE HYDRANT	SSMH	SANITARY SEWER MANHOLE
FL	FLOW LINE	STD	STANDARD
FS	FINISHED SURFACE	SW	SIDEWALK
FT	FEET	T	TELEPHONE
G	GAS	TC	TOP OF CURB
GALV	GALVANIZED	TG	TOP OF GRATE
GB	GRADE BREAK	TYP	TYPICAL
GR	GRADE	UG	UNDER GROUND
GV	GATE VALVE	VCP	VITRIFIED CLAY PIPE
HP	HIGH POINT	W/	WITH
HV	HIGH VOLTAGE	WE	WATER EASEMENT
ID	INSIDE DIAMETER	WM	WATER METER
IEE	INGRESS/EGRESS EASEMENT	WV	WATER VALVE
IN	INCHES	W	WATER

BENCHMARK:

CITY OF DALY CITY MONUMENT "AG20" AT THE INTERSECTION OF SERRAMONTE BLVD. AND CALLAN BLVD. AT THE SOUTH WESTERLY SIDE OF SERRAMONTE SHOPPING CENTER.
ELEVATION = 415.472', NGVD DATUM

BASIS OF BEARINGS:

THE BEARING OF NORTH 11°23'04" WEST BETWEEN THE TWO FOUND MONUMENTS ON CALLAN BOULEVARD AS SHOWN ON THAT CERTAIN PARCEL MAP FILED FOR RECORD ON DECEMBER 18, 1985, IN BOOK 56 OF MAPS AT PAGES 68, SAN MATEO COUNTY RECORDS, WAS TAKEN AS THE BASIS OF BEARINGS FOR THIS MAP.

RECORD REFERENCES:

PARCEL A AS SHOWN ON THAT CERTAIN PARCEL MAP FILED DECEMBER 18, 1985 IN BOOK 56 OF PARCEL MAPS, PAGES 68 AND 69, RECORDS OF SAN MATEO COUNTY, CALIFORNIA. LOT 1, 2A & 3 AS SHOWN ON THAT CERTAIN MAP FILED SEPTEMBER 12, 1986 IN BOOK 115 OF PARCEL MAPS, PAGES 35 AND 36. APNs 091-211-230, 091-211-270, 091-211-280, 091-211-290.

UNAUTHORIZED CHANGES & USES:

THE ENGINEER PREPARING THESE PLANS WILL NOT BE RESPONSIBLE FOR, OR LIABLE FOR, UNAUTHORIZED CHANGES TO OR USES OF THESE PLANS. ALL CHANGES TO THESE PLANS MUST BE IN WRITING AND MUST BE APPROVED BY THE PREPARER OF THESE PLANS.

PROJECT INFORMATION

PROPERTY DESCRIPTION:	APN 091-211-230 EXISTING LAND USE: COMMERCIAL PROPOSED LAND USE: COMMERCIAL/RESIDENTIAL
OWNER/SUBDIVIDER:	JEFFERSON UNION HIGH SCHOOL DISTRICT 699 SERRAMONTE BOULEVARD, SUITE 100 DALY CITY, CA 94015
ENGINEER:	BKF ENGINEERS 255 SHORELINE DRIVE, SUITE 200 REDWOOD CITY, CA 94065 (650)482-6300
ACREAGE: EXISTING	19.83 AC
PROPOSED	19.71 AC
CURRENT ZONING:	PD-31/PD-31A
STORM DRAIN:	CITY OF DALY CITY
SEWAGE DISPOSAL:	NORTH SAN MATEO COUNTY SANITATION DISTRICT
WATER SUPPLY:	CITY OF DALY CITY
GAS AND ELECTRIC:	PG&E
TELEPHONE:	AT&T
CABLE:	COMCAST
FLOOD ZONE:	SITE CURRENTLY FALLS WITHIN AREAS OF MINIMAL FLOOD HAZARD IN ZONE X BASED ON FIRM MAP NUMBER 06081C0036F, DATED AUGUST 2, 2017.

SHEET INDEX

C1.0	TITLE SHEET
C2.0	EXISTING CONDITIONS PLAN
C2.1	EXISTING CONDITIONS PLAN
C3.0	EXISTING MAPPING PLAN
C3.1	EXISTING EASEMENT PLAN
C3.2	EXISTING EASEMENT PLAN
C4.0	CONCEPTUAL SITE PLAN
C4.1	CONCEPTUAL SITE PLAN
C4.2	CONCEPTUAL SITE PLAN
C5.0	PROPOSED MAPPING PLAN
C5.1	PROPOSED EASEMENT PLAN
C6.0	CONCEPTUAL GRADING PLAN
C6.1	STORM DRAIN LEGEND AND DETAIL
C6.2	CONCEPTUAL TREE PLANTING PLAN
C7.0	CONCEPTUAL UTILITY PLAN
C8.0	CONCEPTUAL TREE PLANTING PLAN

GENERAL NOTES

1. EROSION CONTROL PLAN WILL CONFORM TO APPLICABLE CITY, STATE AND FEDERAL STANDARDS.

2. THE OWNER INTENDS TO FILE MULTIPLE FINAL MAPS FOR AN THIRTEEN LOT SUBDIVISION FOR APARTMENTS AND COMMERCIAL PURPOSES.

3. THE NUMBER OF UNITS PER LOT IS SUBJECT TO CHANGE HOWEVER, THE MAXIMUM NUMBER OF UNITS WILL NOT BE EXCEEDED FOR THE DEVELOPMENT.

4. THE COMMON AREAS FOR ROADWAY PURPOSES INCLUDE
   4.1 PUBLIC ACCESS FOR PEDESTRIANS/VEHICLES/BICYCLES,
   4.2 PUBLIC UTILITIES INCLUDING POWER/GAS/DATA/TELECOM,
   4.3 PUBLIC WATER/SEWER EASEMENTS AS SHOWN,
   4.4 PRIVATE STORM DRAINS, STREET LIGHTS, IRRIGATION AND LANDSCAPING.

ENGINEER'S STATEMENT

THIS TENTATIVE MAP HAS BEEN PREPARED BY ME OR UNDER MY DIRECTION IN ACCORDANCE WITH STANDARD ENGINEERING PRACTICE.

TIMOTHY HEFFERNAN
PROJECT MANAGER
BKF ENGINEERS
P.E. #67089

REGISTERED PROFESSIONAL ENGINEER — TIMOTHY P. HEFFERNAN — No. 67089 — Exp. 9/30/24 — CIVIL — STATE OF CALIFORNIA

10/27/2023
DATE

255 SHORELINE DR
SUITE 200
REDWOOD CITY, CA 94065
650-482-6300
650-482-6399 (FAX)
BKF ENGINEERS / SURVEYORS / PLANNERS

JUHSD PRECISE PLAN
TENTATIVE MAP
TITLE SHEET
SAN MATEO COUNTY CALIFORNIA
DALY CITY

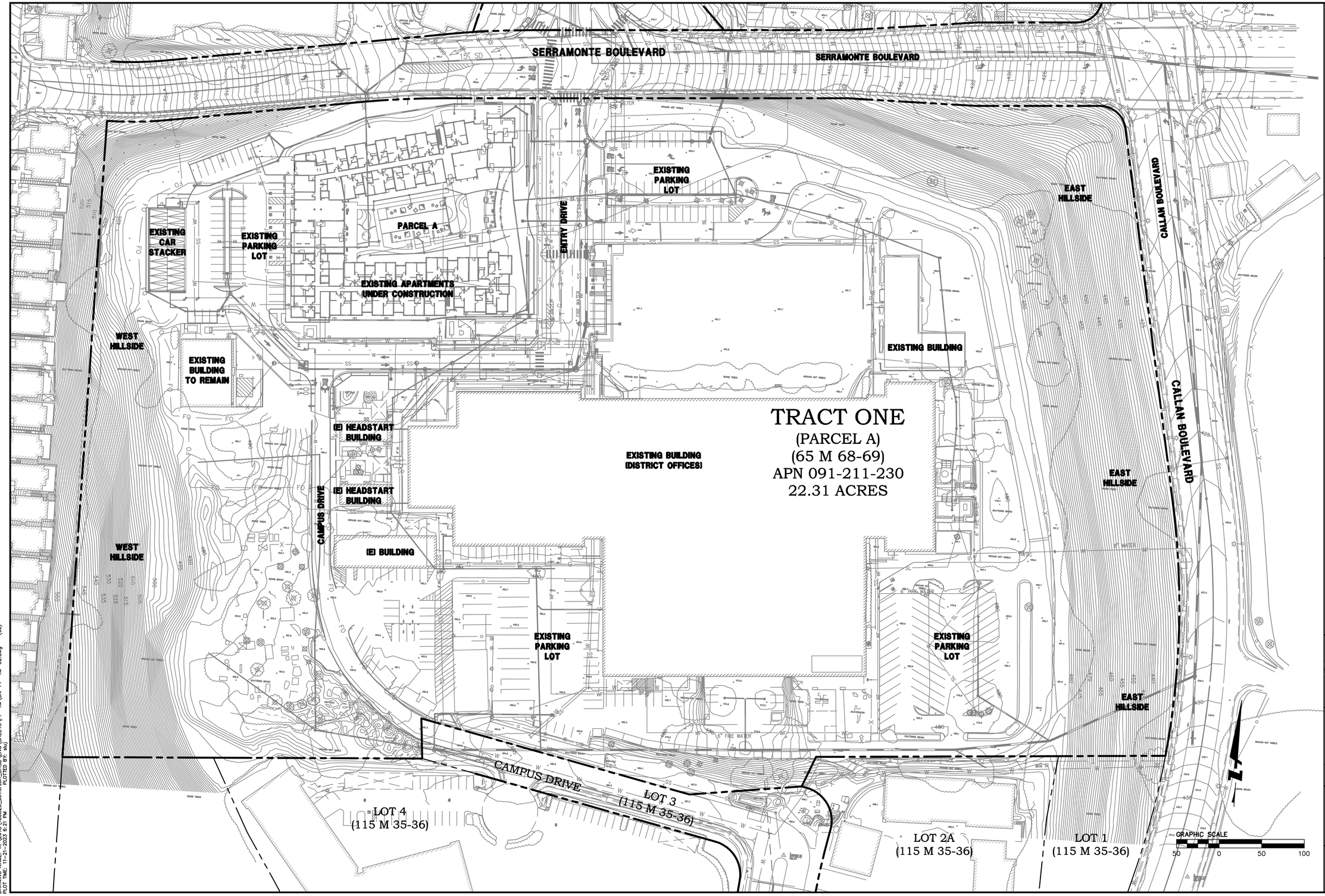
No.	Revisions

Date: 10-27-2023
Scale: N/A
Design: TH
Drawn: MP
Approved: TH
Job No: 20180823

Drawing Number:
C1.0

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TRACT ONE
(PARCEL A)
(65 M 68-69)
APN 091-211-230
22.31 ACRES

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JUHSD PRECISE PLAN
TENTATIVE
EXISTING CONDITIONS PLAN
SAN MATEO COUNTY CALIFORNIA
DALY CITY

REGISTERED PROFESSIONAL ENGINEER TIMOTHY P. HEFFERNAN No. 87089 Exp. 9/30/24 CIVIL STATE OF CALIFORNIA
DATE SIGNED 10/27/23

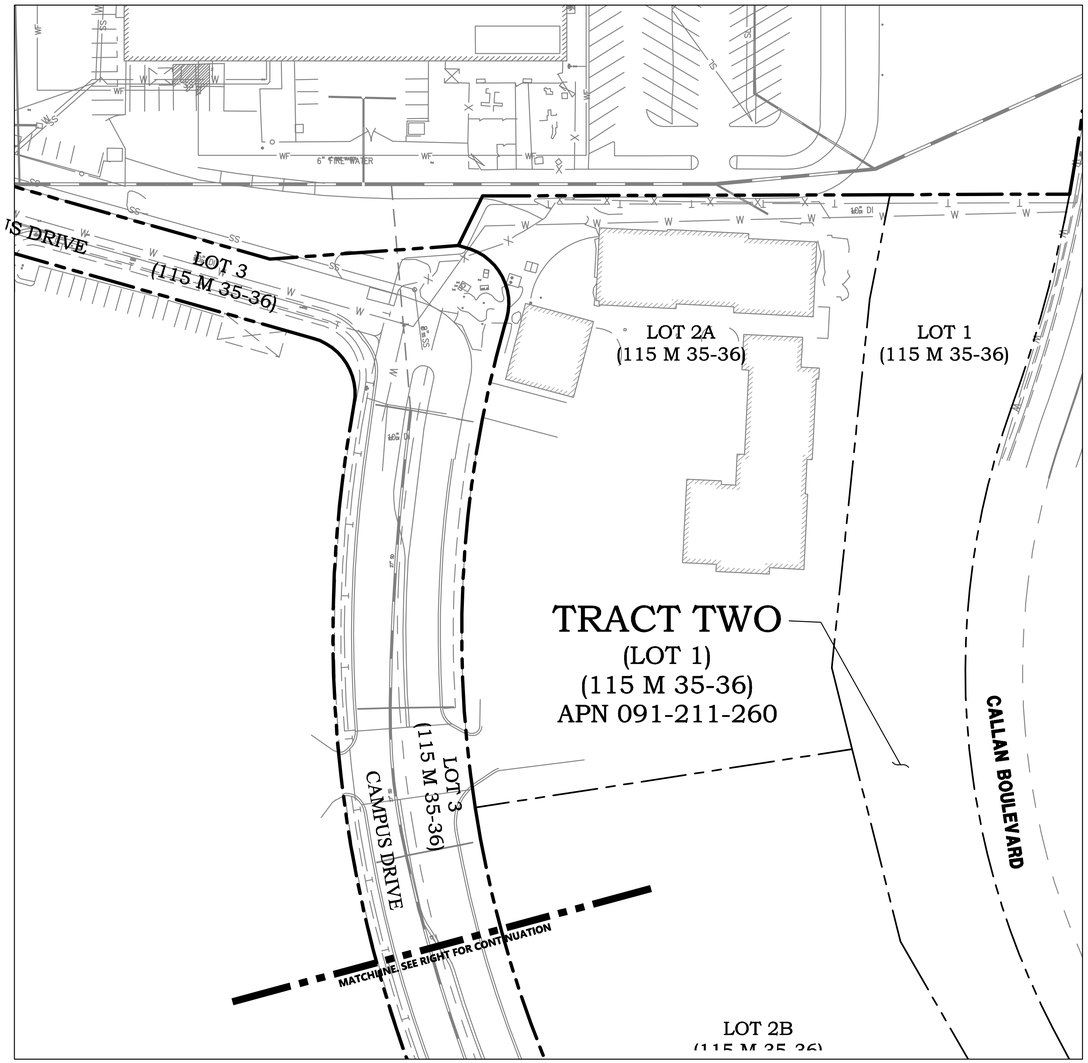
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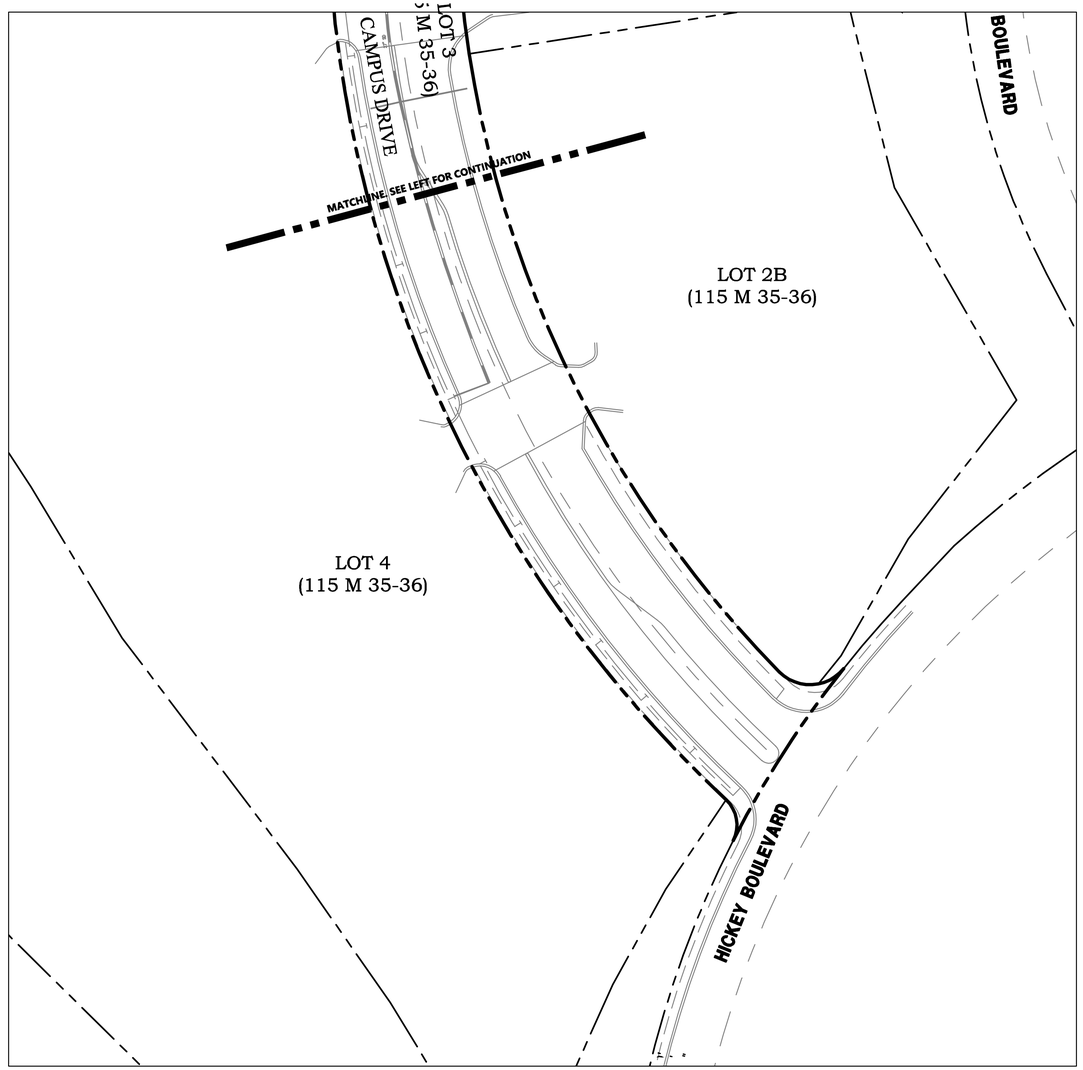
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Design: TH
Drawn: MP
Approved: TH
Job No: 20180823

Drawing Number:
C2.0

DRAWING NAME: K:\2018\180823_Jefferson_UHSD\ENG\SHEETS\PP-TM\Civ-PP-TM-02.dwg (00)
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NOTES:

1. THE FOLLOWING ARE NON-PLOTTABLE EASEMENTS REFERENCED IN THE TITLE REPORT. THE PROPOSED PROJECT WILL MAINTAIN PEDESTRIAN AND VEHICULAR ACCESS TO THE EXISTING LOTS TO THE SOUTH OF THE PROPOSED DEVELOPMENT. IN ADDITION THE PROPOSED PROJECT WILL MAINTAIN UTILITY SERVICES TO/FROM THE EXISTING LOTS TO THE SOUTH OF THE PROJECT. PROVISIONS FOR SEWER, WATER, STORM, ELECTRICAL AND DATA/COMMUNICATION SERVICES HAVE BEEN PROVIDED.
   - 1.1. A PG&E EASEMENT FOR ELECTRICAL TRANSMISSION LINE OVER AN UNKNOWN PORTION OF SUBJECT PROPERTY (BOOK 408 O.R. PAGE 205).
   - 1.2. A PG&E EASEMENT FOR GAS PIPELINE OVER AN UNKNOWN PORTION OF SUBJECT PROPERTY (BOOK 559 O.R. PAGE 183).
   - 1.3. AN UNDEFINED NON-EXCLUSIVE EASEMENT FOR ACCESS FOR PEDESTRIANS, VEHICLES, PARKING AND THE INSTALLATION, MAINTENANCE, REPAIR AND REPLACEMENT OF PAVEMENT, LANDSCAPING AND WIRES, PIPES AND CONDUITS RELATED TO STREET LIGHTING AND LOCAL AREA STORM DRAINS OVER AN UNKNOWN PORTION OF SUBJECT PROPERTY (INSTRUMENT NO. 87151217 AND 85137675). SEE SHEET C2.2 FOR APPROXIMATE LOCATION.
2. EXISTING EASEMENTS, IF STILL EXTANT, AND RUNNING UNDER PROPOSED BUILDABLE PARCELS SHALL BE ABANDONED VACATED, SUPERSEDED BY RELOCATION TO THE EXTEND REQUIRED.

GRAPHIC SCALE
50 0 50 100

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JUHSD PRECISE PLAN
TENTATIVE MAP
EXISTING CONDITIONS PLAN
SAN MATEO COUNTY
DALY CITY
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REGISTERED PROFESSIONAL ENGINEER
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No. 62089
Exp. 9/30/24
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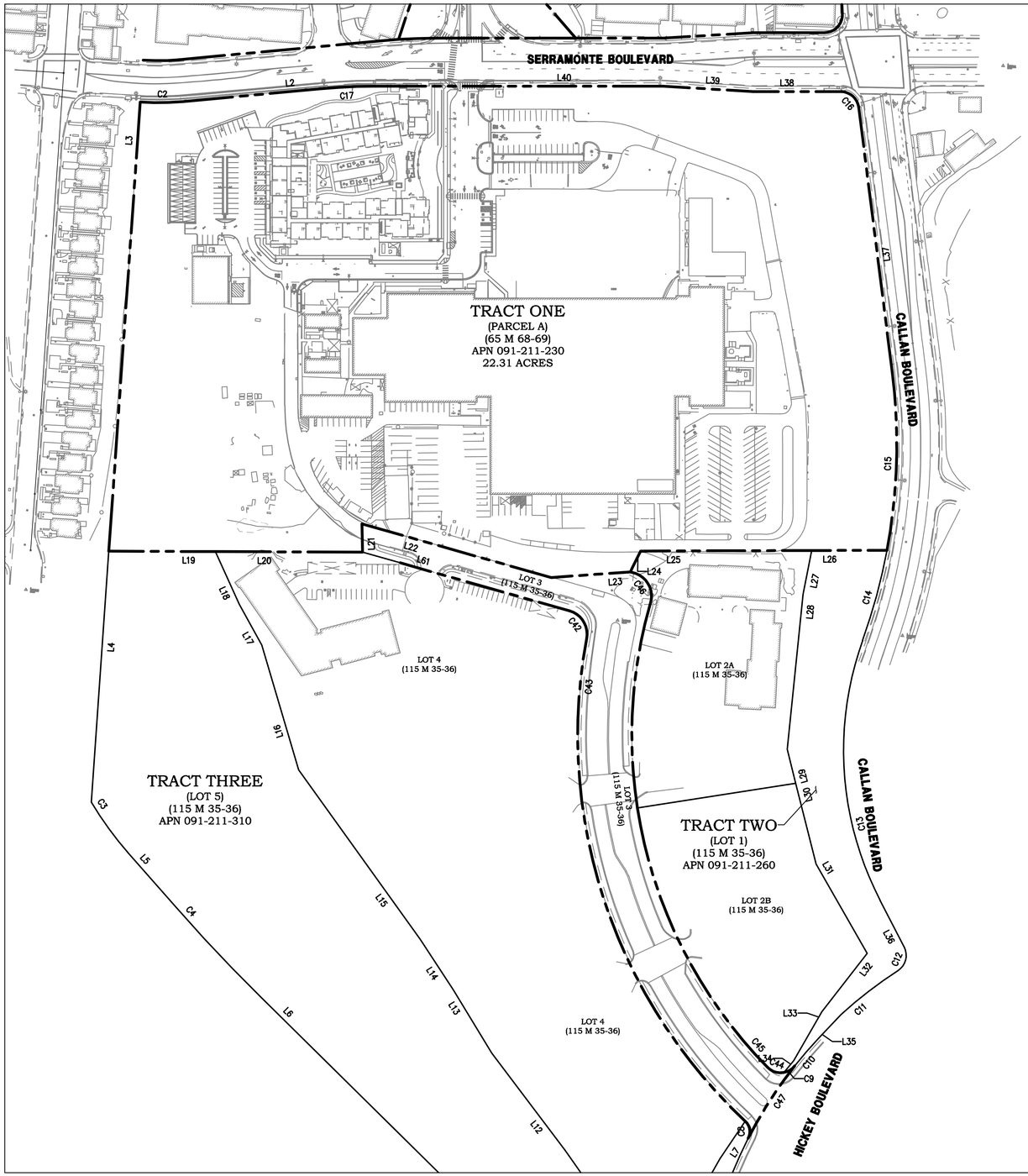
No.	Revisions

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Design: TH
Drawn: MP
Approved: TH
Job No: 20180823

Drawing Number:
C2.1

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LINE TABLE		
LINE NO.	LENGTH	DIRECTION
L2	229.03	N80°30'00"E
L3	749.28	N00°10'00"W
L4	418.75	S00°10'00"E
L5	120.40	S45°32'40"E
L6	715.11	S49°32'00"E
L7	75.43	S29°47'07"W
L8	76.15	S24°56'33"W
L9	169.20	S19°59'03"W
L10	165.95	N35°28'30"W
L11	113.69	N39°02'45"W
L12	202.57	N41°17'29"W
L13	123.35	N35°16'47"W
L14	100.25	N37°27'05"W
L15	347.16	N39°48'10"W
L16	216.73	N20°41'09"W
L17	77.23	N33°02'58"W
L18	95.05	N28°31'49"W
L19	177.68	S86°03'31"W
L20	244.55	S86°03'31"W
L21	47.08	S05°25'05"E
L22	327.33	N78°19'48"W
L23	131.87	S81°43'01"W

LINE TABLE		
LINE NO.	LENGTH	DIRECTION
L24	38.61	S21°53'34"W
L25	284.62	S85°39'19"W
L26	125.45	S85°39'19"W
L27	74.14	S06°48'29"W
L28	259.20	S01°42'47"W
L29	58.60	S18°15'24"E
L30	138.67	S18°15'24"E
L31	171.20	S34°01'22"E
L32	122.95	S33°43'59"W
L33	94.19	S25°47'40"W
L34	25.50	S35°00'29"W
L35	53.67	N39°09'57"E
L36	87.76	N31°41'03"W
L37	443.75	S11°23'04"E
L38	145.45	N85°50'00"E
L39	150.28	N89°16'00"E
L40	478.38	N85°50'00"E
L61	357.86	S78°19'48"E
L62	9.30	S77°43'22"E

CURVE TABLE			
CURVE NO.	LENGTH	RADIUS	DELTA
C2	70.86	435.00	009°19'59"
C3	106.17	565.00	010°45'58"
C4	206.42	2965.00	003°59'20"
C5	213.92	365.00	033°34'50"
C6	53.38	30.00	101°56'55"
C7	350.22	719.00	027°54'31"
C8	30.96	24.00	073°55'07"
C9	21.39	30.01	040°50'03"
C10	61.72	719.00	004°55'06"
C11	119.96	721.00	009°31'57"
C12	44.32	30.00	084°39'04"
C13	446.47	540.00	047°22'19"
C14	155.35	960.00	009°16'19"
C15	298.25	960.00	017°48'01"
C16	43.34	30.00	082°46'56"
C17	93.08	1000.00	005°20'00"
C42	59.13	40.00	084°41'56"
C43	882.24	880.00	057°26'29"
C44	29.47	30.00	056°17'08"
C45	836.24	790.07	060°38'40"
C46	60.00	40.00	085°56'07"
C47	143.07	719.00	011°24'04"

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JUHSD PRECISE PLAN
TENTATIVE MAP
EXISTING MAPPING PLAN

DALY CITY
SAN MATEO COUNTY
CALIFORNIA

REGISTERED PROFESSIONAL ENGINEER
TIMOTHY P. HEFFERNAN
No. 87089
Exp. 9/30/24
CIVIL
STATE OF CALIFORNIA
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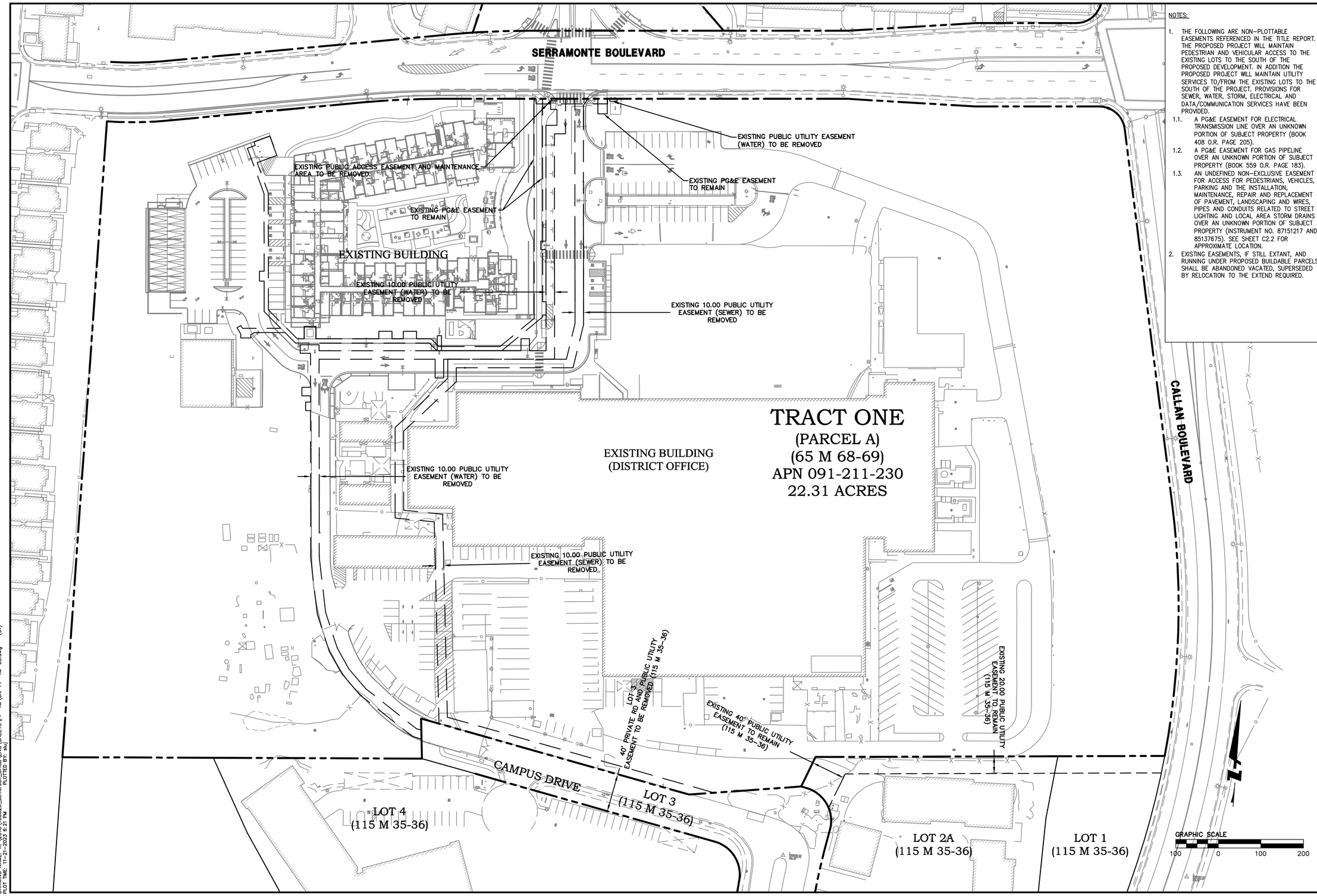
No.	Revisions

Date: 10-27-2023
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Design: TH
Drawn: MP
Approved: TH
Job No: 20180823

Drawing Number:
C3.0

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JUHSD PRECISE PLAN
TENTATIVE MAP
EXISTING EASEMENT PLAN

DALY CITY SAN MATEO COUNTY CALIFORNIA

REGISTERED PROFESSIONAL ENGINEER TIMOTHY P. HEFFERNAN No. 27089 Exp. 9/30/24 CIVIL STATE OF CALIFORNIA
DATE SIGNED 10/27/23

No.	Revisions

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SERRAMONTE BOULEVARD

MAROON LINEWORK IS EXISTING CONDITIONS

DIGITAL OVERLAY FROM DOC # OR 85137864-SCHEDULE-C

BLUE LINEWORK IS PROPOSED BOUNDARY INFORMATION

MAGENTA LINEWORK IS EXISTING BOUNDARY INFORMATION

GREEN SHADED AREA IS LOT 8 FROM DOC # OR 85137684-SCHEDULE-C. EASEMENT TO BE SUPERSEDED BY RELOCATTION.

TRACT ONE
(PARCEL A)
(65 M 68-69)
APN 091-211-230
42.31 ACRES

TRACT TWO
(LOT 1)
(115 M 35-36)
APN 091-211-260

TRACT THREE
(LOT 5)
(115 M 35-36)
APN 091-211-310

CALLAN BOULEVARD

CAMPUS DRIVE

LOT 4 (115 M 35-36)

LOT 3 (115 M 35-36)

LOT 2A (115 M 35-36)

LOT 1 (115 M 35-36)

LOT 2B (115 M 35-36)

LOT 4 (115 M 35-36)

85137684

GRAPHIC SCALE
100 0 100 200

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JUHSD PRECISE PLAN
TENTATIVE MAP
EXISTING EASEMENT PLAN

SAN MATEO COUNTY CALIFORNIA

DALY CITY

REGISTERED PROFESSIONAL ENGINEER
TIMOTHY P. HEFFERNAN
No. 92069
Exp. 9/30/24
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STATE OF CALIFORNIA
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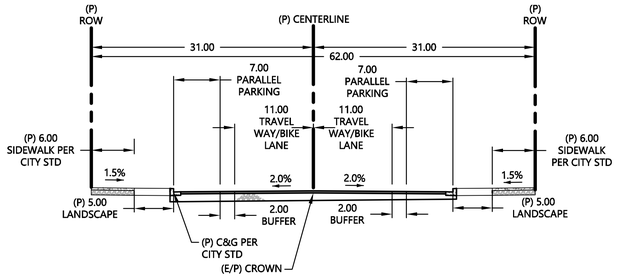
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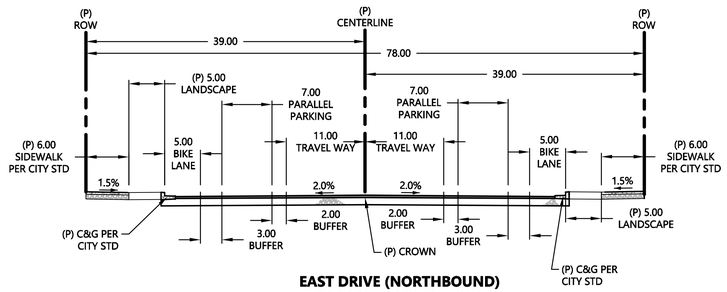
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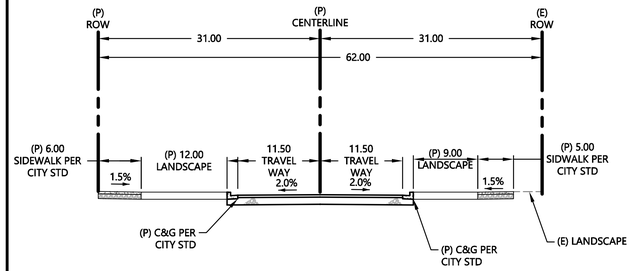
WEST DRIVE NORTHBOUND
PROPOSED CONDITIONS
NTS



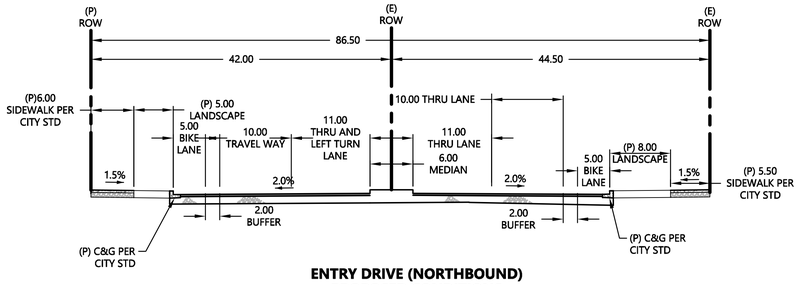
EAST DRIVE (NORTHBOUND)
PROPOSED CONDITIONS
NTS

SHEET NOTES:

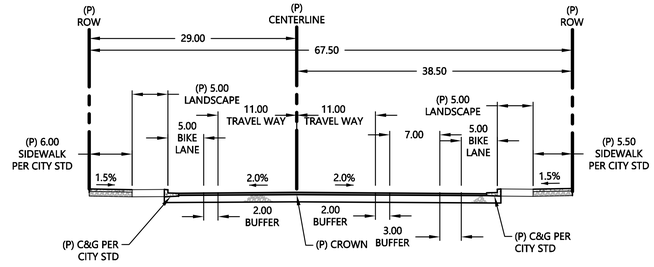
1. ROADWAY IMPROVEMENTS SHOWN BASED ON CITY OF DALY CITY BIKE/PED MASTER PLAN PREPARED BY PARISI WITH SUGGESTED EDITS BASED ON FEHR & PEERS RECOMMENDATIONS.
2. DEDICATED WESTBOUND SERRAMONTE BLVD. LEFT TURN LANE INTO PROPOSED DEVELOPMENT.
3. EXISTING BUS STOPS/SHELTERS (WESTBOUND AND EASTBOUND) AT INTERSECTION TO REMAIN.
4. INTERSECTION STRIPING REVISED. WESTBOUND LEFT TURN LANE NO LONGER REQUIRED BECAUSE OF CURRENT WORKFORCE HOUSING PROJECT.
5. MEDIAN ISLANDS ELIMINATED TO ACCOMMODATE BUS STOPS AND LANE CONFIGURATIONS.
6. SIGNALIZED INTERSECTION, DESIGN TO BE COORDINATED WITH CITY AND CALTRANS



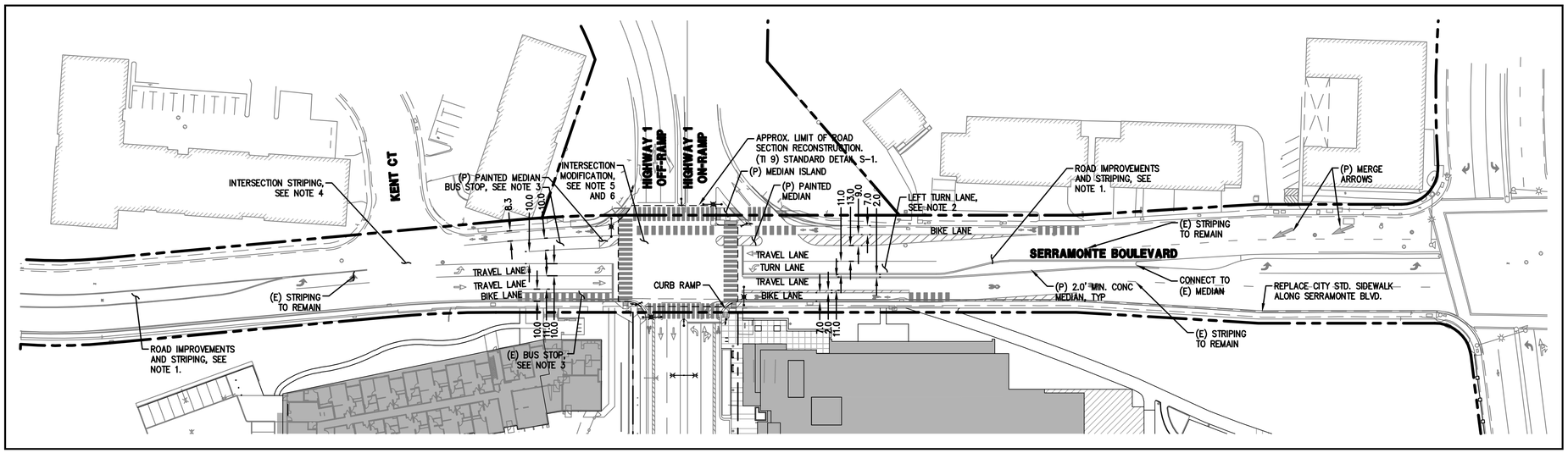
NORTH DRIVE (EASTBOUND)
PROPOSED CONDITIONS
NTS



ENTRY DRIVE (NORTHBOUND)
PROPOSED CONDITIONS
NTS



NORTH ACCESS WAY (EASTBOUND)
PROPOSED CONDITIONS
NTS



SERRAMONTE BOULEVARD

GRAPHIC SCALE
50 0 50 100

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JUHSD PRECISE PLAN
TENTATIVE MAP
CONCEPTUAL SITE PLAN

SAN MATEO COUNTY CALIFORNIA

DALY CITY

REGISTERED PROFESSIONAL ENGINEER
TIMOTHY P. HEFFERNAN
No. 76089
Exp. 9/30/24
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SERRAMONTE BOULEVARD
CURB RAMP
REPLACE CITY STD. SIDEWALK ALONG SERRAMONTE BLVD.
SEE SHEET C2.2 FOR SERRAMONTE BLVD IMPROVEMENTS
CONFORM TO EXISTING ENTRY DRIVE
PLANTED MEDIAN, TYP
APPROXIMATE LIMIT OF BLDG. FOOTPRINT
PARCEL A
EXISTING APARTMENTS
ENTRY DRIVE (PRIVATE ROAD)
PARCEL B
PODIUM LEVEL
DRIVEWAY
BUILDING
STANDARD PARKING STALLS
CURB, GUTTER & SIDEWALK
OPEN SPACE
PUBLIC ACCESS PATH
ROLLED CURB
CONC SLOPE
EXIST BLDG TO REMAIN
WEST ACCESS WAY
NORTH DRIVE (PRIVATE ROAD)
NORTH ACCESS WAY
PARALLEL PARKING
SIDEWALK
STOP SIGN
C&G
DRIVEWAY
PARLLEL PARKING
OPEN SPACE
PARCEL D
PODIUM LEVEL
BUILDING
PARCEL F
PODIUM LEVEL
BUILDING
WEST DRIVE (PRIVATE ROAD)
EAST DRIVE (PRIVATE ROAD)
LANDSCAPE
PARCEL E
PODIUM LEVEL
BUILDING
SOUTH ACCESS WAY
24.0 (TYP) PARALLEL PARKING
RETAINING WALL
PARCEL C
PODIUM LEVEL
PUBLIC ACCESS PATH
END BIKE LANE
RAISED MEDIAN
BEGIN BIKE LANE
OPEN SPACE
WEST DRIVE (PRIVATE ROAD)
LOT 3
[115 M 35-36]
YIELD SIGN
SIGN
VERTICAL CURB
MOUNTABLE CURB
LOT 1
[115 M 35-36]
LOT 4
CALLAN BOULEVARD
GRAPHIC SCALE
50 0 50 100

SHEET 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. FOLLOWNG 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.
8. FULL TRASH CAPTURE DEVICE SHALL BE INSTALLED AND APPROVED BY CITY ENGINEER FOR ALL DRAINAGE SYSTEMS.

SURFACE PARKING TABLE		
LOCATION	PARKING TYPE	
	90 DEGREE	PARALLEL
	EACH	EACH
ENTRY DRIVE	–	2
WEST DRIVE	–	32
EAST DRIVE	–	12
WEST ACCESS WAY	–	5
NORTH ACCESS WAY	15	5
SOUTH ACCESS WAY	–	14
TOTAL	15	70

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JUHSD PRECISE PLAN
TENTATIVE MAP
CONCEPTUAL SITE PLAN

SAN MATEO COUNTY CALIFORNIA
DALY CITY

REGISTERED PROFESSIONAL ENGINEER TIMOTHY P. HEFFERNAN No. 82089 Exp. 9/30/24 CIVIL STATE OF CALIFORNIA
DATE SIGNED 10/27/23

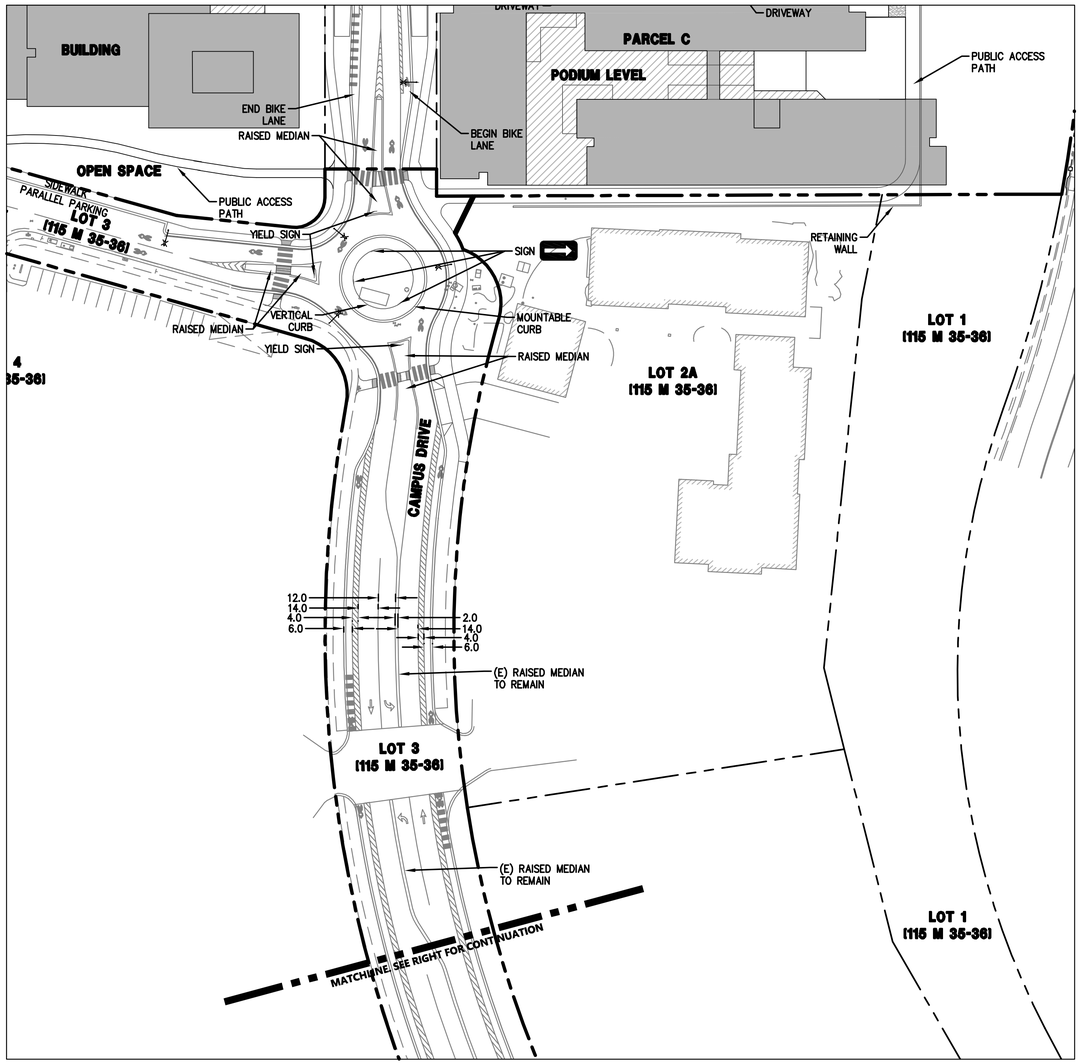
No.	Revisions

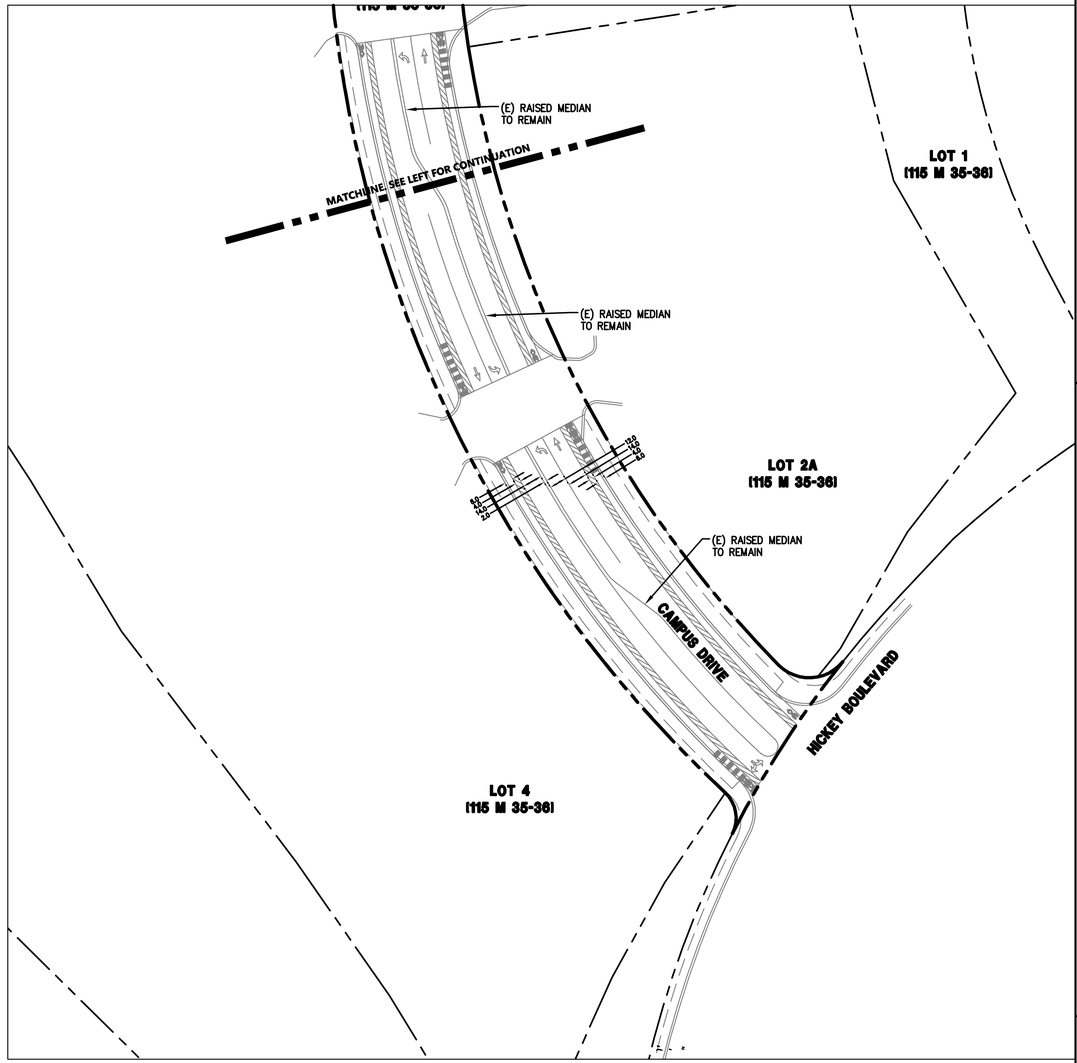
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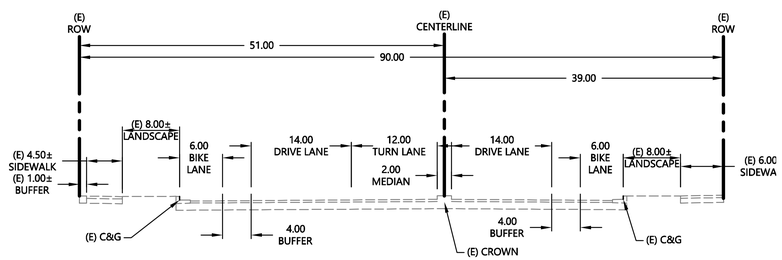
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SHEET NOTES:

1. RE-STRIPE CAMPUS DRIVE FROM ROUND-A-BOUT TO HICKEY TO ACCOMMODATE BIKE LANES.



CAMPUS DR (NORTH OF HICKEY)
PROPOSED CONDITIONS
NTS

GRAPHIC SCALE
50 0 50 100

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JUHSD PRECISE PLAN
TENTATIVE MAP
CONCEPTUAL SITE PLAN

SAN MATEO COUNTY CALIFORNIA

DALY CITY

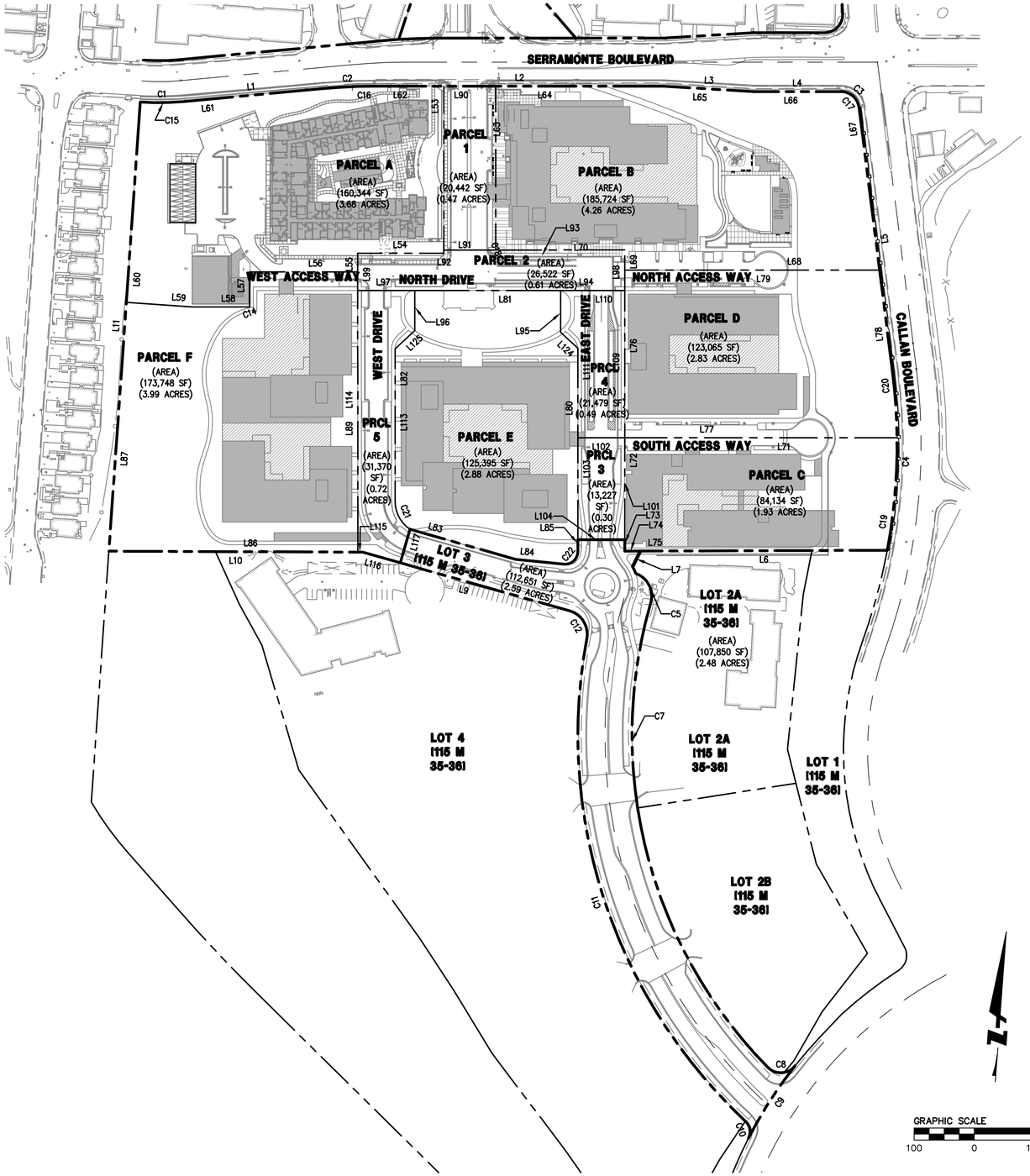
REGISTERED PROFESSIONAL ENGINEER
TIMOTHY P. HEFFERNAN
No. 37089
Exp. 9/30/24
CIVIL
STATE OF CALIFORNIA
DATE SIGNED 10/27/23

No.	Revisions

Date: 10-27-2023
Scale: AS SHOWN
Design: TH
Drawn: MP
Approved: TH
Job No. 20180823

Drawing Number:
C4.2

DRAWING NAME: K:\2018\180823_Jefferson_UHSD\ENG\SHEETS\PP-TM\Civ-PP-TM-04.dwg (02)
PLOT TIME: 11-21-2023 8:32 PM PLOTTED BY: Mp



SHEET NOTES:

1. PARCEL "A" WAS DEVELOPED UNDER PREVIOUS ENTITLEMENTS.
2. LOT LINE ADJUSTMENTS ARE PROPOSED FOR LOTS 2A AND 3.

SITE BOUNDARY

LINE TABLE		
LINE NO.	LENGTH	DIRECTION
L1	229.03	S80°30'00"W
L2	478.38	S85°50'00"W
L3	150.28	S89°16'00"W
L4	145.45	S85°50'00"W
L5	443.75	N11°23'04"W
L6	410.07	N85°39'19"E
L7	28.25	N21°53'34"E
L9	357.86	S78°19'48"E
L10	422.23	N86°03'31"E
L11	749.28	S00°10'00"E

CURVE TABLE			
CURVE NO.	LENGTH	RADIUS	DELTA
C1	70.86	435.00	009°19'59"
C2	93.08	1000.00	005°20'00"
C3	43.34	30.00	082°46'56"
C4	298.25	960.00	017°48'01"
C5	60.00	40.00	085°56'23"
C7	831.24	789.99	060°17'14"
C8	50.86	30.00	097°08'10"
C9	143.07	719.00	011°24'04"
C10	30.96	24.00	073°55'07"
C11	882.24	880.00	057°26'29"
C12	59.13	40.00	084°41'56"

NUMBERED LOTS

LINE TABLE		
LINE NO.	LENGTH	DIRECTION
L124	38.64	N51°32'59"W

CURVE TABLE			
CURVE NO.	LENGTH	RADIUS	DELTA

LETTERED PARCELS

LINE TABLE		
LINE NO.	LENGTH	DIRECTION
L53	278.09	N04°10'22"W
L54	143.05	N85°49'38"E
L55	31.00	N04°10'22"W
L56	179.80	N85°49'38"E
L57	52.69	N04°10'22"W
L58	81.35	N85°49'38"E
L59	110.13	N89°50'00"E
L60	334.24	S00°10'00"E
L61	229.03	S80°30'00"W
L62	112.92	S85°50'00"W
L63	273.08	S04°10'22"E
L64	291.96	S85°50'00"W
L65	150.28	S89°16'00"W
L66	145.45	S85°50'00"W
L67	272.95	N11°23'04"W
L68	423.99	N85°49'38"E
L69	23.50	S04°10'22"E
L70	217.95	N85°49'38"E
L71	452.97	S85°49'38"W
L72	169.58	S04°10'21"E

LINE TABLE		
LINE NO.	LENGTH	DIRECTION
L73	18.93	S04°10'22"E
L74	26.61	N85°39'19"E
L75	410.07	N85°39'19"E
L76	279.17	S04°10'22"E
L77	452.97	N85°49'38"E
L78	170.80	N11°23'04"W
L79	423.99	S85°49'38"W
L80	318.85	N04°10'40"W
L81	242.72	S85°49'38"W
L82	253.41	S04°10'22"E
L83	182.63	S78°19'48"E
L84	81.62	S88°21'59"E
L85	19.82	N04°10'22"W
L86	413.99	N86°03'31"E
L87	415.04	S00°10'00"E
L89	466.41	N04°10'22"W
L125	44.64	S43°12'15"W

NUMBERED PARCELS

LINE TABLE		
LINE NO.	LENGTH	DIRECTION
L90	73.50	S85°50'00"W
L91	74.92	N85°49'38"E
L92	217.97	S85°49'38"W
L93	217.95	S85°49'38"W
L94	106.44	N85°49'38"E
L95	69.76	S04°10'22"E
L96	66.81	N04°10'22"W
L97	94.85	N85°49'38"E
L98	63.00	N04°10'22"W
L99	57.00	S04°10'22"E
L101	169.58	N04°10'22"W
L102	78.00	S85°49'38"W
L103	169.58	S04°10'22"E
L104	78.00	N85°49'38"E
L109	219.17	N04°10'22"W
L110	106.44	S85°49'44"W
L111	149.25	S04°10'22"E
L113	253.41	S04°10'22"E
L114	409.41	N04°10'22"W
L115	8.24	S86°03'31"W
L116	65.10	N78°19'48"W
L117	58.00	S11°40'12"W

CURVE TABLE			
CURVE NO.	LENGTH	RADIUS	DELTA
C14	15.11	116.44	007°26'12"
C15	70.86	435.00	009°19'59"
C16	93.08	1000.00	005°20'00"
C17	43.34	30.00	082°46'56"
C18	14.92	9.50	090°00'00"
C19	188.21	960.00	011°13'58"
C20	110.04	960.00	006°34'03"
C21	55.20	57.00	055°29'08"

CURVE TABLE			
CURVE NO.	LENGTH	RADIUS	DELTA
C22	34.40	21.02	093°46'32"

BKF ENGINEERS | SURVEYORS | PLANNERS
255 SHORELINE DR
SUITE 200
REDWOOD CITY, CA 94065
650-482-6300
650-482-6399 (FAX)

JUHSD PRECISE PLAN
TENTATIVE MAP
PROPOSED MAPPING PLAN

SAN MATEO COUNTY CALIFORNIA

DALY CITY

REGISTERED PROFESSIONAL ENGINEER TIMOTHY P. HEFFERNAN No. 87089 Exp. 9/30/24 CIVIL STATE OF CALIFORNIA
DATE SIGNED: 10/27/23

No.	Revisions

Date: 10-27-2023
Scale: AS SHOWN
Design: TH
Drawn: MP
Approved: TH
Job No: 20180823

Drawing Number:
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PLOTTING: 10-27-2023 6:23 PM CUTLER, JR. (4u)

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SHEET NOTES:

1. PROPOSED PEDESTRIAN ACCESS, PUBLIC ACCESS, INGRESS/EGRESS, AND PRIVATE UTILITY EASEMENTS ARE NON-EXCLUSIVE EASEMENTS. NON-EXCLUSIVE EASEMENTS MAY BE MODIFIED AND OR TERMINATED UNDER CERTAIN CONDITIONS. CONDITIONS MAY INCLUDE, BUT ARE NOT LIMITED TO, CHANGE IN DEVELOPMENT PLANS AND EASEMENTS BECOMING OBSOLETE.
2. PROPOSED WATER AND SEWER EASEMENTS FOR DISTRIBUTION AND COLLECTION SHALL BE GRANTED TO THE CITY FOR THE UTILITY MAINS TO BE OWNED AND MAINTAINED BY THE CITY. REFER TO PLAN FOR PUBLIC SEWER AND PUBLIC WATER EASEMENTS.
3. PARCEL "A" WAS DEVELOPED UNDER PREVIOUS ENTITLEMENTS.
4. THE COMMON AREAS FOR ROADWAY PURPOSES AND PROPOSED LOT 3 INCLUDE:
   - 4.1. PUBLIC ACCESS FOR PEDESTRIANS/VEHICLES/BICYCLES,
   - 4.2. PUBLIC UTILITIES INCLUDING POWER/GAS/DATA/TELECOM,
   - 4.3. PUBLIC WATER/SEWER EASEMENTS AS SHOWN,
   - 4.4. PRIVATE STORM DRAINS, STREET LIGHTS, IRRIGATION AND LANDSCAPING.

SERRAMONTE BOULEVARD
(E) PG&E EASEMENT TO REMAIN
S.D.E.
10.00'
15.00'
(P) PUBLIC ACCESS EASEMENT (PEDESTRIAN)
PARCEL B
PODIUM LEVEL
BUILDING
PARCEL A
APPROXIMATE LIMIT OF BLDG. FOOTPRINT
P.S.E.
P.W.E.
EXISTING APARTMENTS
PARCEL 1
ENTRY DRIVE
EXIST BLDG TO REMAIN
(E) PG&E EASEMENT TO REMAIN
(P) INGRESS/EGRESS EASEMENT
WEST ACCESS WAY
PARCEL 2
NORTH DRIVE
NORTH ACCESS WAY
131.75'
42.50'
26.00'
(P) INGRESS/EGRESS & PUBLIC ACCESS EASEMENT
PEDESTRIAN PATH
E.V.A.E.
37.00'
33.00'
(P) LOT LINE (TYP)
40.00'
(P) PUBLIC ACCESS EASEMENT (PEDESTRIAN)
PARCEL F
PARCEL D
CALLAN BOULEVARD
WEST DRIVE
EAST DRIVE
62.00'
PARCEL 5
PARCEL E
PARCEL 4
PARCEL 3
PARCEL C
SOUTH ACCESS WAY
32.00'
74.00'
43.00'
13.00'
20.00'
15.00'
6.00'
139.00'
58.00'
LOT 4 (115 M 35-36)
LOT 3 (115 M 35-36)
LOT 2A (115 M 35-36)
LOT 1 (115 M 35-36)
(E) UTILITY EASEMENT TO REMAIN
GRAPHIC SCALE
50 0 50 100

JUHSD PRECISE PLAN
TENTATIVE MAP
PROPOSED EASEMENT PLAN
SAN MATEO COUNTY CALIFORNIA
DALY CITY

BKF ENGINEERS | SURVEYORS | PLANNERS
255 SHORELINE DR
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REDWOOD CITY, CA 94065
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650-482-6399 (FAX)

REGISTERED PROFESSIONAL ENGINEER TIMOTHY P. HESTERMAN No. C70589 Exp. 9/30/24 CIVIL STATE OF CALIFORNIA
DATE SIGNED 10/27/23

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PLOT DATE: Fri, 27 Oct 2023 8:33 AM PLOTTED BY: MP

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NOTES:
FULL TRASH CAPTURE DEVICES SHALL BE PROVIDED ON THE DRAINAGE SYSTEM. TRASH CAPTURE DEVICES SHALL BE APPROVED BY THE CITY ENGINEER.

SERRAMONTE BOULEVARD (PUBLIC R.O.W)
(E) R.O.W.
REPLACE CITY STD. SIDEWALK ALONG SERRAMONTE BLVD.
CONNECT TO EXISTING STORM DRAIN
PAV 472.00
RET WALL
BW 481.58
BW 482.52
BW 476.08
PAV 468.10
BW 464.00
FS 469.10
FG 471.00
FS 470.83
FS 471.00
FS 470.90
FS 471.50
CONNECT TO EXISTING STORM DRAIN
CONC MEDIAN, TYP
APPROXIMATE LIMIT OF BLDG. FOOTPRINT
TC 482.71
PAV 482.21
FS 483.00
LP
TC 482.59
PAV 482.09
TH
482.98
FS
482.98
HP
TC 482.68
PAV 482.18
HP
TC 482.79
PAV 482.29
LP
TC 482.51
PAV 482.01
TC 482.62
PAV 482.12
HP
TC 482.82
PAV 482.32
PARCEL A
EXISTING BUILDING UNDER CONSTRUCTION
FF 483.00
PARCEL B
PODIUM LEVEL
STORMWATER DIVERSION STRUCTURE
STORM DRAIN STUB
STORMWATER RETENTION SYSTEM SEE DETAIL 2 ON SHEET C6.1 FOR SCHEMATIC
STORMWATER DIVERSION STRUCTURE
(E) SIDEWALK
LOW WOOD RETAINING WALL (TYP) SEE DETAIL ON SHEET C4.1
SIDEWALK WIDENING
(E) SIDEWALK
OPEN SPACE
EAST HILLSIDE
ENTRY DRIVE (PRIVATE ROAD)
TC 482.58
PAV 482.08
TC 481.54
PAV 481.04
BUILDING
FF 482.00
TC 481.94
PAV 481.44
TC 481.63
PAV 481.13
HP
TC 481.85
PAV 481.35
TC 481.31
PAV 480.81
LP
TC 481.50
PAV 480.00
TC 482.87
PAV 482.37
TC 481.73
PAV 481.23
PAV 481.00
CONNECT TO EXISTING STORM DRAIN
WEST HILLSIDE
EXIST BLDG TO REMAIN
FS 488.00
WEST ACCESS WAY
NORTH DRIVE (PRIVATE ROAD)
NORTH ACCESS WAY
TC 480.00
PAV 479.50
TC 481.14
PAV 480.64
TC 478.23
PAV 478.73
(P) PROPERTY LINE
TC 481.99
PAV 481.49
TC 481.43
PAV 480.93
HP
TC 481.40
PAV 480.90
TC 481.88
PAV 481.38
PAV 481.31
CONNECT TO EXISTING STORM DRAIN
CONNECT TO EXISTING STORM DRAIN
TC 481.68
PAV 481.18
BUILDING
STORM DRAIN STUB
OPEN SPACE
EAST DRIVE (PRIVATE ROAD)
STORM DRAIN STUB
TC 480.00
PAV 479.50
PARCEL D
PODIUM LEVEL
FF 483.50
EAST HILLSIDE
CALLAN BOULEVARD (PUBLIC R.O.W)
(E) SIDEWALK
TW 484.55
FS 480.55
WEST DRIVE (PRIVATE ROAD)
STORM DRAIN STUB
STORM DRAIN STUB
BUILDING
TC 482.94
PAV 482.44
PARCEL F
FF 484.00
FS 487.00
PEDESTRIAN PATH (TYP)
TC 483.00
PAV 482.50
PARCEL E
PODIUM LEVEL
SOUTH ACCESS WAY
TW 484.00
BW 468.00
TC 480.55
PAV 480.05
TC 483.78
PAV 483.28
TW 485.00
BW 473.00
CONNECT TO (E) STORM DRAIN
FS 486.33
PODIUM LEVEL
WEST HILLSIDE
FF 484.50
BUILDING
PAV 484.24
FF 486.00 PARCEL C
PODIUM LEVEL
EAST HILLSIDE
(E) SIDEWALK
SIDEWALK WIDENING
TC 484.08
PAV 483.58
PAV 483.84
FS 484.50
PAV 484.91
PAV 487.94
TW 484.10
BW 473.00
FS 488.85
TW 491.50
BW 487.50
FS 480.00
PAV 489.00
PAV 486.63
FS 485.25
GRAPHIC SCALE
50 0 50 100

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255 SHORELINE DR
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JUHSD PRECISE PLAN
TENTATIVE MAP
CONCEPTUAL GRADING PLAN
SAN MATEO COUNTY CALIFORNIA
DALY CITY

REGISTERED PROFESSIONAL ENGINEER TIMOTHY P. HESTERMAN No. 87089 Exp. 9/30/24 CIVIL STATE OF CALIFORNIA
DATE SIGNED 10/27/23

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DRAWING NAME: K:\2018\180823_Jefferson_UHSD\ENGINEERING\SHEETS\PP-TM\Civ-PP-TM-06.dwg (00)
PLOTTING: Fri, 27 Oct 2023 8:25 PM by Timothy Hesterman (PLOTTED BY: Tim)

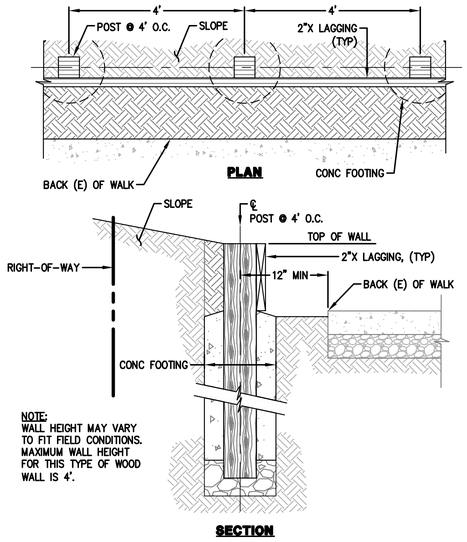
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STORMDRAIN LEGEND: OUTFALL 1

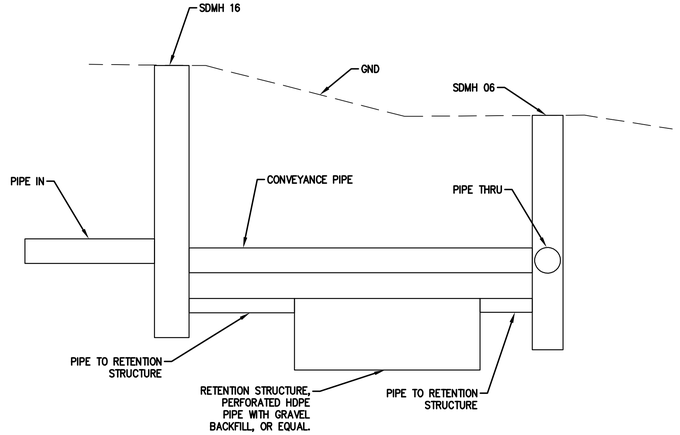
- 1-1 (P) SDMH 01 RIM 469.10 INV 459.10
- 1-1 (P) 51 LF 15" PVC S=0.010
- 1-2 (P) SDMH 02 RIM 464.32 INV 459.62
- 1-2 (P) 147 LF 15" PVC S=0.010
- 1-3 (P) SDMH 03 RIM 470.00 INV 461.13
- 1-3 (P) 105 LF 15" PVC S=0.010
- 1-4 (P) SDMH 04 RIM 472.01 INV 462.21
- 1-4 (P) 58 LF 15" PVC S=0.010
- 1-5 (P) SDMH 05 RIM 473.00 INV 462.82
- 1-5 (P) 53 LF 15" PVC S=0.010
- 1-6 (P) SDMH 06 DIVERSION STRUCTURE RIM 473.80 INV (THRU) 463.39 INV (OUT-RET) 461.89 INV (SUMP) 460.89
- 1-6 110 LF 15" PVC S=0.010
- 1-7 (P) SDMH 07 RIM 478.10 INV 464.51
- 1-7 23 LF 15" PVC S=0.010
- 1-8 (P) SDMH 08 RIM 478.15 INV 464.74
- 1-8 60 LF 8" PVC S=0.010
- 1-9 (P) SDCB 01 RIM 479.20 INV 465.33
- 1-9 108 LF 15" PVC S=0.010
- 1-10 (P) SDCB 02 RIM 479.80 INV 466.40
- 1-10 (P) 63.48 LF 8" PVC S=0.010
- 1-11 (P) SDCB 03 RIM 480.40 INV 467.04
- 1-11 157 LF 30" PVC S=0.0486
- 1-12 (P) SDMH 09 RIM 482.94 INV 466.84
- 1-12 37 LF 30" PVC S=0.0486
- 1-13 (P) SDMH 10 RIM 480.20 INV 470.69
- 1-13 138 LF 8" PVC S=0.045
- 1-14 (P) SDMH 11 RIM 480.30 INV 470.92
- 1-14 136 LF 8" PVC S=0.045
- 1-15 (E) SDMH 12 RIM 483.0± INV 468.74
- 1-15 215 LF 30" PVC S=0.003
- 1-16 (E) SDMH 13 RIM 481.07± INV 469.39
- 1-16 (E) 54 LF 30" PVC S=0.003
- 1-17 (E) SDMH 14 RIM 482.05± INV 469.55
- 1-17 217 LF 15" PVC S=0.010
- 1-18 (P) SSMH 15 RIM 481.08 INV 471.74
- 1-18 57 LF 12" PVC S=0.010
- 1-19 (P) SDMH 16 RIM 481.61 INV 472.34
- 1-19 94 LF 12" PVC S=0.010
- 1-20 (P) SDMH 17 RIM 482.57 INV 473.30
- 1-20 93 LF 12" PVC S=0.010
- 1-21 (P) SDMH 18 RIM 483.31 INV 474.24
- 1-21 13 LF 12" PVC S=0.010
- 1-22 (P) SDCB 04 RIM 481.13 INV 469.53
- 1-22 56 LF 12" PVC S=0.010
- 1-23 (P) SDCB 05 RIM 481.30 INV 470.11
- 1-23 57 LF 12" PVC S=0.010
- 1-24 (P) SDCB 06 RIM 482.14 INV 470.70
- 1-24 56 LF 12" PVC S=0.010
- 1-25 (P) SDCB 07 RIM 482.54 INV 471.28
- 1-25 16 LF 6" PVC S=0.010
- 1-26 (P) SDCB 08 RIM 482.50± INV 470.88
- 1-26 (E) 155 LF 18" PVC S=0.005
- 1-27 (P) SDMH 19 RIM 481.07 INV 473.125
- 1-27 85 LF 12" PVC S=0.010
- 1-28 (P) SDMH 20 RIM 481.72 INV 473.99
- 1-28 66 LF 12" PVC S=0.010
- 1-29 (P) SDMH 21 RIM 482.21 INV 474.65
- 1-29 20 LF 18" PVC S=0.005
- 1-30 (E) SDMH 22 RIM 481.25± INV 474.45±
- 1-30 40 LF 15" PVC S=0.003
- 1-31 (E) SDMH 23 RIM 481.25± INV 474.82±
- 1-31 100 LF 12" PVC S=0.003
- 1-32 (E) SDMH 24 RIM 485.75± INV 475.36±
- 1-32 32 LF 12" PVC S=0.010
- 1-33 (P) SDCB 09 RIM 488.3± INV 475.67
- 1-33 75 LF 12" PVC S=0.010
- 1-34 (P) SDCB 10 RIM 483.98 INV 476.42
- 1-34 60 LF 12" PVC S=0.010
- 1-35 (P) SDCB 11 RIM 487.64 INV 477.02
- 1-35 85 LF 12" PVC S=0.010
- 1-36 (P) SDCB 12 RIM 487.22 INV 477.87
- 1-36 91 LF 12" PVC S=0.010
- 1-37 (P) SDCB 13 RIM 486.70 INV 478.77
- 1-37 18 LF 12" PVC S=0.010
- 1-38 (P) SDCB 14 RIM 483.72 INV 478.05
- 1-38 14 LF 12" PVC S=0.010
- 1-39 (P) SDCB 15 RIM 483.98 INV 478.90
- 1-39 41 LF 10" PVC S=0.010
- 1-40 (P) SDMH 16 RIM 475.82 INV (OUT) 465.50 INV (OUT RET) 463.5 INV (SUMP) 462.50
- 1-40 19 LF 10" PVC S=0.010

STORMDRAIN LEGEND: OUTFALL 2

- 2-1 CONNECT TO (E) INV 433.5± (TO BE VERIFIED)
- 2-1 (P) 137 LF 27" PVC S=0.169
- 2-2 (P) SDMH 01 RIM 473.00 INV 456.75
- 2-2 (P) 94 LF 27" PVC S=0.020
- 2-3 (P) SDMH 02 RIM 480.05 INV 458.63
- 2-3 (P) 370 LF 27" PVC S=0.020
- 2-4 (P) SDMH 03 RIM 483.85 INV 466.02
- 2-4 (P) 59 LF 27" PVC S=0.020
- 2-5 (P) SDMH 04 RIM 484.24 INV 467.19
- 2-5 (P) 122 LF 24" PVC S=0.020
- 2-6 (P) SDMH 05 RIM 487.94 INV 469.62
- 2-6 384 LF 24" PVC S=0.020
- 2-7 (P) SDCB 01 RIM 484.50 INV 477.47
- 2-7 31 LF 12" PVC S=0.005
- 2-8 (P) SDMH 06 RIM 484.02 INV 477.83
- 2-8 70 LF 12" PVC S=0.005
- 2-9 (P) SDMH 07 RIM 482.71 INV 478.67
- 2-9 168 LF 12" PVC S=0.005
- 2-10 (P) SDCB 02 RIM 473.00 INV 457.20
- 2-10 (P) 91 LF 12" PVC S=0.005
- 2-11 (P) SDCB 03 RIM 473.56 INV 457.30
- 2-11 18 LF 8" PVC S=0.050
- 2-12 (P) SDCB 04 RIM 485.04 INV 478.30
- 2-12 167 LF 12" PVC S=0.005
- 2-13 (P) SDCB 05 RIM 485.41 INV 479.16
- 2-13 78 LF 12" PVC S=0.005
- 2-14 (P) SDCB 06 RIM 486.27 INV 479.55
- 2-14 79 LF 12" PVC S=0.005
- 2-15 (P) SDCB 07 RIM 486.10 INV 480.75
- 2-15 24 LF 12" PVC S=0.005
- 2-16 (P) SDCB 08 RIM 483.88 INV 478.45
- 2-16 30 LF 12" PVC S=0.005
- 2-17 (P) SDCB 09 RIM 483.88 INV 478.01
- 2-17 31 LF 12" PVC S=0.005
- 2-18 (P) SDAD 01 RIM 483.67 INV 467.33
- 2-18 28 LF 12" PVC S=0.005
- 2-19 (P) SDAD 02 RIM 483.67 INV 467.33
- 2-19 29 LF 12" PVC S=0.005
- 2-20 (P) SDAD 03 RIM 479.3± INV 460.13
- 2-20 18 LF 8" PVC S=0.010
- 2-21 (P) SDAD 04 RIM 479.6± INV 460.11
- 2-21 18 LF 8" PVC S=0.010



1 **TYPICAL LOW WOOD RETAINING WALL**
NTS



2 **SCHEMATIC OF RETENTION STRUCTURE**
NTS

BKF ENGINEERS | SURVEYORS | PLANNERS
255 SHORELINE DR
SUITE 200
REDWOOD CITY, CA 94065
650-482-6300
650-482-6399 (FAX)

JUHSD PRECISE PLAN
TENTATIVE MAP
STORM DRAIN LEGEND AND DETAIL
SAN MATEO COUNTY CALIFORNIA
DALY CITY

REGISTERED PROFESSIONAL ENGINEER TIMOTHY P. HEFFERNAN No. C70689 Exp. 9/30/24 CIVIL STATE OF CALIFORNIA
DATE SIGNED 10/27/23

No.	Revisions

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Drawing Number:
C6.1

DRAWING NAME: c:\2018\180823_Jefferson JUHSD\ENG\SHEETS\PP-TM C6\PP-TM-06.dwg
PLOT TIME: 11-21-2023 8:38 PM PLOTTED BY: MAJ (01)

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DMA	PERVIOUS				IMPERVIOUS				TREATMENT			TOTAL
	LANDSCAPE	SELF RETAINING	BIORETENTION	TOTAL PERVIOUS	PLAY AREA	ROOF/PODIUM	ROAD. PATH, S/W	TOTAL IMPERVIOUS	TYPE	REQ	PROVIDED	
01			414	**414**			8,851	**8,851**	BR	356	414	**9,265**
02			2,975	**2,975**		72,360		**72,360**	BR	2,906	2,975	**75,335**
03	1,088		224	**1,312**	2,184		3,080	**5,264**	BR	216	224	**6,576**
04	1,723	9,889		**11,612**			5,211	**5,211**	SR	2,606	9,889	**16,823**
05	4,455		850	**5,305**			20,534	**20,534**	BR	843	850	**25,839**
06	2,695		529	**3,224**			11,881	**11,881**	BR	488	529	**15,105**
07	248		260	**508**			5,676	**5,676**	BR	229	260	**6,184**
08	1,668		512	**2,180**			9,694	**9,694**	BR	396	512	**11,874**
09	349		445	**794**			9,721	**9,721**	BR	392	445	**10,515**
10	1,817		1,116	**2,933**			16,220	**16,220**	BR	661	1,116	**19,153**
11	2,198		2,250	**4,448**		50,550	616	**51,166**	BR	2,064	2,250	**55,614**
12		5,012		**5,012**			2,184	**2,184**	SR	1,092	5,012	**7,196**
13			952	**952**			22,277	**22,277**	BR	895	952	**23,229**
14			2,360	**2,360**		47,516	443	**47,959**	BR	1,928	2,360	**50,319**
15	509		87	**596**			934	**934**	BR	40	87	**1,530**
16	1,959		1,112	**3,071**			12,667	**12,667**	BR	519	1,112	**15,738**
17		4,481		**4,481**			3,293	**3,293**	SR	1,647	4,481	**7,774**
18		26,640		**26,640**			8,165	**8,165**	SR	4,083	26,640	**34,805**
19	5,432		2,810	**8,242**		65,990	2,905	**68,895**	BR	2,789	2,810	**77,137**
20	5,980	11,123		**17,103**			1,490	**1,490**	SR	745	11,123	**18,593**
21	2,428		430	**2,858**			12,133	**12,133**	BR	497	430	**14,991**
22	1,191		746	**1,937**			8,210	**8,210**	BR	336	746	**10,147**
23	5,471		3,260	**8,731**		69,851	1,677	**71,528**	BR	2,896	3,260	**80,259**
24	1,511		447	**1,958**			9,150	**9,150**	BR	374	447	**11,108**
25	3,667		693	**4,360**			12,760	**12,760**	BR	528	693	**17,120**
26	710	18,983		**19,693**			4,307	**4,307**	SR	2,154	18,983	**24,000**
TOTAL	**45,099**	**76,128**	**22,472**	**143,699**	**2,184**	**306,267**	**194,079**	**502,530**		**31,677**	**98,600**	**646,229**

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
- 1 BIORETENTION AREA ON GRADE (6" PONDING)
- 2 BIORETENTION AREA STRUCTURE (6" PONDING)
- 3 SELF RETAINING AREA (2" PONDING)
- 4 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	
10	X	
11	X	X
13	X	
14	X	X
15	X	X
16	X	
19	X	X
21	X	
22	X	
23	X	X
24	X	
25	X	

SERRAMONTE BOULEVARD
(E) R.O.W.
TA 01 2
TA 02 2
TA 03 2
DMA
DMA 2
PARCEL B
PODIUM LEVEL
DMA 3
STORMWATER RETENTION STRUCTURE
STORMWATER RETENTION STRUCTURE
STORMWATER RETENTION STRUCTURE
DMA 4
PUBLIC SPACE
ENTRY DRIVE
DMA 5
EXISTING APARTMENTS
TA 05 2
TA 06 2
BUILDING
TA 08 2
TA 25 2
EXIST BLDG TO REMAIN
DMA 25
WEST ACCESS WAY
NORTH DRIVE
DMA 6
DMA 7
DMA 8
NORTH ACCESS WAY
DMA 9
(P) PROPERTY LINE
TA 07 2
TA 09 2
PUBLIC SPACE
DMA 18
DMA 26
BUILDING
TA 24 2
PODIUM LEVEL
DMA 24
WEST DRIVE
EAST DRIVE
TA 10 2
PARCEL D
DMA 11
PODIUM LEVEL
DMA 12
TA 11 2
BUILDING
DMA 10
TA 23 2
PARCEL F
BUILDING
TA 19 2
PARCEL E
DMA 19
PODIUM LEVEL
TA 22 2
DMA 22
TA 12 2
SOUTH ACCESS WAY
DMA 13
ACCESSIBLE PATH (TYP)
PODIUM LEVEL
DMA 23
TA 23 2
BUILDING
BUILDING
TA 16 2
TA 21 2
DMA 20
DMA 16
BUILDING
PARCEL C
TA 14
DMA 15
TA 03 2
PODIUM LEVEL
DMA 14
BUILDING
DMA 17
WEST DRIVE
DMA 21

GRAPHIC SCALE
50 0 50 100

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SUITE 200
REDWOOD CITY, CA 94065
650-482-6300 (FAX)
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JUHSD PRECISE PLAN
TENTATIVE MAP
CONCEPTUAL STORMWATE MANAGEMENT PLAN
DALY CITY SAN MATEO COUNTY CALIFORNIA

PROFESSIONAL ENGINEER — REGISTERED — TIMOTHY P. HEFFERNAN — No. 92769 — Exp. 9/30/24 — CIVIL — STATE OF CALIFORNIA
DATE SIGNED 10/27/23

No.	Revisions

Date: 10-27-2023
Scale: 1" = 50'
Design: TH
Drawn: MP
Approved: TH
Job No: 20180823

Drawing Number:
C6.2

DRAWING NAME: K:\2018\180823_Jefferson_UHSD\ENG\SHEETS\PP-TM\Civ-PP-TM-06 02.dwg (LAYOUT1)
PLOT TIME: 10-27-2023 8:24 PM PLOTTED BY: MP

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NOTES:

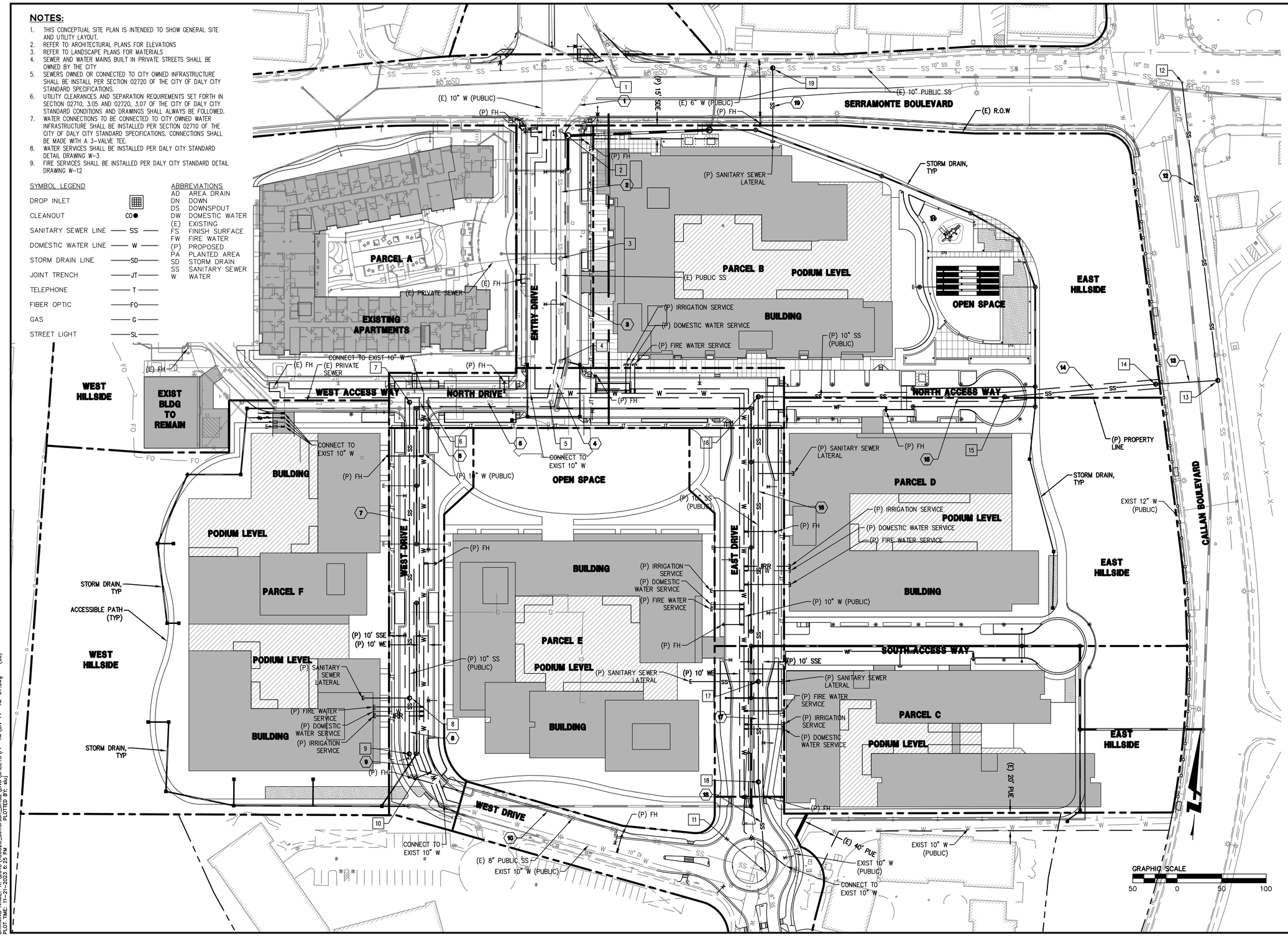
1. THIS CONCEPTUAL SITE PLAN IS INTENDED TO SHOW GENERAL SITE AND UTILITY LAYOUT.
2. REFER TO ARCHITECTURAL PLANS FOR ELEVATIONS
3. REFER TO LANDSCAPE PLANS FOR MATERIALS
4. SEWER AND WATER MAINS BUILT IN PRIVATE STREETS SHALL BE OWNED BY THE CITY
5. SEWERS OWNED OR CONNECTED TO CITY OWNED INFRASTRUCTURE 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



SEWER LEGEND

1	(E) SSMH 01 RIM 481.0± INV 470.0±
1	(E) 88 LF 10" PVC S=0.004
2	(E) SSMH 02 RIM 483.15 INV 470.35
2	(E) 143 LF 10" PVC S=0.004
3	(E) SSMH 03 RIM 480.25 INV 470.92
3	(E) 115 LF 10" PVC S=0.004
4	(E) SSMH 04 RIM 480.89 INV 471.39
4	(E) 48 LF 10" PVC S=0.004
5	(E) SSMH 05 RIM 480.90 INV 471.58
5	(E) 13.7 LF 10" PVC S=0.004
6	(E) SSMH 06 RIM 480.89 INV 472.13
6	21 LF 10" PVC S=0.004
7	SSMH 07 RIM 480.89 INV 472.05
7	333 LF 10" PVC S=0.010
8	SSMH 08 RIM 481.56 INV 475.97
8	58 LF 8" PVC S=0.010
9	SSMH 9 RIM 481.85 INV 476.65
9	30 LF 10" PVC S=0.010
10	(E) SSMH 10 CONNECT TO (E) SSMH RIM 482.00 INV 477.00
10	(E) 405 LF 8" PVC S=0.005
11	(E) SSMH 11 CONNECT TO (E) SSMH RIM 489.0± INV 479.0±
12	(E) SSMH 12 CONNECT TO (E) SSMH RIM 415.5± INV 403.5±
12	340 LF 10" PVC S=0.040
13	SSMH 13 CONNECT TO (E) SEWER RIM 423.0± INV 415.9±
13	70 LF 10" PVC S=0.040
14	SSMH 14 RIM 425.00 INV 418.81
14	170 LF 10" PVC S=0.306
15	SSMH 15 RIM 481.70 INV 470.95
15	277 LF 10" PVC S=0.010
16	SSMH 16 RIM 480.90 INV 473.72
16	332 LF 10" PVC S=0.010
17	SSMH 17 RIM 482.56 INV 477.04
17	94 LF 10" PVC S=0.010
18	SSMH 18 RIM 483.10 INV 477.98
18	101 LF 10" PVC S=0.010
19	SSMH 19 CONNECT TO (E) SEWER RIM 461.9± INV 452.5±
19	99 LF 10" PVC S=0.02

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JUHSD PRECISE PLAN
TENTATIVE MAP
CONCEPTUAL UTILITY PLAN

SAN MATEO COUNTY CALIFORNIA
DALY CITY

REGISTERED PROFESSIONAL ENGINEER TIMOTHY P. HEFFERNAN No. 62089 Exp. 9/30/24 CIVIL STATE OF CALIFORNIA
DATE SIGNED: 10/27/23

No.	Revisions

Date: 10-27-2023
Scale: AS SHOWN
Design: TH
Drawn: MP
Approved: TH
Job No: 20180823

Drawing Number:
C7.0

DRAWING NAME: K:\2018\180823_Jefferson_UHSD\ENG\SHEETS\PP-TM\Civ-PP-TM-07.dwg (00)
PLOT TIME: 10-27-2023 8:23 PM PLOTTED BY: MP

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NOTES:
THIS CONCEPTUAL TREE PLANING PLAN WAS PREPARED BY JETT LANDSCAPE AND DOCUMENTED HERE BY BKF.

PRELIMINARY PLANT PALETTE

KEY	SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	WTR USE	QYT
TREES							
T-1		ACER BUERGERIANUM	TRIDENT MAPLE	24" BOX	PER PLAN	M	10
T-2		ACER X FREEMANII AUTUMN BLAZE	AUTUMN BLAZE FREEMAN MAPLE	24" BOX	PER PLAN	M	31
T-3		ACER MACROPHYLLUM	BIG LEAF MAPLE	24" BOX	PER PLAN	M	6
T-4		ARBUTUS 'MARINA'	MARINA STRAWBERRY TREE	24" BOX	PER PLAN	L	14
T-5		CERCIS 'FOREST PANSY'	FOREST PANSY REBUD	24" BOX	PER PLAN	M	17
T-6		CERCIS OCCIDENTALIS	WESTERN REDBUD	24" BOX	PER PLAN	M	3
T-7		CUPRESSUS MACROCARPA	MONTEREY CYPRESS	24" BOX	PER PLAN	L	13
T-8		GINKGO PRINCETON SENTRY	MAIDENHAIR TREE	24" BOX	PER PLAN	M	16
T-9		HYMENOSPORUM FLAVUM	SWEETSHADE	24" BOX	PER PLAN	L	16
T-10		KOELREUTERIA PANICULATA 'FASTIGIATA'	GOLDENRAIN TREE	24" BOX	PER PLAN	L	1
T-11		LAGUNARIA PATERSONII	NORFOLK ISLAND HIBISCUS	24" BOX	PER PLAN	M	13
T-12		LOPHOSTEMON CONFERTUS	BRISBANE BOX	24" BOX	PER PLAN	L	34
T-13		LYONOTHAMNUS FLORIBUNDUS	CATALINA IRONWOOD	24" BOX	PER PLAN	L	6
T-14		MELALEUCA QUINQUENERVIA	SEJEPUT TREE	24" BOX	PER PLAN	M	4
T-15		OLEA EUROPEA 'SWAN HILL'	OLIVE TREE	24" BOX	PER PLAN	L	10
T-16		PISTACIA CHINENSIS	CHINESE PISTACHE	24" BOX	PER PLAN	L	2
T-17		QUERCUS AGRIFOLIA	EVERGREEN OAK TREE	24" BOX	PER PLAN	L	13
T-18		QUERCUS SUBER	CORK OAK	24" BOX	PER PLAN	L	3
T-19		SEQUOIA SEMPERVIRENS	COAST REDWOOD	24" BOX	PER PLAN	L	13
T-20		TRISTANIOPSIS LAURINA	WATER GUM	24" BOX	PER PLAN	L	19

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JUHSD PRECISE PLAN
TENTATIVE MAP
CONCEPTUAL TREE PLANTING PLAN
SAN MATEO COUNTY CALIFORNIA
DALY CITY

REGISTERED PROFESSIONAL ENGINEER TIMOTHY P. HESTERSON No. 76089 Exp. 9/30/24 CIVIL STATE OF CALIFORNIA
DATE SIGNED 10/27/23

No.	Revisions

Date: 10-27-2023
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Drawn: MP
Approved: TH
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PLOT TIME: 10/27/2023 6:20 PM PLOTTED BY: MP

DRAFT - PLANNED DEVELOPMENT STANDARDS
PLANNED DEVELOPMENT ZONE PD-31B
SERRAMONTE DEL REY PRECISE PLAN

The purpose and intent of these Planned Development Standards is to replace the oning regulations contained in Planned Development Zoning District PD-31 for that portion of Planned Development PD-31 identified in the Serramonte Del Rey Precise Plan (Attachment "A") and replace PD-31A in its entirety with revised regulations, which shall be known as Planned Development Zoning District PD-31B.

I. GENERAL

1. When these Planned Development standards conflict with other sections of the Zoning Ordinance, these standards shall prevail only to the extent of the conflict. Where these planned development standards do not provide regulations, the Zoning Ordinance[1] shall apply as to the most similar land use or standard.

2. The contents of the Serramonte Del Rey Precise Plan dated September 1, 2023 (Attachment "A") are hereby incorporated by reference. When these Planned Development standards conflict with Serramonte Del Rey Precise Plan, these standards shall prevail only to the extent of the conflict.

II. OBJECTIVE DEVELOPMENT STANDARDS

A. LAND USE

A.1 Permitted Uses

The following uses are permitted by right as part of Planned Development Zone PD-31:

1. RESIDENTIAL USES

   Accessory dwelling units as permitted by the California Government Code
   Apartment buildings meeting the density prescription contained herein
   Townhouses[2]

[1] The Zoning Ordinance provisions that apply shall be those consistent with the Development Agreement, including without limitation its covenants concerning vested rights and, notwithstanding anything provision herein, nothing in the PD-31 zoning is intended to supersede the Development Agreement.

[2] Three story walk-up apartment townhouses are permitted as part of a multi-family residential of at least four stories on any parcel. Up to 15 walk-up apartment townhouses are permitted on a single parcel, not to exceed a maximum number of 40 walk-up apartment townhouses for the plan area.

Live work dwelling units[3]

2. COMMERCIAL USES[4,5,6]

Athletic clubs and health studios
Assembly uses, including churches, lodges, and social and meeting halls
Business and trade schools
Childcare facilities, day care centers, and play gyms
Food sales on a temporary basis, including farmer's markets and food truck sales where such uses are conducted on hardscape surfaces and do not displace any existing parking space
Offices use including professional office, medical and dental office, and medical clinics
Veterinarian offices
Personal service uses, including nail and hair salons, massage businesses where employees are licensed by the State of California
Restaurants that do not provide a drive-through window
Retail uses, including retail sales of beer, wine, and distilled spirits. where less than 50 percent of the store stock retail value is such products
Seasonal temporary uses (e.g. Christmas store)

3. COMMUNITY SERVICE USES[4]

Community center
Library

4. PUBLIC UTILITY AND PUBLIC SERVICE USES[7]

---

[3] Live-work units combine residential and non-residential uses. Live-work units require business owner occupancy of the unit and that no less than 50 percent of the floor area is workspace. Live-above is permitted, where residential living space is above the workspace, including a separation between the two uses, so that the commercial section can be independently leased out for limited use. Occupants of a live-work unit are required to maintain either a Daly City business license, or a Home Occupation Permit per City code requirements, and as permitted by San Mateo County, such as a microenterprise home kitchen operation. Live-work uses are not included in retail/commercial floor area limits.

[4] The uses prescribed in this list shall be permitted when proposed within a building containing residential uses that meet the density prescription identified in this ordinance. They shall not be permitted in freestanding buildings.

[5] Other commercial uses not listed here can be permitted at discretion of the Planning Manager.

[6] When a use is not specifically listed, it shall be assumed that when the unlisted use is similar to or less objectionable than a permitted use, such use shall be permitted in the district to the same requirements of the most similarly listed use. Otherwise, the use shall be presumed to be not allowed.

[7] The uses prescribed in this list shall be permitted when proposed on parcels containing residential uses that meet the density prescription identified in this ordinance. They shall not be permitted unless proposed in conjunction with residential buildings.

Pumping stations
Public utility buildings
Wireless communications facilities in accordance with the regulations specified in Chapter 17.39 of the Municipal Ordinance

A.2 Use Permits

The following uses are permitted with a Use Permit in PD 31 zone:

At the Community Garden at Overlook Park on Parcel B, a Use Permit is required to replace the Community Garden with park and open space uses, including active and passive recreation, landscaping and structures incidental to such use. The City shall issue a use permit if the applicant demonstrates substantial evidence the Community Garden is not being substantially utilized, is being misused by any members of the community, or has otherwise become infeasible to operate.

A.3 Prohibited Uses

The following uses are not permitted with a Use Permit in PD-31 zone:

1. RESIDENTIAL USES

Single-family attached or detached residential uses, and other similar uses, that do not meet the density prescription contained herein

2. COMMERCIAL USES

Retailers where more than 10 percent of the retail value of the store stock are firearms, such as handguns and long guns, in an open shopping format, or firearm parts, or any business that engages in the repair of firearms and/or firearm parts.

Retail sales where 50 percent or more of the store stock retail value is products that are beer, wine, and distilled spirits.

Retailer ales where 50 percent or more of the store stock retail value is products containing tobacco, electronic cigarettes, personal vaporizers, or electronic nicotine delivery systems
Vehicle or equipment rental and vehicle storage
Car wash and detailing shops
Manufacturing uses
Restaurants and any other uses providing a drive-through window
Service stations, including operational and physical expansions thereto.

A.4 Development Density

A.4.1 Residential

a. Maximum residential units permitted on each parcel are shown in Table 3.3 Permitted Residential Density by Parcel. The sum of the total residential units developed on all parcels A-F shall not exceed 1,235 units. Any two of parcels D, E and F may be developed with high-rise buildings up to 14 stories up to parcel maximums. There is no maximum residential density in dwelling units/acre.

b. Minimum residential density for any parcel shall be 45 dwelling units/acre and minimum density for the Precise Plan area overall shall be no less than 60 dwelling units per acre.

c. Minimum lot size shall be 10,000 square feet, Minimum lot width shall be 25 feet.

d. For the purpose of calculating minimum residential density, land area shall include the building and covered parking area of a parcel not including park, open space, private streets, private accessways, paths and trails, setbacks and hillsides with slopes greater than three percent.

A.4.2 Commercial

a. Parcels may provide retail/commercial square footage on the ground floor up to the maximum in Table 3.3, however the total retail/commercial square footage for the overall buildout of the Plan Area is limited to 14,000 sq.ft.

Table 3.3 Permitted Density by Parcel

PARCEL NUMBER	MAXIMUM RESIDENTIAL UNITS	MAXIMUM RETAIL - COMMERCIAL SQUARE FOOTAGE	MINIMUM RESIDENTIAL DENSITY OR UNITS
Parcel A	122	0	122
Parcel B	210	6,000 sq.ft.	45 DU/AC per parcel 60 DU/AC per plan area
Parcel C	152	8,000 sq.ft.*	45 DU/AC per parcel 60 DU/AC per plan area
Parcel D	270	8,000 sq.ft.	45 DU/AC per parcel 60 DU/AC per plan area

Parcel E	330	8,000 sq.ft.	45 DU/AC per parcel 60 DU/AC per plan area
Parcel F	400	8,000 sq.ft.	45 DU/AC per parcel 60 DU/AC per plan area

*Parcel C is permitted to build up to 2,800 sq. ft of daycare center facilities within its allotment of retail/commercial square footage.

A.5 Building Height

Permitted building height for the Plan Area is shown in Figure 3.3 Building Heights. For Parcels A, B, C, D, E and F, the height limit for a podium shall be 90 feet, and for Parcels D, E and F the height limit for a tower shall be 150 feet. Buildings can be any height up to these limits, provided the project meets the minimum density standard set forth herein. Townhouses shall be constructed with a minimum three-story building height. Multi-family building shall be constructed with a predominant building height of a four-story minimum.. Stepbacks are required at 65 feet in height, with locations as shown on Figure 3.3 Building Heights. Exceptions to the height limit are:

A.5.1 Ornamental architectural features, such as turrets, parapets, corner towers, or other accentuating features.

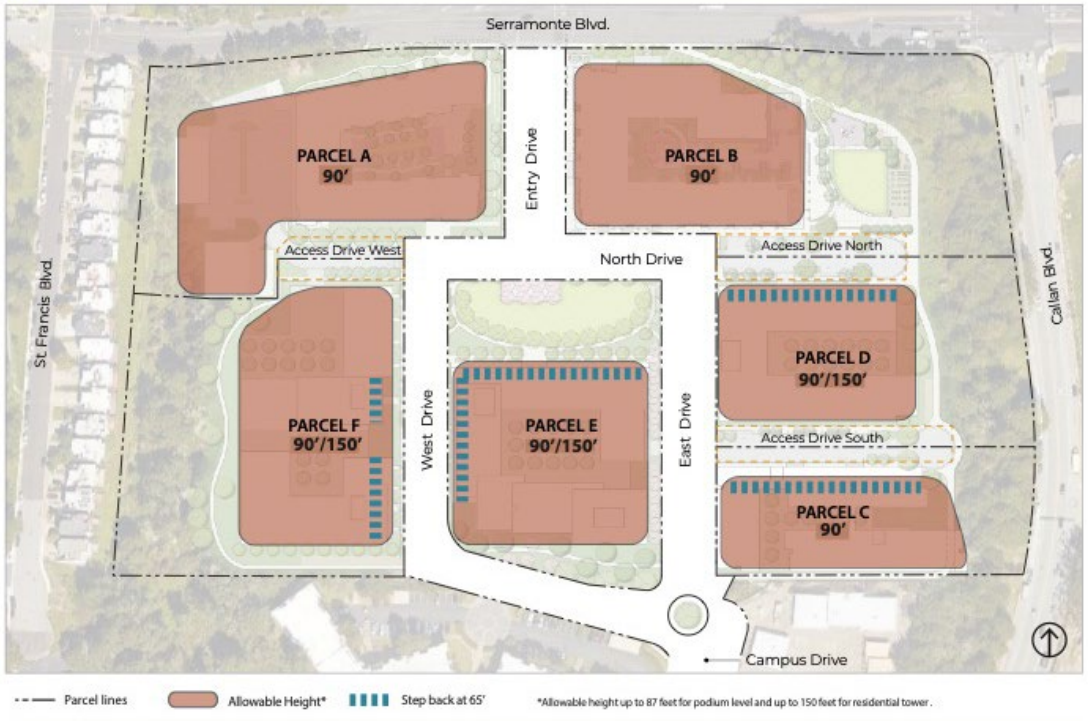
A.5.2 Mechanical and roof-mounted elevator core equipment up to a maximum of 18 feet above maximum height, provided their combined coverage does not exceed 30% of building roof area. Equipment less than four feet above maximum height is exempt from the coverage calculation.

A.5.3 Architectural and landscape screening designed to conceal mechanical and roof mounted equipment.

A.5.4 Sustainability elements, such as photovoltaic cells, small-scale wind turbines suitable for residential development, storm water catchment / treatment equipment, solar water heating equipment.

A.5.5 Enclosed amenity spaces to a height of 12 feet where roof is designed as an accessible outdoor common area if coverage of enclosed amenity space is no more than 30 percent of building roof area.

Figure 3.3 Building Heights



A.6 Street Frontage

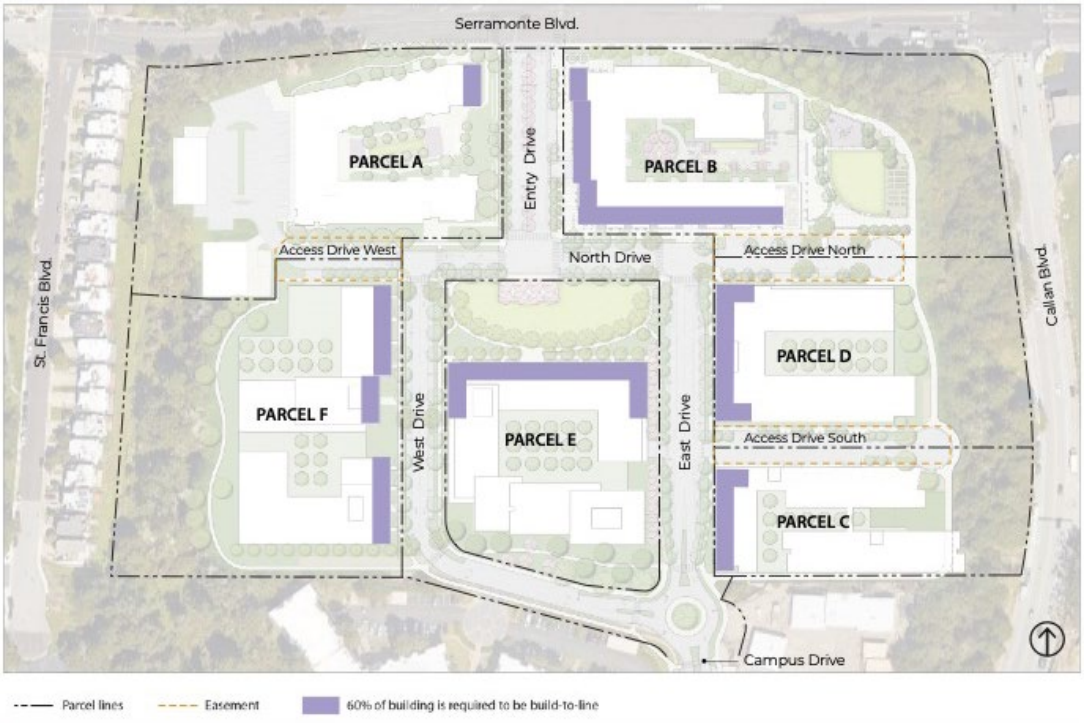
The Precise Plan utilizes build-to lines to define urban street and park frontages for buildings. Figure 3.4 Street Frontages indicates the location and percentage of building walls required to be located at a build-to line. A build-to line sets the location of the primary building wall. Table 3.4 Location of Build-to Line for Parcels specifies the distance in feet of the build-to line from a parcel boundary. Together, these standards set the location and street wall for buildings throughout the neighborhood.

Table 3.4: Location of Build-to-Line for Parcels

PARCEL	FRONTAGE	BUILD-TO LINE
Parcel A	Entry Drive Access Drive West	N/A N/A
Parcel B	Entry Drive North Drive/Access Drive North	Varies from 7.5 feet to 28 feet from north to south 43 feet
Parcel C	East Drive Access Drive South	2 feet 25 feet 9 inches
Parcel D	East Drive Access Drive North Access Drive South	6 feet 40 feet 40 feet

Parcel E	East Drive West Drive West Drive (southside) Central Green	14 feet 10 feet 15 feet (setback measured from Public Access Easement) 10 feet (setback measured from Public Access Easement)
Parcel F	West Drive Access Drive West	10 feet 40 feet

Figure 3.4 Street Frontage



Building frontage standards are:

A.6.1 The building frontage on all parcels shall comply with the percentage of building that is required to be aligned along the build-to-line, as shown in Figure 3.4.

A.6.2 The primary wall of a building shall align with the build-to line. The primary wall can be located up to 6 feet from a build-to-line. Ground floor building frontages may be recessed from the build-to line.

A.6.3 Balconies and other projections above 16’ from ground level may encroach across the build-to line up to 6 feet, provided such projections meeting Building and Fire Codes, and do not interfere with underground infrastructure.

A.6.4 Building entry canopies, arcades, and galleries are permitted to encroach up to 15 feet across the build-to-line.

A.6.5 Stairs to podium level courtyards overlooking parks, stoops, and appropriate fencing can encroach up to 10’ on the park side of a build-to line.

A.7 Ground Floor Use

The distribution of ground floor uses is essential to creating an active pedestrian environment. Figure 3.5 Ground Floor Use identifies the location, type and orientation of ground floor uses by parcel for the Plan Area. Five types of ground floor uses are defined as follows:

A.7.1 **Mixed- Use**. This requires a ground floor use of one or more of: retail, café, restaurant uses with outdoor dining, building entries, residential lobbies, commercial, or community uses that attract pedestrian activity with physical access and visibility to and from the adjacent sidewalk.

A.7.2 **Active Residential Use**. Ground floors shall have one or more of the following: commercial or community uses; main building entry, residential lobby, residential amenity spaces, and individual ground floor residential unit entrances. Ground floor residential unit entrances shall be 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.

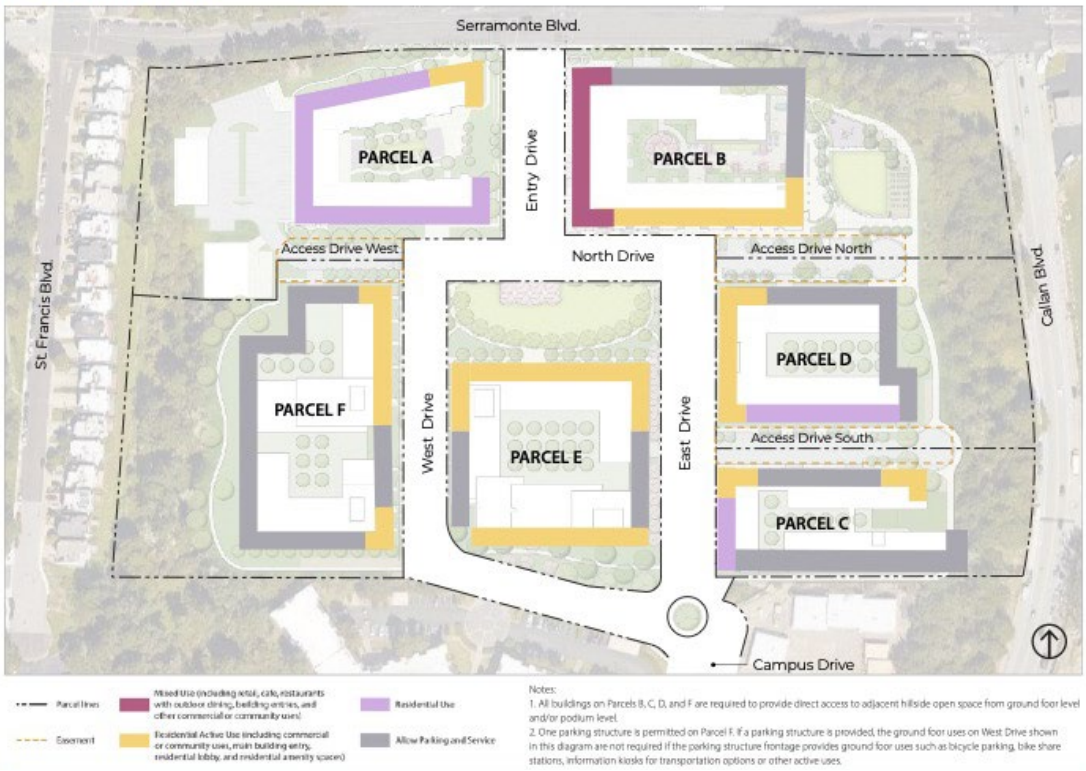
A.7.3 **Residential Use**. This requires ground floor residential use, such as residential units without individual unit entries accessible from the street (which can have a back porch, garden, or patio), or other residential use, and excludes parking, loading and services areas.

A.7.4 **Parking, Loading and Service Use**. The location for parking, loading and service uses fronting streets, yards and accessways.

A.7.5 **Required Street Frontages**. Where Mixed-Use, Active Residential Use, and Residential Use frontages 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 at active ground floor use frontages.
- Blank walls are limited to a length of 30’ maximum. Walls opening to structured parking areas at the ground floor are limited to 60’ maximum.

Figure 3.5 Ground Floor Use



A.8 Setbacks

The perimeter of the Plan Area shall have the following setbacks along neighboring properties or street right-of-way. These are minimum setback dimensions. For build-to lines, see Table 3.4.

Table 3.5: Setbacks

LOCATION	SETBACK
North Perimeter Property Line	20 feet from Serramonte Boulevard
East Perimeter Property Line	75 feet from Callan Boulevard

South Perimeter Property Line	Parcel C: 7.5 feet Parcel E: 10 feet from pedestrian public access easement Parcel F: 40 feet
West Perimeter Property Line	30 feet
Within a parcel	Minimum separation between buildings shall comply with local and state building codes.
Side yard	6 feet up to 90 feet in height, 10 feet above 90 feet in height.

B. ARCHITECTURAL DESIGN

Buildings conforming to the architectural design standards will visually and functionally fit and contribute to the pedestrian-oriented urban realm of the Plan Area. Architectural design standards define the architectural character, form and function of buildings including building massing, façade composition, architectural details, materials, color, and sustainability features.

B.1 Architectural Character

Architectural character is the appearance of a building created by its form, function, construction technology and visual features.

B.1.1 Buildings shall be of high quality, contemporary architectural design. Contemporary architectural design is 21st century design: it reflects current trends in architecture. Contemporary architectural design does not adhere to a particular style of set of standards; rather, it seeks to distinguish itself from the past by incorporating the latest innovations in building technology and design.

B.1.2 Buildings shall not directly reference historic architectural styles or use materials associated with specific periods or styles.

B.1.3 Building shall not use terracotta tile roofing, mansard roofs, asphalt roof tiles or shingles.

B.1.4 Ribbon windows and flat building facades shall not be permitted.

B.1.5 Auto-oriented ground floor building design, such as continuous, open to the street, at grade covered parking spaces and extended curb cuts, shall not be permitted.

Proportion

Proportion is the correspondence of the size of building elements to human scale, to each other and to the whole building, thus creating a balanced, harmonious composition of elements that achieve a visually coherent architectural aesthetic related to scale of human experience.

B.1.6 The size of the pedestrian, podium, and tower levels shall be in proportion to one another.

B.1.7 Visual discord due to the mixing of too many differently shaped and sized building elements, forms, colors, or textures, shall not be permitted.

B.1.8 Random, oversized building elements shall not be permitted.

B.2 Building Massing

Building massing is the three-dimensional configuration of a building's size and shape. Vertically organized massing standards for pedestrian, podium and skyline levels are:

Pedestrian Level

B.2.1 To create a pedestrian level setback for active uses with occupied floor above, pedestrian level façade setbacks from the build-to-line shall not exceed 10 feet.

B.2.2 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 shall be no less than 14 feet where there is amenity space.

Podium Level

Podium level building massing shapes the spatial definition of the public realm. Building street walls up to 90 feet are considered the podium level.

B.2.3 The first one to three levels of all buildings shall be differentiated from the upper floors to provide a visual support for the floors above. They shall have high quality materials appropriate for a pedestrian environment.

B.2.4 Stepbacks are required as shown on Figure 3.3, Building Heights. Where required, stepbacks shall be no higher than 65 feet above grade with the building set back no less than six feet from the street wall.

Tower Level

The tower, or skyline level consists of all building levels above 90 feet from grade. The skyline level contributes to the visual identity of the Plan Area.

B.2.5 Tower massing shall extend to ground level to visually anchor the tower to the ground.

B.2.6 Towers extending to ground shall be set back 10 feet minimum from the build-to line.

B.2.7 Towers shall be oriented in an east-west direction to minimize impacts to views from residences along Saint Francis Boulevard.

B.2.8 Each tower shall not exceed a massing envelope of 240 feet long by 150 feet wide.

B.2.9 A minimum separation of 60 feet shall be provided between any two towers or portions of skyline level building massing.

B.2.10 Towers are not permitted adjacent to the central open space.

B.3 Façade Composition

Façade composition is the organization of horizontal massing of the overall shape of a building to be relation to human scale experience.

Façade Modulation

B.3.1 Long continuous facades that extend the length of a parcel or city block shall not be permitted. Buildings over 100 feet in width shall provide vertical breaks in building massing in the form of projections and recesses to reduce the overall scale of the building.

B.3.2 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, in accordance with the City's building and fire codes. The recess or projection shall be a minimum of 3 feet in depth..

B.3.3 The façade shall be divided into segments of 30 to 60 feet in width using one or more of the design approaches below:

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

Fenestration

Fenestration is the arrangement of the location, grouping and scale of windows and doors as part of the wall system that comprises the façade of a building.

B.3.4 Building fenestration shall incorporate recessed and/or projecting window bays, balconies, canopies, and architectural elements, contrasting surfaces, and/or a rhythm to the building's light and shadow.

B.3.5 Avoid featureless expanses of fenestration that eliminate a sense of human scale.

Blank Facades

A blank façade is a building wall without any windows or doors, and is a featureless expanse with no variation in plane in terms of horizontal and vertical projections, openings or change in materials.

B.3.6 Ground floor blank facades at building walls facing public spaces or streets greater than 50 feet are not be permitted.

B.3.7 At the ground floor, blank facades longer than 50 feet shall provide landscaping, public art or architectural relief with design interest to the satisfaction of the Planning Division.

Ground Floor Design

B.3.8 Transparent windows, storefronts, show windows, building entries, dwelling entries, and/or other active uses shall be placed along street and public open space frontages, as required in the Ground Floor Active Frontage standards.

B.3.9 Doors or sliding windows shall be used by ground-floor restaurants, eating and beverage services to enable outdoor dining along sidewalks and plazas.

Windows and Doors

The selection, design and proportion of windows and doors highly influence the appearance of a building.

Entries

B.4.1 Buildings shall have identifiable main entrances that are directly visible and accessible from public rights-of-way. An entry canopy, recessed building volume, a sculptural volume, change in scale or identifiable architectural treatments are acceptable features.

B.4.2 In mixed-use buildings, residential entries are to be differentiated from commercial entries.

B.4.3 Pedestrian seating and bicycle parking shall be located near building entrances.

Windows

B.4.4 Upper story windows shall provide architectural details, such as sills, or lintels, that recess or project from the facade.

B.4.5 Reflective glazing is not permitted.

B.4.6 Non-reflective coatings, low-emissivity glass, external shade devices and other elements shall be used.

Materials and Color

Materials and color play a powerful role in creating the visual experience of a building. For the exterior of buildings:

B.5.1 Building materials, colors and finishes shall be coordinated to create a visually harmonious color palette appropriate for a family-oriented residential neighborhood, consistent with contemporary building design.

B. 5.2 High quality building materials and architectural detailing, with a preference for natural materials at the ground level, shall be used where people directly experience buildings.

B.5.3 Changes in color, texture or materials shall be used to differentiate architectural elements and building massing.

B.5.4 Avoid monolithic use of color, where an entire building is one color or tone.

B.5.5 Avoid garish, or discordant use of color.

C. PARKING AND LOADING

C.1 Parking Ratios[6]

C.1.1 The following parking ratios are currently anticipated for Parcels B through F:

- The parking ratio for residential units is zero[7] to 1.5 spaces per dwelling unit[8].
- The Applicant may increase parking above the foregoing ratio if supported by a parking analysis prepared by a qualified traffic engineer. [9]

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6 The City finds that all parking standards that differ from the Daly City municipal code are designed and necessary to maintain the unity or livability of the Project.

7 Per AB-2097, cities can no longer impose minimum parking requirements on new developments within a half-mile of major public transit stops, for which the Serramonte Del Rey Neighborhood qualifies. The state legislation does not prevent property owners from building parking and JUHSD anticipates providing the appropriate amount of parking that balances the supply and demand generated for the proposed project, based upon JUHSD analysis. These regulations shall explicitly not require a maximum number of parking spaces for any use.

8This may vary, based on AB-2097, see C.1.3.

9 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 the Development Agreement, and may increase or decrease significantly. The intent of this approach is to provide adequate parking within the Precise Plan area based on demand as determined by a parking analysis study provided at the Applicant's discretion that will be based on objective analysis by a qualified traffic engineer demonstrating reductions to parking impacts to on-street parking in the surrounding neighborhood.

- By way of example, at Parcel C, if the parking ratio for the affordable housing is 0.5 parking space per dwelling unit, such is permissible because it falls within the foregoing range of parking ratios. Development of Parcel C may provide parking at a parking ratio up to 1.5 spaces/unit, To the extent parking is provided, the parking ratio will be included in the documents submitted to the City for review and approval of Parcel C.

C.1.2 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.

C.1.3 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. To the extent that JUHSD demonstrates that overflow parking is not needed for a particular development, it will be eliminated as a requirement in the future.

C.1.4 Residential parking can be accommodated in mechanical puzzle lifts.

C.1.5 No more that 10% of residential parking can 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 puzzle lift spaces.

C.1.6 Parking Enforcement: JUHSD or a delegee will be responsible for enforcement of any parking rules on JUHSD property. If private parking restrictions for on-street parking are put in place, parking spaces available for public use will be designated to access publicly accessible parkland, trails, and open space during time periods of private parking restrictions.

C.1.7 One bicycle parking stall per unit shall be provided and accessible from street level, unless otherwise mandated by the building code. Bicycle parking, if in excess of one stall per unit, can be located anywhere on site.

C.2 Design of Off-Street Parking and Loading

C.2.1 Parking shall be located behind, within, or under buildings, or within separate structures. Surface parking areas are prohibited between any building and Entry Drive, North Drive, East Drive and West Drive street frontages.

C.2.2 Parking stall and drive aisle dimensions for each parcel may comply with either approach below, or a combination of both approaches:

- The 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 conformance review, and/or

- 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.

C.2.3 For mixed-use projects, shared parking is encouraged to allow uses with different peak hours of operation to utilize off-street parking facilities of other buildings in the Precise Plan.

C.2.4 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 areas must be located on the side street, wherever possible. Loading zones should not disrupt the flow of traffic within a given project area.

C.2.5 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.

C.3 Vehicle and Bicycle Access

C.3.1 Location of vehicular parking entrances shall be as follows:

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

C.3.2 Vehicular entries shall be located a minimum of 100 feet from intersections and crosswalks except for driveways located along access ways.

C.3.3 Bicycle access shall be from street level, and not required through garage entrances. Bicycle storage for each building shall be accessible from ground level, as close to the driveway entry as practicable, and clearly signed. Bicycles in excess of one per unit can be stored anywhere on site.

C.4 Vehicle Access Design

C.4.1 Two-way vehicular entrances designed as a single driveway shall have a maximum width of 24’.

C.4.2 Where a driveway crosses a sidewalk, clearly demarcate the sidewalk across the entire width of the driveway by using colored paving or materials.

C.4.3 On-street parking may be provided in the form of parallel parking or angled parking.

C.5 Parking Structures

Parking for mixed-use and residential buildings can be in underground, partially above-ground, or above-ground garages.

C.5.1 Above-ground garages not screened by residential uses shall include façade treatments or screening.

C.5.2 Parking garages shall be lined with ground floor active uses or residential entries where indicated per street frontage requirements, and designed with building façades that screen structural elements of the garage where not required by street frontage requirements.

C.5.3 The design of entries to parking garages shall not be more prominent on the building façade than the primary pedestrian entry.

C.5.4 Above-ground parking garages shall be designed with human scale design elements that complement and do not contrast with buildings and public spaces of the Precise Plan.

C.5.5 Parcels B, C, D, E, and F may contain above-ground parking garages.

C.5.6 Parking structure lighting shall be designed to avoid direct glare towards adjacent residential buildings.

C.6 Bicycle Facilities

C.6.1 Bicycle parking should be near building entrances and bicycle routes for user convenience.

C.6.2 Bicycle parking shall accommodate a range of bicycle types, including standard bicycles, E-bikes, tandem bicycles, and trailers.

C.6.3 On-street bicycle parking shall be separated from automobile parking by use of a landscaped buffer or curb.

C.6.4 Off-street bicycle parking shall be in secure locations in each building in the Precise Plan area.

D. OPEN SPACE

Open Space Requirement

Projects within the Plan Area shall provide a minimum of 150 sq. ft. of open space per dwelling unit[10]. The requirement for open space is to be met parcel-by-parcel through a combination of the following:

- Publicly accessible private open space, which are public spaces, such as park, trails, and open space areas, which are publicly accessible to residents, visitors, and public. Such spaces may have limited hours of availability.
- Private open space such as balconies, patios, or other open spaces for the exclusive use of an individual unit.
- Common open space such as communal open spaces or recreational areas with access limited to tenants of a residential or mixed-use development. Examples include at grade open space or plazas, podium level courtyards, rooftop terraces, and similar areas that can provide communal amenities, such as swimming pools, play areas, and cabanas.

Allocation of open space can be off-site of the specific parcel and within the Plan Area, including the areas designated by easement, such as allocation to Overlook Park, Central Green, South Point Park and the Recreation Trail at parcels B, C and D.

The Recreation Trail, Overlook Park, Central Green, and South Point Park 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 conformance review. The Community Garden to be constructed as part of Overlook Park shall be constructed with the parcel B development.

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

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

D.1 Common Open Space

D.1.1 Buildings shall provide spatial enclosure for common open spaces to create privacy, limit views from streets, and wind protection.

D.1.2 Common open space shall be visible and accessible to and from building amenity areas.

[10]Per Daly City zoning code section 17.38.020 requirement for 150 sq. ft. of usable open space.

D.2 Private Open Space

D.2.1 Private open spaces shall be directly accessible from the unit and large enough to permit outdoor activities with a minimum of five feet width and depth.

D.2.2 Private open space shall be constructed with high quality durable materials.

D.2.3 Fencing or screening between ground floor private open spaces shall permit visibility in and out of the open space for the top 18 inches.

E. LANDSCAPE DESIGN

E.1 Hillside Woodlands

To care for the hillside wooded areas to reduce fire hazards, enhance existing vegetation and promote urban forestry, the Precise Plan requires:

E.1.1 A tree succession operations plan for aging mature trees prepared by a qualified arborist will guide the replacement of existing trees over time due to age or fire vulnerability.

E.1.2 Removed trees shall be replaced with a diverse plant ecology governed by the area's unique coastal/Mediterranean climate including evergreen and deciduous species as recommended by an arborist.

E.1.3 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.

E.2 Planting

E.2.1 Plant material shall be comprised of at least 75% drought tolerant plant species. Planting plans shall comply with Daly City's Water Conservation in Landscaping regulations and the Water Use Classification of Landscape Species (WUCOLS).

E.2.2 Where turf grass is used, low water use hybrids and/ or no mow varieties shall 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 sightlines remain open and clear, and places of concealment are not fostered. Plants should be used to screen above-ground utilities. Along streets and sidewalks, plants shall be used in planters within the right of way to create spatial separation between sidewalk and vehicular traffic.

E.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.

E.3 Planters

E.3.1 Landscape planters within any private street shall be a minimum of four feet wide.

E.3.2 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.

E.3.3 Where landscape planting is provided under trees, planters shall be 4' W x 6' L minimum.

E.3.4 Planted medians shall provide at least a 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.

E.4 Site Irrigation

E.4.1 Site Irrigation systems shall comply with all local and state requirements as of time of project approval, and shall meet the City's water efficiency regulations.

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

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

E.5 Soil & Drainage

E.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.

E.5.2 Planting areas shall by dressed with a 3-inch layer of mulch.

E.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.

E.6 Site Furnishings

E.6.1 Site furnishings shall be comprised of materials designed to withstand outdoor conditions.

E.6.2 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.

E.6.3 Seating shall be provided at retail, parks, open spaces, adjacent to the trails, and in front of primary building lobbies. 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.

E.6.4 Café tables with chairs shall be movable with a variety of sizes for public use in gathering spaces and shall be constructed of materials suitable for outdoor public usage.

E.6.5 At least one drinking fountain shall be provided at each of the following: Overlook Park, Central Green, and the Recreation Trail. Dog bowl and water bottle filling attachments are recommended but not required.

E.6.6 Within Overlook Park, Applicant shall provide play equipment for children ages two through twelve. Play areas will be designated for children between the ages of two to five and for ages five to twelve years old.

Any community garden shall provide raised beds and a regular water service connection with water spigot at 100-foot intervals.

E.7 Trees

E.7.1 Trees within the street right of way, in plazas, and high-visibility open space areas shall be provided in 24-inch box size or larger and be secured with at least three 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.

E.7.2 Individual developments within the Plan Area shall use trees that are provided in minimum 15-gallon size or larger for no greater than 50 percent of the trees planted. All other trees shall be box-specimen.

E.7.3 Entries at the north and south shall have unique tree plantings, and the design of these planting shall be approved by the Planning Division.

E.7.4 Seasonal interest shall be created with deciduous trees providing spring flowers and fall color.

E.7.5 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.

E.7.6 Enhanced finishes and/or striping shall be used at the master plan entry, at all driveway entries, and at all crosswalks.

E.8 Trail and Paths

E.8.1 Trail surfaces shall be asphalt or concrete, provide for adequate clearances along the edges and overhead, and be suitable for their intended use. Refer to trail sections in Chapter 5 for trail dimensions.

E.8.2 Signage, ornamental landscaping, and trees shall be provided along the trail system to enhance user experience.

E.9 Stormwater Management

E.9.1 Project submittals shall comply with the Precise Plan's phased, performance-based approach to stormwater management, consistent with the San Mateo County Municipal Regional Stormwater Permit, and Daly City's municipal code pertaining to stormwater management. Projects shall minimize the amount of paved area. Where feasible, paved areas shall 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.

E.9.2 Stormwater retention features that minimize runoff into streets, parking lots, landscaped areas, and open spaces shall be incorporated, where feasible. Stormwater retention features include drainage swales and rain gardens.

E.10 Open Space Landscaping Standards

E.10.1 Landscaping shall define the edges of paths, plazas, and seating areas.

E.10.2 Trees shall be planted to shade walkways, gathering areas, parking, and other larger expanses of pavement.

E.10.3 Landscaping in setback areas shall create a transition zone between the sidewalk and street-level residential units and entries.

E.10.4 Landscaped areas shall be regularly maintained to keep them aesthetically pleasing, and to remove dead and dying plants.

E.10.5 Gateway or entry points shall be emphasized with distinctive trees and plants.

E.10.6 Existing trees, to the extent feasible, and healthy, are to be preserved and integrated into site designs.

E.10.7 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.

E.10.8 Native, drought-tolerant, or well-adapted tree and plant species shall be used.

E.10.9 Seasonal and year-round flowering shrubs and trees shall 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.

E.10.10 All landscaped areas shall be designed by a landscape professional to the satisfaction of the Planning Division.

F. SIGNAGE

Where this section does not set standards, the Applicant and City staff shall use the Daly City Municipal Code. City review and approval of wayfinding signage shall be part of Conformance Review Where there is a conflict with the Daly City sign ordinance, this Precise Plan governs.

F.1 Signage Standards

F.1.1 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.

F.1.2 Signs shall be made of high-quality, durable, and environmentally friendly materials.

F.1.3 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.

F.2 Monument/Gateway Signage

F.2.1 The Precise Plan shall 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.

F.2.2 If provided, a single gateway or monument sign at the southern portion of the Plan Area near the round-about shall be located at Parcel E and be less than 4 feet high. The sign shall not obstruct sightlines for drivers to the extent safety is compromised.

F.2.3 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 4 feet high and no longer than 20 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. ft. in area. The maximum face area of signage of the tower structure shall not exceed 200 sq. ft.

F.2.4 Gateway or monument signs shall not have internal illumination but will be lighted with externally mounted luminaires.

F.3 Building Signage

F.3.1 The physical design of signage shall conform to the architectural detailing of the associated building and shall be in proportion to the surface onto which such signage is mounted, as determined by the Planning Division.

F.3.2 Signage shall not obstruct architectural details such as recesses, structural bays, or windows.

F.3.3 Externally illuminated or halo lit signsshall be required. The use of internally lighted or box type signs are prohibited. Internally lighted signs measuring 2 sq. ft. or less are allowed.

F.3.4 No more than three (3) building residential signs shall be provided per building. 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 more than one location, a minimum of one shall be placed close to the main entry. The second and third can be located such that the top of the signage is not greater than 25’ feet from grade. The aggregate sign area shall not exceed 150 sq. ft.

F.3.5 Durable, vandal-resistant materials and finishes shall be utilized for address signs.

F.3.6 Conduit, tubing, or raceways shall be concealed. Transformers and other equipment for the signage shall also be concealed.

F.4 Storefront Signage

F.4.1 Signage for multi-tenant retail buildings shall be developed to minimize potential visual conflict, clutter, and competition.

F.4.2 Maximum size for sign area per retail tenant is 30 sq. ft. on the face of a building. A second sign per retail tenant, not exceeding 20 sq. ft., 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.

F.4.3 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.

F.4.4 Ancillary retail space or leasing offices shall be signed in a manner consistent with the storefront signage standards in this section.

F.5 Prohibited Signs

Prohibited signs include:

F.5.1. Signs which rotate, move mechanically or by the wind, flash, blink or reflect light by means of a polished or mirrored surface.

F.5.2 Open flames, balloons, loudspeakers used to call attention to a product, service, or a property.

F.5.3 Signs which identify or advertise a product or service not available on the premises.

F.5.4 Externally illuminated signs where the source of light is directly visible or cause glare or reflections that are a traffic hazard or nuisance.

F.5.5 Signs which emit or reflect light by means of direct fluorescence, phosphorescence, or "day-glow" colors.

F.5.6 Any sign illumination which exhibits undue glare.

F.5.7 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.)

F.5.8 Internally lit signs where the entire face of the sign is illuminated, rather than just the graphics.

F.5.9 Advertising bench signs, unless required by SamTrans at Serramonte Blvd.

F.5.10 Off-site directional signs.

F.5.11 Roof signs.

F.5.12 Outdoor advertising billboard signs.

F.5.13 Abandoned signs.

G. LIGHTING

See Figure 3.8 Lighting Diagram. A uniform lighting approach will contribute to overall community aesthetic and ensure safety for walkways, bikeways, and roadways[11].

G.1 General Lighting Standards

G.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.

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

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

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

G.2 Street Lighting

G.2.1 Provide streetlights in general locations shown on Figure 3.8, Lighting Diagram for Locations.

G.2.2 Streetlights shall comply with Daly City standards.

G.3 Pedestrian Lighting

G.3.1 Provide pedestrian lighting in general locations shown on Figure 3.8, Lighting Diagram. Additional locations for pedestrian lighting are along pedestrian pathways in open spaces and in surface parking areas.

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

G.3.3 Pedestrian lighting may be integrated with streetlighting by providing additional luminaires facing the sidewalk on streetlight poles, installed at a lower height than street luminaries.

G.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.

[11]For Parcel A, no additional lighting is required to what is installed.

G.4 Lower Illumination Pedestrian Lighting

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

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

G.5 Building Lights

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

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

H.1 Definitions

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

Amenity Space: Residential amenity space may include co-working space, health, and wellness, grab and go snack items, pet amenities and other shared or community uses that can be visible to the street.

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 street wall, is located, parallel to and measured perpendicular from the property line.

Corner Expression: Corner expression is accentuating building massing at the joining of two facades with a projected, recessed, or vertical change in building massing.

Face of Curb: The face of curb is the vertical sloping surface of the side of a roadway curb, 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 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.

Primary Building Wall: The primary building wall is the building façade. Window or wall recesses or projections are not counted as primary building wall or façade of the building.

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

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.

Public Realm: The public realm is exterior urban space shaped by buildings comprised of publicly accessible streets, parks, open spaces, pathways, and civic facilities.

Street Wall: The street wall is the continuous façade of a building that establishes the edge of the public realm for a street or public space.

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 character of a 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.

Vertical Shift: Vertical shift is variation in the roof line or vertical massing of the building or building elements.

III. IMPLEMENTATION

I. MAINTENANCE

Subject to the provisions of any applicable State law, the following shall apply:

I.1.1 **Master Association**. Prior to the issuance of any building permit to construct any market-rate residential unit in the project, the Jefferson Union High School District (District) shall formand perpetually maintain a Master Association for the Serramonte Del Rey Neighborhood ("Master Association"). The Master Association shall be self-governing and govern common areas for the term of the Precise Plan uses are in operation. The purpose of the Master Association, among other responsibilities, shall be to maintain all common areas within the Precise Plan area including streets, parks, and other areas not maintained by individual parcel developers that are not dedicated or otherwise conveyed to a public agency in a neat, safe and healthful condition, including the ongoing removal of litter throughout. Until the Master Association is formed, the District is responsible for the foregoing.

I.1.2 **Maintenance Plan**. A maintenance plan for roadway, park, and utility maintenance shall be submitted by the applicant and approved by the City prior to the issuance of any building permit to implement the project. A litter control maintenance plan shall be submitted that includes provision for on-goingletter and garbage control. The maintenance plan shall be incorporated into the CC&R's in connection with the creation of the Master Association at the discretion of the District and recorded at such time.

Minimum Requirements for Trash and Litter Disposal shall be as follows:

- All trash shall be confined in approved receptacles and enclosures. Any building permit application submitted to the City for review shall be accompanied by a letter from the trash hauler indicating that the proposed trash receptacles provided in the building for which the permit is sought to meet the hauler's requirements for quantity, size, and accessibility.
- All unenclosed materials, equipment and/or supplies of any kind shall be maintained within approved enclosure areas. Any stacked or stored items shall not exceed the height of the enclosure.
- All trash and storage enclosures shall be properly maintained in accordance with approved plans.
- All waste materials generated by the development, such as cardboard boxes, skids, garbage, litter, etc., must be stored in the enclosure for disposal.
- No waste material shall be visible at any time.
- All enclosures shall be designed to conceal the contents.

- All enclosures should be kept clean and free of odor.

I.1.3 **Maintenance and Repair - Master Association**. The Master Association shall develop a maintenance plan (including a street sweeping, street surface repair and replacement, and garbage disposal plan approved by the Planning Division and theDepartment of Public Works) for the upkeep of common areas, private streets, and infrastructure. The Master Association will be responsible for the maintenance, litter removal and repairs of publicly accessible common areas that are not part of individual parcel development, including streets, sidewalks, bicycle lanes, parks, open spaces, trails and paths, utilities and improvements in streets including temporary and permanent storm water features, street lighting, landscaping, planter strips, street furniture and the fixtures, furniture and equipment located in the parks.

I.1.4 **Maintenance and Repair - Parcel Specific Responsibilities**. Parcel Developers or, if the property interests of such Developers are conveyed, their successors in interest, are responsible the maintenance, replacement, repairs and litter removal for on-site improvements on their respective parcels, including exterior equipment, fixtures, walls, roofs, windows, doors and other architectural, landscaping and publicly accessible common areas on private parcels in a clean, sanitary and attractive condition. The Developer of a parcel shall be responsible for the maintenance, replacement, repairs and cleaning of improvements within exclusive easements on their parcel.

I.1.5 **Budget**. The Master Association shall prepare an annual budget to fund the costs incurred in maintaining the publicly accessible common facilities. The Master Association shall undertake an inventory of publicly accessible common area improvements requiring maintenance, litter removal and repairs, such that each phase of development is adequately budgeted for maintenance and operations of improvements. Landscape maintenance budget shall include consideration of level of maintenance and operation expenses commensurate to the anticipated level of use of park and recreational facilities. The Master Association may employ or contract out to perform maintenance, litter removal and repairs..

J. PHASING

J.1 **Timing**. The sequence and timeline of development will ultimately depend on market conditions. The pace of development will fluctuate with the regional economy, capital expectations and availability, costs for development and the conditions of the Daly City housing market.

J.2 **Public Improvements**. For each phase of development there are corresponding street, park, open space improvements and utilities necessary to support development of individual parcels per Table 7.1 and as shown in Figure 7.1.

Table 7.1: Parcel Phasing and Public Improvements

PHASE	PARCEL	STREETS	PARKS AND OPEN SPACE
1	B	• Entry Drive • North Drive • North Access Way • Callan Boulevard improvements within parcel	• Entry Drive Plaza • Overlook Park • Eastside Recreation Trail within parcel
2	C	• South Access Way • Callan Boulevard improvements within parcel • If Parcel C before Parcel D: East Drive from Campus Drive to South Access Way	• Eastside Recreation Trail within parcel
	D	• East Drive from North Access Way to South Access Way • North Access Way • South Access Way • Callan Boulevard improvements within parcel	• Eastside Recreation Trail within parcel
3	E	• West Drive from North Drive to Campus Drive	• Central Green • South Point Park
	F	• West Drive from North Drive to Campus Drive	• Westside Walking Trail

Notes:

1. If Parcel E is built before Parcels C and D, then East Drive and North Drive will be constructed including the roundabout.
2. If Parcel F is built before Parcels C. D and E, then West Drive and the roundabout will be constructed.
3. Serramonte Boulevard and Highway 1 ramp intersection improvements will be constructed with the first market rate development per the Development Agreement.
4. Bike lanes on Campus Drive to Hickey Blvd will be constructed concurrent with the roundabout.

5. See Development Agreement for timing of additional off-site improvements.
6. A Storm Drain Memo shall be submitted for conformance review for each phase in accordance with the Master Plan Drainage Memo. At Building Permit submittal: a Hydrology & Hydraulics report based on final design will be provided with the Building Permit submittal in accordance with the Master Plan Drainage Memo.
7. The first parcel of Parcel B and Parcel D to develop is required to build North Access Way from their building to the curb across the access way, so there is a two-way paved travel way. The subsequent parcel is required to complete the sidewalk, landscaping and storm water treatment facilities between their building and the curb on their side of the North Access Way.
8. The first parcel of Parcel C and Parcel D to develop is required to build South Access Way from their building to the curb across the access way, so there is a two-way paved travel way. The subsequent parcel is required to complete the sidewalk, landscaping and storm water treatment facilities between their building and the curb on their side of the South Access Way.
9. The Head Start facility may be located on other parcels.
10. See the Tentative Map for utility improvements associated with each parcel. On and off parcel utility improvements in the Precise Plan Area shall be sized to support buildout of the Precise Plan.
11. The chronology of phasing in Table 7.1 is not intended to be binding, and 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. For the purposes of assessing consistency with the Table 7.1 for conformance review, a reviewer shall assess whether development of a listed parcel includes the streets, park, open space utilities needed to support the development of the parcel and future phases of development.

K. CONFORMANCE REVIEW

K.1.1 **Purpose**. Conformance Review is the Precise Plan's ministerial, streamlined process to approve proposed projects "as-of-right" that demonstrate Plan Consistency with the Precise Plan and Entitlement Documents and Compliance with the Objective Development Standards of the Precise Plan, as defined below. Design Review is not required for projects ministerially approved "as-of-right."

K.1.2 **Plan Consistency**. Plan Consistency is the review of project submittal documents for conformance to:

1. Serramonte Del Rey Precise Plan (Attachment "A") requirements for the scope and phasing of park, open space, street, accessway, storm water, water, wastewater, utility, emergency access, and on and off-site transportation improvements associated with each parcel per Precise Plan Figure 7.1 Phasing, Table 7.1 Development Phasing and Appendix C: Civil Engineering Exhibits, and

2. Entitlement Document requirements of the Development Agreement, Tentative Map, Conditions of Approval, Inclusionary Housing Agreement and the Mitigation and Monitoring program.

K.1.3 **Compliance with Objective Development Standards ("Compliance")**. Compliance with objective development standards is the review of project submittal documents for

conformance with the Precise Plan's Objective Development Standards as listed in Section II above.

K.1.4 **Variance from Numerical Standards and Precise Plan.**

Deviations from the numerical standards in Section II above may be permitted by up to 20 percent for any parcel, upon approval by the Planning Division. Deviations from the minimum and maximum densities prescribed in Table 3.3, the requisite amount of private open space (150 square feet per dwelling unit), and the quantity and general location of common open space shall not be permitted.

Modification or reconfiguation of the Precise Plan pattern of streets and blocks, shape of open space areas, site layout, orientation or location of buildings, architectural or landscape elements may be permitted provided all other Objective Design Standard can be met Deviations from the approved roadway configurations, including lane provision and width, shall not be permitted unless approved by the Department of Public Works.K.1.5 **Submittal Requirements**. Submittal requirements shall include documentation as set forth in the 2023 Daly City Municipal Code Section 17.28.030 C. 2. (a) – (f), Procedure for Application for Planned Development of the Daly City Zoning Ordinance, and shall include a completed Conformance Review Check List, as attached to the Precise Plan as Appendix A, and any additional information requested by the Planning Manager. Submittal requirements for minor modifications to approved and constructed projects to be per Planning Manager request.

K.1.5 **Review Process and Timing.**

1. **Pre-submittal conference**. Upon request of the Applicant, the Planning Manager shall convene a pre-submittal conference to review the scope of the project, submittal requirements, conformance review process, timeline, and staff availability. It is an opportunity for the Applicant and the design team to ask technical questions to prepare a submittal. The Planning Manager, City Engineer, and Development Coordinating Committee members shall attend upon request.

2. **Submittal.** The Applicant shall submit documentation as described under "Submittal Requirements" above.

3. **Conformance Review.** The Planning Manager, designated staff or third-party consultants shall conduct the Conformance Review per the responsibilities described in Table 7.2. The Planning Manager shall coordinate reviewer

comments and provide them to the Applicant no later than 45 business days after filing a project submittal.[12]

4. **Determination.** The Planning Manager shall review the project submittal and reviewer comments to determine whether the submittal is plan consistent and standards compliant and therefore approved as-of-right.

   If the Planning Manager deems a project application inconsistent with the Precise Plan or Entitlement Documents, and/or non-compliant with the Objective Development Standards in Section II, prior to a decision to deny approval of the proposed project, the Planning Manager shall provide the Applicant with written documentation as to what elements of the submittal are not in conformance.[13]

   The Applicant can revise the submittal and resubmit. The Planning Manager, upon receipt of the re-submittal, shall make their determination. Total City Review Time from submittal to determination shall not exceed 90 business days.[14]

   If the City fails to complete Conformance Review per the above timing requirements, the submittal shall be deemed to be conforming with the Precise Plan and Entitlement Documents, planning review shall be complete, and requested permits shall be issued.

5. **Notification of Determination.** The Planning Manager shall communicate in writing to the Applicant the Planning Manager's determination.

6. **Appeal**. A Conformance Review determination may be appealed within 20 business days to the City Manager by the Applicant. City Manager shall make a determination within 20 business days of receipt of the appeal. The City Manager's decision on appeal shall be final and not appealable.

K.1.6 **Review Criteria**. The following criteria shall guide the determination of plan consistency and standards compliance:

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12 Notwithstanding anything in this chapter, to the extent the Permit Streamlining Act or other State Law applies for shorter deadlines, the regulations in such laws shall govern.

[13] This process is separate and independent from the Planning Manager's coordination and provision of any reviewer comments on the Applicant's initial project submittal, as required under the "Review Process and Timing" section of this Chapter.

[14] For this paragraph, "City Review Time" shall mean the time, measured in business days, taken by the City to review a project submittal and provide comments to the applicant or render a Conformance Review decision. City Review Time does not include the Applicant's time from the date of receiving comments to the date of resubmitting a revised project submittal responsive to comments.

- All Figures in the Precise Plan illustrate the general arrangement and relationships among parcels, buildings, streets, accessways, parks and open spaces, and exact compliance or conformance is not required so long as other objective criteria are met.
- The final configuration of parcels, buildings, streets, accessways, parks and open spaces are subject to refinement, and exact compliance or conformance is not required so long as other objective criteria are met.
- Consistency and conformance with the Precise Plan shall be construed rationally and shall accommodate unforeseen solutions or innovation that can occur over the extended build-out of the Precise Plan. Notwithstanding the above, no deviations are permitted to minimum residential densities and minimum open space area requirements.

K.1.7 **Standards Interpretation**. The nature of the Objective Standards is such that consistency determinations are ministerial, without the exercise of discretion. Accordingly, it is not anticipated there will be cause for interpretation of these standards by the City. In the unforeseen event that interpretation is required, the Planning Manager shall make any interpretation of the Precise Plan's development standards required to evaluate the proposed project, and shall inform the reviewer of any interpretations as needed. The Planning Manager shall include any interpretations as part of its written determination of consistency with the objective development standards of the Precise Plan.

K.1.8 **Staffing**. The Planning Manager shall check on staff availability prior to the pre-submittal conference to meet the conformance review timeline. If staffing is not available, the City can designate a third-party consultant to be paid for by Applicant. Consultants shall have professional planning experience on similar projects. The Applicant shall pay all reasonable staff coordination and third-party consultant costs.

K.1.9 **Staff or Consultant Review Responsibilities**. Staff or consultant review responsibilities are per Table 7.2, Reviewer Responsibilities.

- The Planning Manager shall provide oversight and make all Conformance Review determinations.
- Staff of consultant shall compare the project submittal, Conformance Check List, and applicable plan elements, standards and requirements of the Precise Plan and the Entitlement Documents.
- Reviewers are to provide written comments on plan consistency to the Planning Manager. In the case where the reviewer concludes inconsistency with plan elements, or non-compliance to objective development standards, the reviewer shall identify specific objective standards to be addressed to achieve a consistency.
- If requested by the Applicant, the Planning Manager and any reviewers shall meet with the Applicant to discuss steps to resolve any comments.

The Planning Manager shall consider the recommendations of the reviewers, and shall make the final determination for approval, approval with conditions, or denial of the submittal based on objective criteria as set forth herein.

Table 7.2: Reviewer Responsibilities

RESPONSIBILITY		REVIEWER				
PLAN CONSISTENCY	STANDARDS COMPLIANCE	PLANNING MANAGER	STAFF OR THIRD-PARTY CONSULTANT (IF RETAINED)	CITY ENGINEER	DEVELOPMENT COORDINATING COMMITTEE[15]	HOUSING AND COMMUNITY DEVELOPMENT MANAGER
Phasing		X		X		
Parks		X	X			
Streets		X	X	X		
Utilities, off-site transportation Improvements		X		X	X	
Development Agreement		X				
Final Map				X		
MMRP		X		X	X	
Inclusionary Housing Agreement						X
Tentative Map and Conditions of Approval		X		X		
	Land use and urban design	X	X			
	New Buildings	X	X			
	Parks	X	X			
	Streetscapes	X	X			
	Exceptional Projects[16]	X	X	X	X	X

[15] Development Coordinating Committee includes Planning Division, Building Division, Engineering Division, Department of Water and Wastewater Resources, North County Fire Authority and other committee members as deemed appropriate by the Planning Manager.

[16] For exceptional projects, Planning Manager to determine at pre-application conference what type of review and staffing is required.

RESPONSIBILITY		REVIEWER				
	Minor modifications to existing buildings & facilities	X	X	X		

IV. PLAN AMENDMENTS

Amending the Precise Plan shall follow the requirements of the Daly City Municipal Code section 17.28.020 (I) as of the date of approval of the Precise Plan. This Municipal Code section is included as a part of Supporting Documents provided with this Precise Plan.

V. SUBDIVISIONS

Subdivision of parcels shall conform to the requirements of the Precise Plan and the Daly City Municipal Code Title 16 Subdivisions.

VI. INCLUSIONARY HOUSING

The following requirements are subject to the terms and exceptions provided in the affordable housing agreement:

A. Construction of inclusionary units is required within the Planned Development Zone PD-31 area pursuant to an Affordable Housing Plan.

B. This Precise Plan authorizes flexibility in timing of construction and geographic distribution of inclusionary units throughout the PD-31 area to allow for a greater number of inclusionary units and deeper level of affordability than the minimum levels required by the City Ordinance.

C. The Precise Plan requires, for Parcels B-F, not less than 20 percent of the total number of total residential units completed at final build-out to be affordable housing, consisting of 13.5% low-income units at no greater than 60% AMI and 6.5% moderate income units at no greater than 120% AMI. One market rate residential building can be constructed prior to construction of affordable units. 150 low-income affordable units are planned to be located on Parcel C. The subsequent phases after the first market rate building and the first residential structure built on Parcel C have been constructed can be phased and include unit counts proposed by the developer in any way such that the overall percentage of affordable units does not drop below 20% of all constructed residential units at Parcels B-F at any time consisting of 13.5% low-income units and 6.5% moderate income units.

VII. 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.

VIII. ENTITLEMENT DOCUMENTS

The term "Entitlement Documents" shall refer to all the below except the Precise Plan.

- **General Plan Amendment**. By Resolution No. [], City Council approved text and map amendments to the General Plan to enable high density residential and mixed-use residential development.
- **Precise Plan**. By Resolution No. [], City Council approved the Serramonte Del Rey Precise Plan, which modified land use designations and created a new street and open space network.
- **Development Agreement**. The District and the City of Daly City entered into a Development Agreement to secure vested development rights and terms.
- **Affordable Housing Agreement**. The District and the City of Daly City entered into an Affordable Housing Agreement to secure rights and terms for the Project's Affordable Housing Plan.
- **Tentative Map and Conditions of Approval**. The City Council approved a Tentative Map indicating the subdivision of the District lands into parcels with infrastructure and open space improvements, including Conditions of Approval.
- **Mitigation and Monitoring and Reporting Program**. 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, 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.

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January 9, 2024

Hon. Members of the Daly City Council
c/o Ms. K. Annette Hipona, City Clerk
333 - 90th Street
2nd Floor
Daly City, CA 94015

Re: Jefferson Union High School District Serramonte Precise Plan Project

Dear Honorable Members of the City Council:

Our office represents the Jefferson Union High School District (the "District") in its development of a new mixed-use project at 699 Serramonte Boulevard (the "Project"). As this project nears its hearing date, we recognize the City Council will be fielding many different questions and issues. By this letter, we merely ask the City Council keep in mind something that might get lost in the deluge of information, as it concerns the housing crisis, and urgency is necessary:

> The Project is **crucial** to the City meeting its fair share housing requirements assigned under the applicable Regional Housing Needs Allocation ("RHNA").

We feel it is necessary to point this out because some Project opponents have alleged the Project is inconsistent with the City's RHNA requirements. The very opposite is true.

At buildout, the Project will consist of 1,113 new residential units in Daly City, not including the existing 122 units of District faculty housing. These apartments include 150 new low-/very low-income units, 73 new affordable moderate-income units, and 890 above-moderate-income units. As shown in the chart below, the City needs these units for its December 2023 Draft Housing Element (i.e., the City's blueprint for meeting RHNA requirements) to work. Failing to meet RHNA requirements would result in time-consuming revisions to the Draft Housing Element, and the City would risk losing substantial zoning powers under the Housing Accountability Act.

Type of Unit	Units Required Under RHNA	Citywide Units With Project	Citywide Units Without Project	End Result Without Project
Lower-Income	2,105	2,139	1,989	**116 units below RHNA**
Moderate-Income	762	943[1]	870	108 units above RHNA
Above-Moderate Income	1,971	2,012[2]	1,122	**849 units below RHNA**
Total Units	4,838	5,094	3,981	**857 units below RHNA**

[1] The City's Draft Housing Element does not reflect the latest iteration of the Project, which will provide 150 lower-income units, 73 moderate-income units, and 890 above-moderate income units. This number has been adjusted to reflect that 73 moderate-income units will be provided, as opposed to the 27 moderate-income units listed in the Draft Housing Element.
[2] Pursuant to the above footnote, this number has been adjusted to reflect that 890 above-moderate-income units will be provided, as opposed to the 936 listed in the Draft Housing Element.

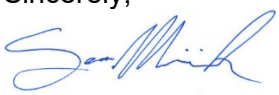
Under State law, the City's Housing Element must provide an inventory of planned projects and sites for future development that provides a realistic path to satisfy the City's RHNA requirement, and for all income levels throughout the 2023-2031 planning period.[3] If, at any time, the City finds that its identified inventory is insufficient to accommodate its remaining RHNA, the City must take immediate action to amend its Housing Element to either add previously unidentified residential sites or rezone non-residential sites to correct for the shortfall.[4] A city that fails to do so risks losing its power to deny housing projects in the future, including those that do not comply with the City's zoning and General Plan (i.e., Builder's Remedy projects). As shown in the above table, approval of the Project is instrumental to avoid these results.

In other words, without the Project, the City would need to immediately revise its Housing Element to rezone new non-residential sites in such a manner that would realistically allow for the development of 116 additional lower-income units and 849 additional above-moderate-income units – about 20% of the City's entire RHNA allocation.

Please note, this issue before the City is an urgent one, as the deadline for adopting a housing blueprint expired on January 31, 2023, more than a year ago. Meanwhile, the region's well-documented housing crisis, as the City knows, has not abated in any respect, resulting in poverty and homelessness. (*See* Gov. Code 65589.5(a)(2).)[5] The City's December 2023 Draft Housing Element, incorporated herein by this reference, documents this urgency. It provides the City's population will increase to 120,000 City residents in 2030, which represents about a 20 percent increase over the 2022 population. The City's low vacancy rate, aging housing stock, large percentage of overcrowded households, and sky-rocketing housing prices, as discussed extensively in the Draft Housing Element, underscore the need to act quickly. For instance, a single person making a moderate income cannot now afford to buy a home in Daly City. There is an urgent need to adopt the Project, which is a cornerstone in the City's housing blueprint.

The District remains in strong support of the City's goals to achieve its fair share of RHNA and adopt a 2023-2031 Housing Element that fully complies with State law. The District is proud of the essential role that the Project plays in these efforts, and looks forward to continuing to work with the City to make the vision of the Project and more housing options in Daly City a reality.

Sincerely,



Sean R. Marciniak
Partner

cc: Clients
City of Daly City Planning Staff
Rose Zimmerman, City Attorney, City of Daly City

[3] *See* Gov. Code, §§ 65863(a); (b).
[4] *Id*.
[5] *See also* the California Department of Housing and Community Development's report entitled California's Housing Future: Challenges and Opportunities," incorporated by this reference and available here: https://www.hcd.ca.gov/policy-research/plans-reports/docs/SHA_Final_Combined.pdf

Memorandum

To: Tina Van Raaphorst, Associate Superintendent
Jefferson Union High School District

From: David Shiver, Principal
Kathleen Diohep, Vice-President

Date: July 10, 2020; **REVISED DECEMBER 28, 2023**

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 ("JUHSD") 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 JUHSD site to generate positive fiscal benefits to the City.

Key Findings – Market Viability of Office Use

Daly City Overview

Known as the "Gateway to the Peninsula", Daly City is located central to two of the Bay Area's major job growth zones of San Francisco and San Mateo counties, and is a regional hub for retail, healthcare, and small business. Because of its central location, diversified economy, excellent transportation links, and a growing young and productive labor force, Daly City's future for economic growth is bright.

JUHSD Site Characteristics

To assess the viability of office use at the site, BAE 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 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.

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 and this BART Station positions Daly City to capture future office tenant demand.

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. However, the Daly City BART Station area is an existing business center that can attract other businesses.

Figure 1 Office Location Criteria



Source: BAE, 2020.

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 though 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 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 in contrast to other areas of Daly City.

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.

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 despite its being situated in a highly attractive and vibrant community. **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 its 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.

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

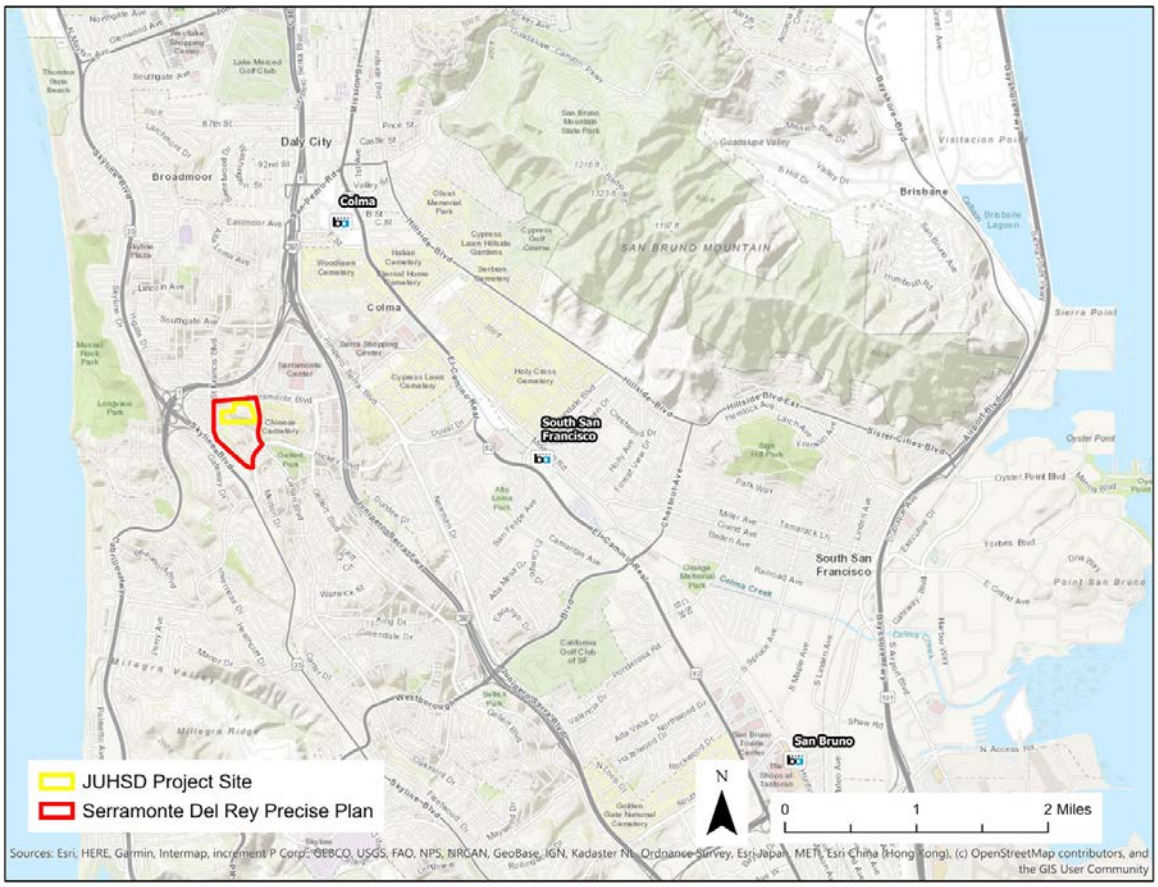
In 1985, Daly City adopted the Serramonte Del Rey Precise Plan ("Precise Plan") that delineated land uses for the 50-acre site owned by JUHSD and ground leased to a real estate developer, Southwest Diversified. The Precise Plan permitted a phased, mixed-use project on the 30 developable acres with between 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.			
			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 yet 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 offer potential for office development.

Daly City Class A Office Market

There are two Class A office buildings in Daly City, 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,

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 conditions[1]. 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.

[1] 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.

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 Ray 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.

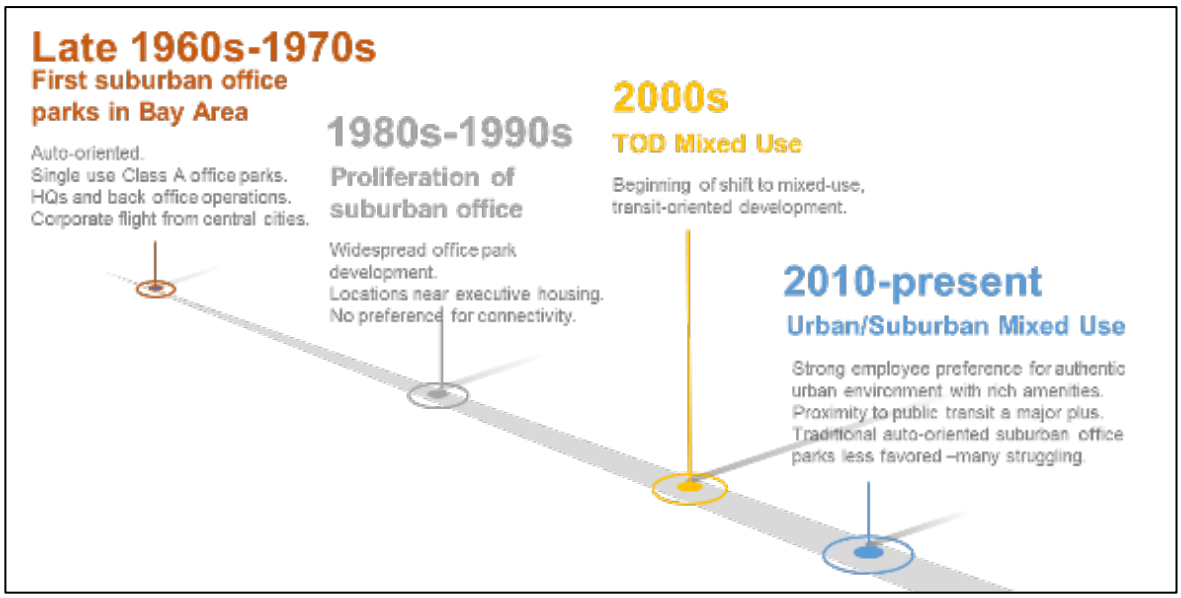
Bay Area Reflects National Office Trends

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 2 San Francisco Peninsula/San Mateo County Office Market

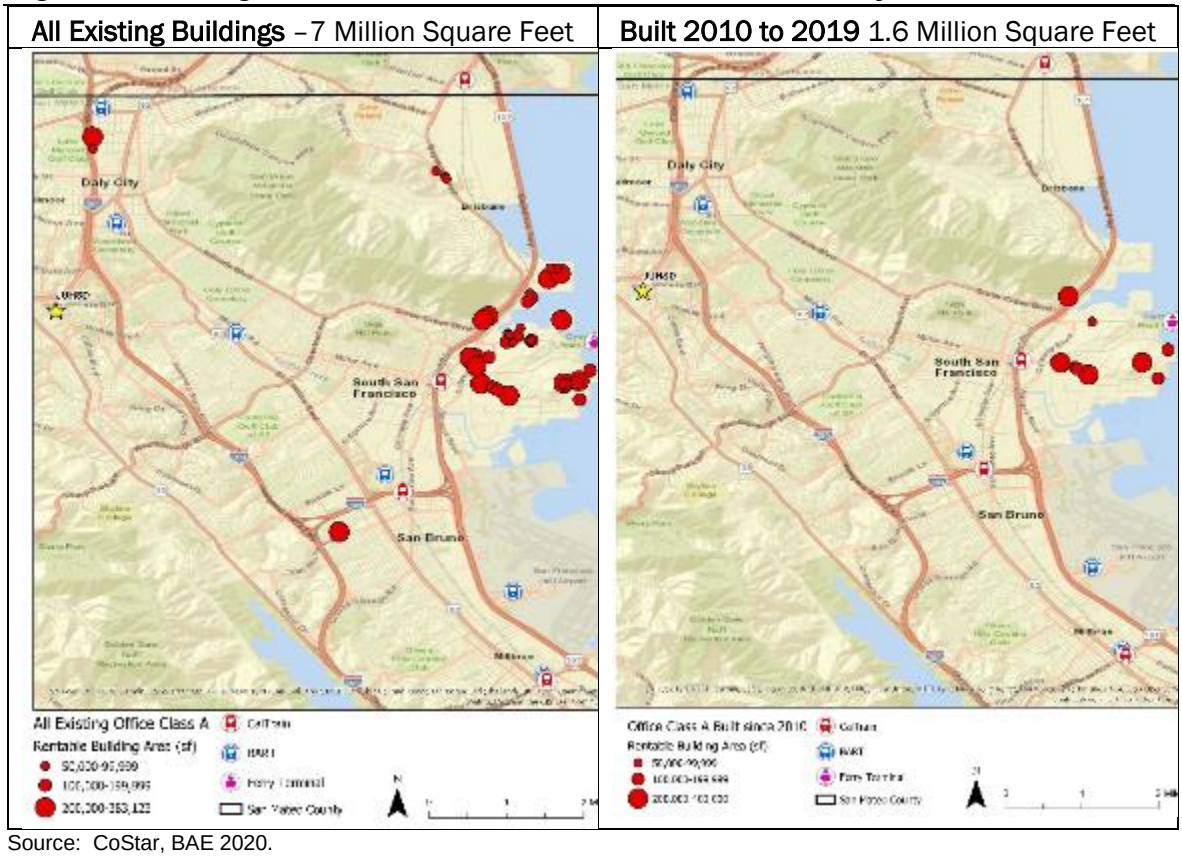
Millions of Building Square Feet

	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.

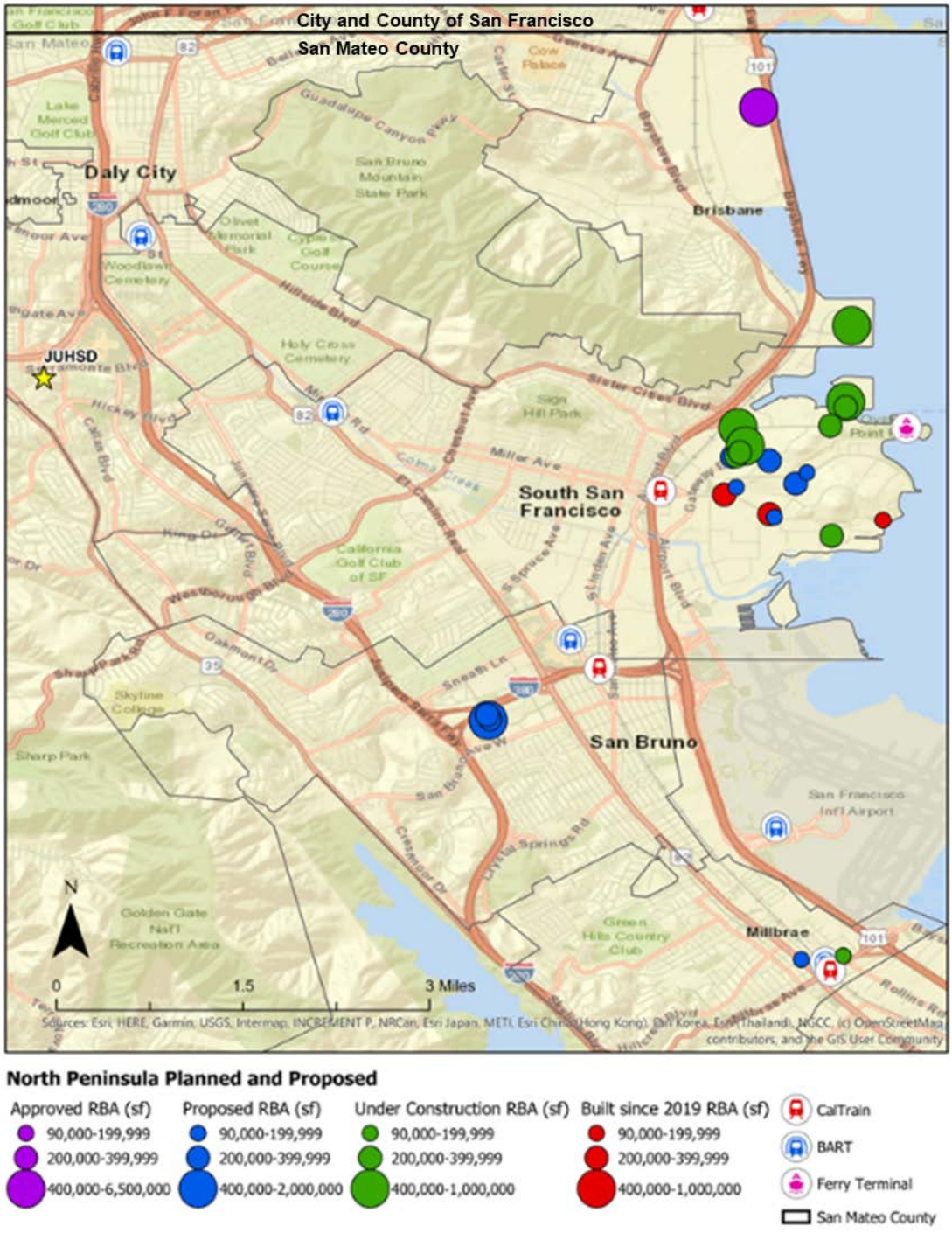
Figure 4: Existing Class A Office in Northern San Mateo County



Source: CoStar, BAE 2020.

Figure 5: Class A Office Projects Under Construction, Approved and Proposed

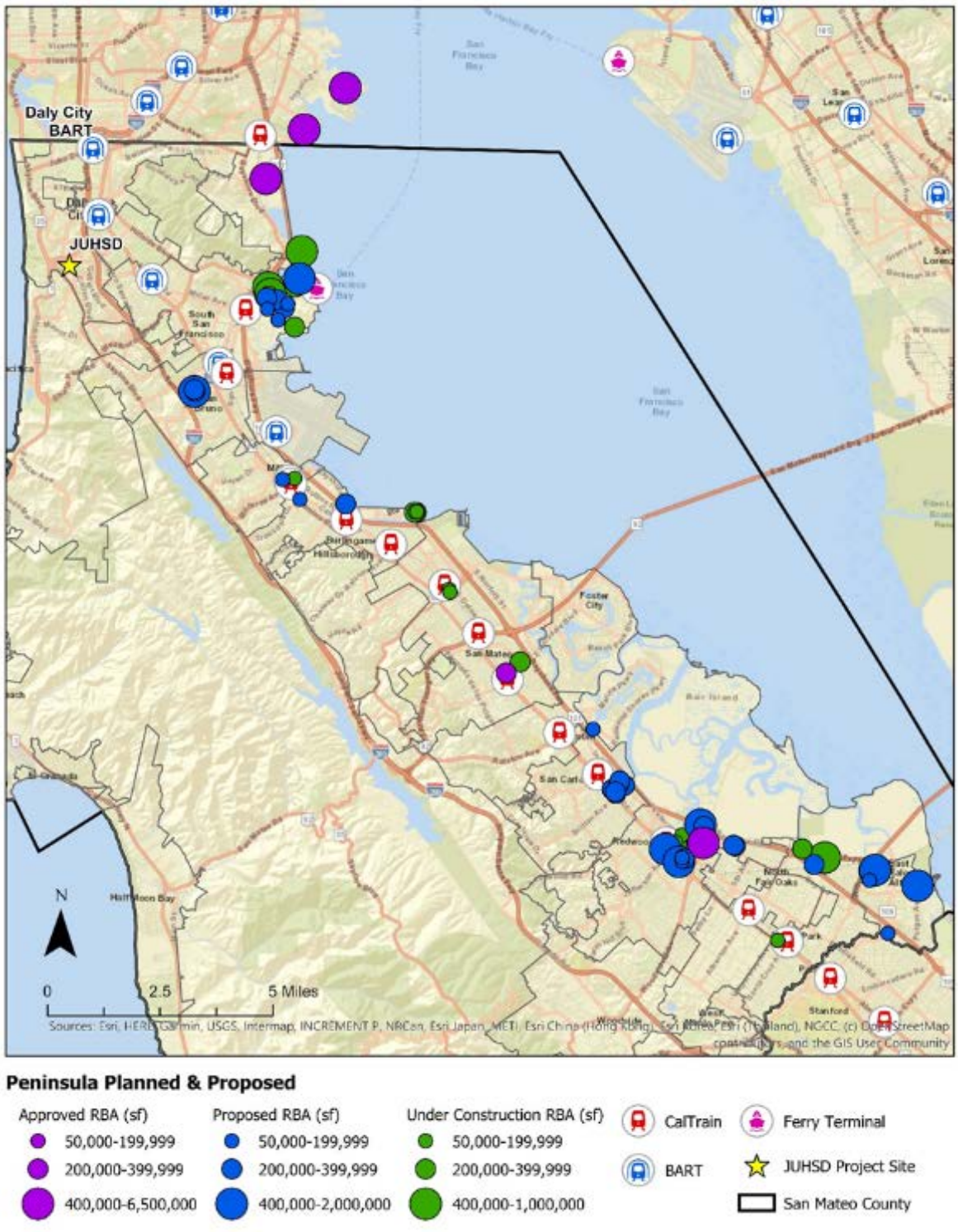
Northern San Mateo County, 16 Million square feet



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



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 05. 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.

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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-story[2]. 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.

[2] 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

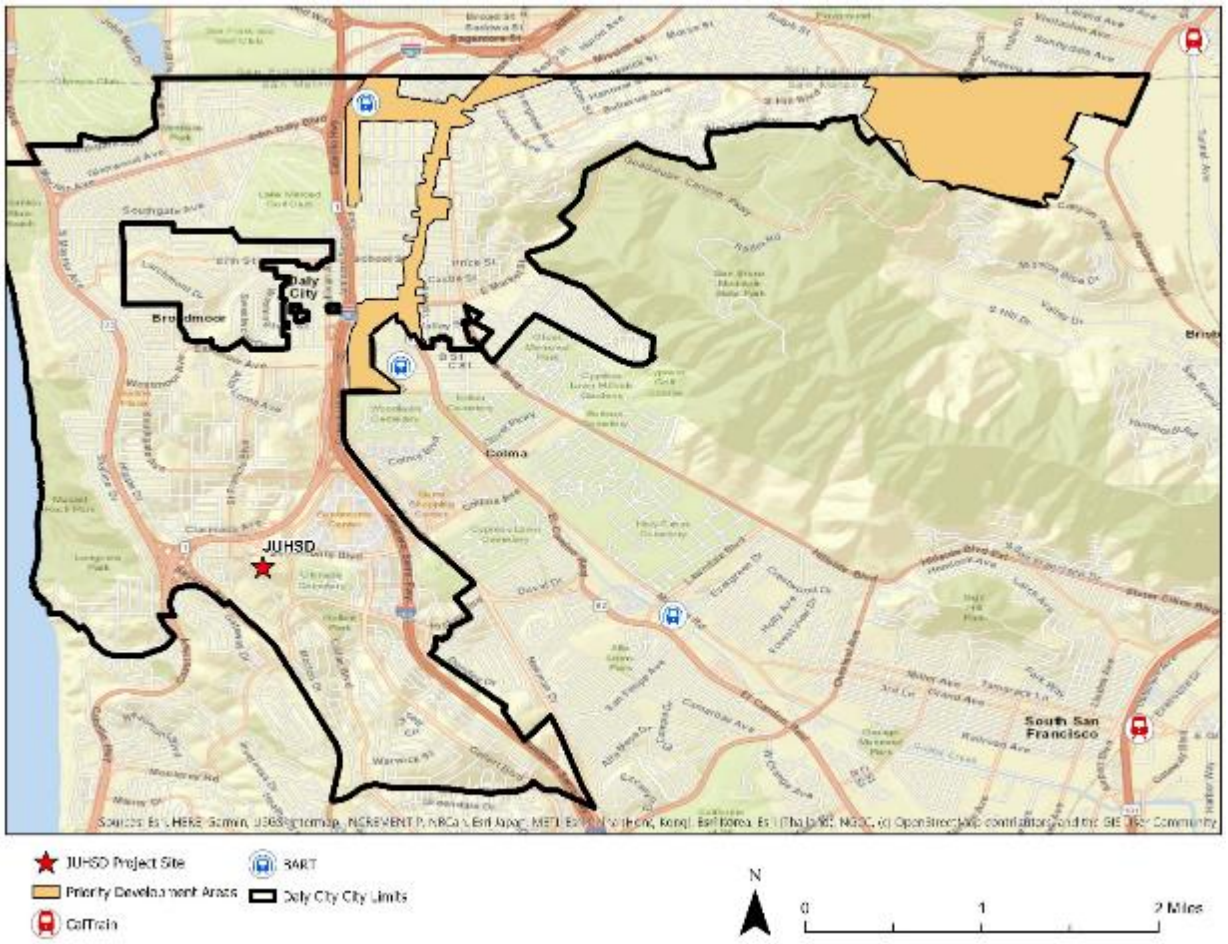
Appendix A: Daly City Office Opportunity Sites
Appendix B: Office Development Case Studies

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 an 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

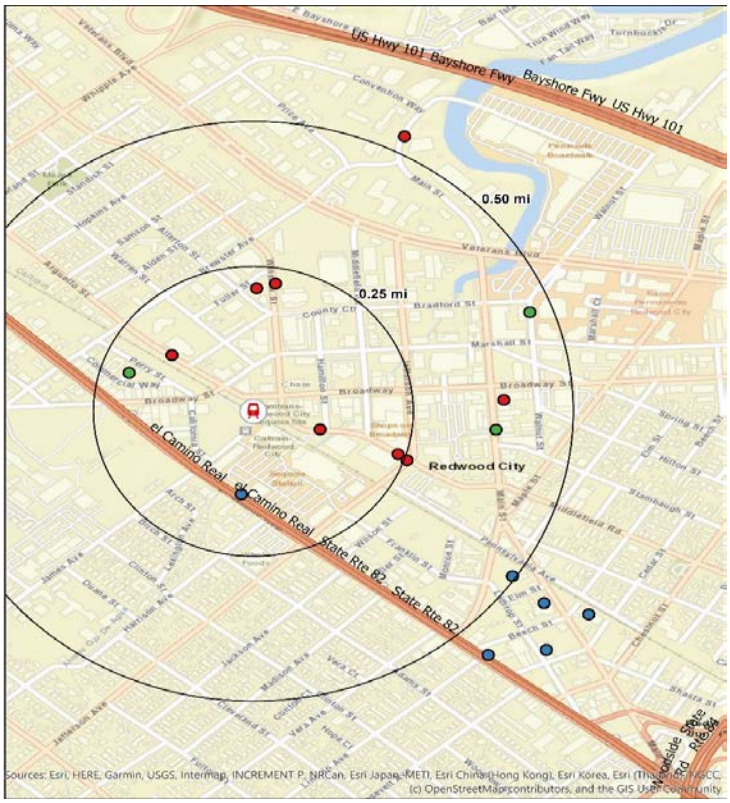
Redwood City, CA

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.



Office Market Performance Metrics

Office Class A Summary, Q4 2019	Redwood City Downtown
Number of Buildings	8
Inventory (sf)	744,361
Vacant (sf)	0
Vacancy Rate	0.0%
Avg Gross Asking Rent (psf) (a)	$8.66
Under Construction, Q4 2019	
Buildings Under Construction	3
Under Construction Inventory (sf)	178,268
New Deliveries (sf), Q1 2015 - Q4 2019	536,485

Average Office Class A Rents (PSF), 2015 - 2019	
Year	**Redwood City Downtown**
2015 (Q4) (a)	$6.09
2016 (Q4)	$7.12
2017 (Q4)	$7.68
2018 (Q4)	$8.49
2019 (Q4)	$8.66
% Change 2015-2019	42.2%

Sources: CoStar, 2020; BAE, 2020.

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

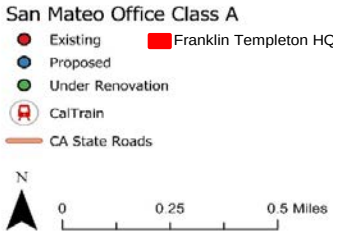
San Mateo, CA -- Bay Meadows and El Camino & 92

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 amenties 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





Office Market Performance Metrics

Office Class A Summary, Q4 2019	Bay Meadows/ El Caminio & 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 Caminio & 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 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/Life Science South San Francisco

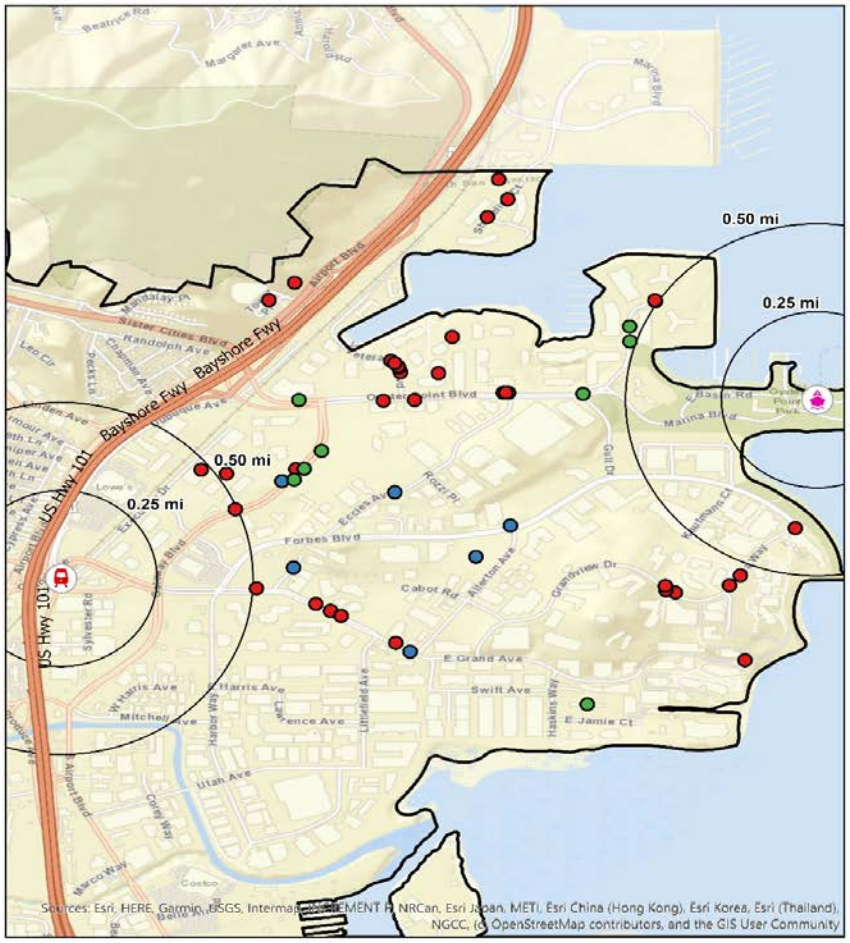
South San Francisco, CA

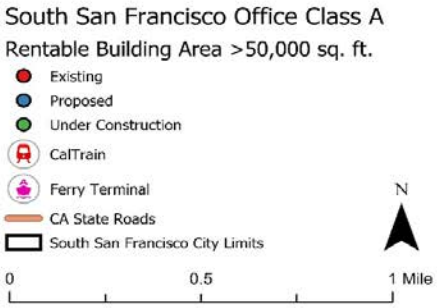
Market Description

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





Office Class A Summary, Q4 2019 (a)	South San Francisco
Number of Buildings	33
Inventory (sf)	5,688,694
Vacant (sf)	271,162
Vacancy Rate	4.8%
Under Construction, Q4 2019	
Buildings Under Construction	7
Under Construction Inventory (sf)	2,977,728
New Deliveries (sf), Q1 2015 - Q4 2019	1,611,768

Average Office Class A Rents (PSF), 2015 - 2019 (b)		
	Class A	
Year	Office -- FS	R&D -- NNN
2015 (Q4)	$3.56	$3.50
2016 (Q4)	$4.32	$2.75
2017 (Q4)	$5.35	$4.59
2018 (Q4)	$5.07	$5.34
2019 (Q4)	$4.50	$4.99
% Change 2015-2019	26.4%	42.6%

(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.

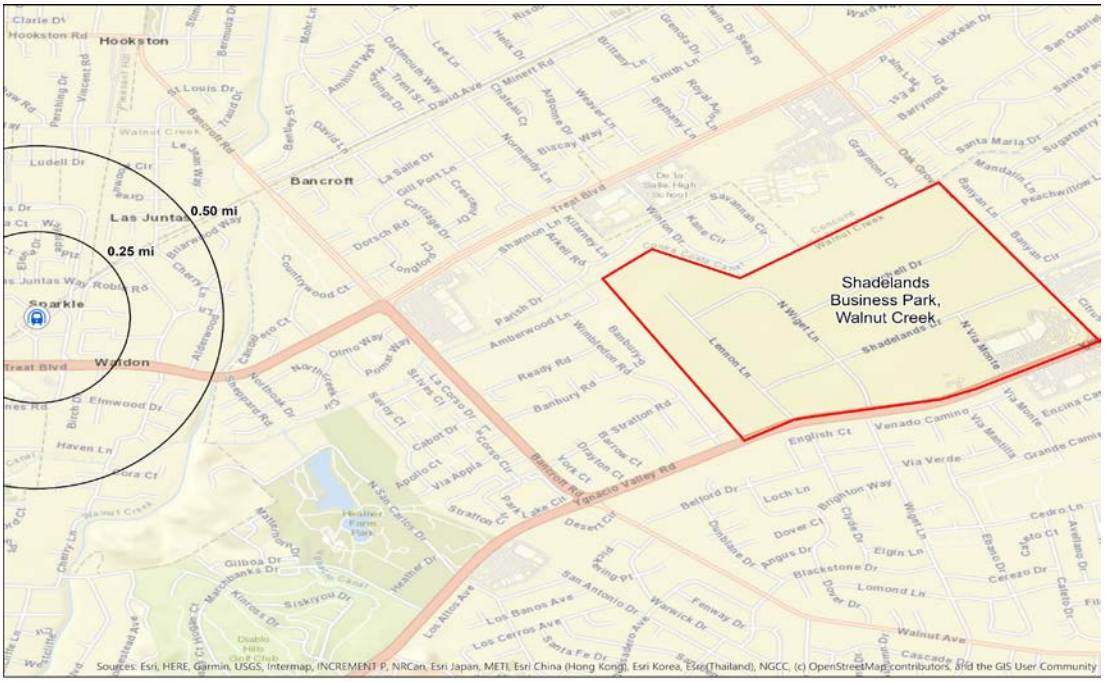
Over time, the office inventory in this park has become dated and is now largely considered Class B and Class C space. Only one building, 2700 Ygnacio Valley Boulevard, offering 107,146 square feet is identified as Class A and it reports a high vacancy at the end of the fourth quarter 2019 (63.4 percent). 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 generally[3]. 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.

[3] 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

	Office Building Class	
Summary, Q4 2019	**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

	Shadelands Business Park	
Year	**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 generally[4]. 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.

[4] 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.

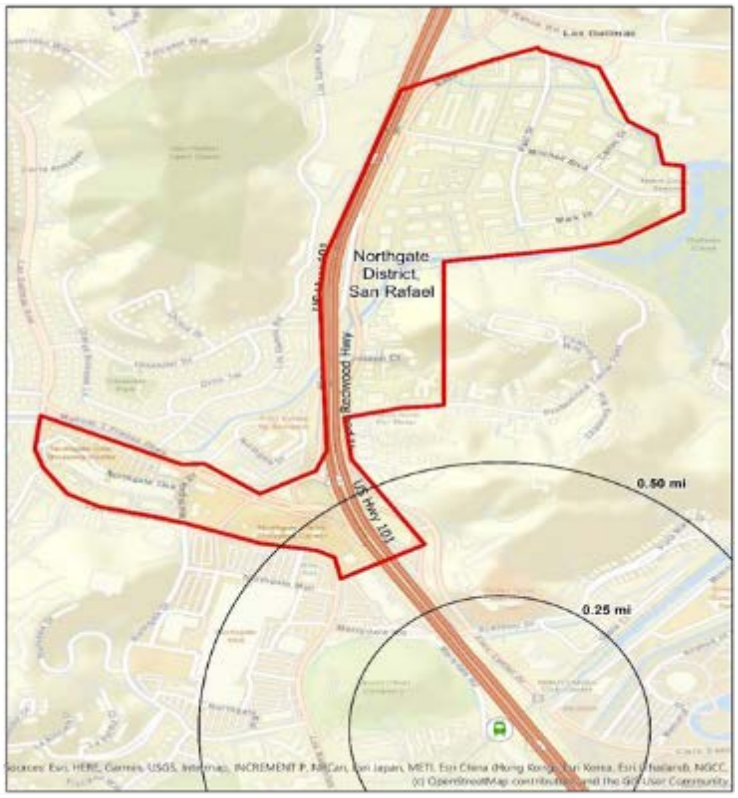
Figure 14: Northgate District, San Rafael

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		
	Office Building Class	
Summary, Q4 2019	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		
	Northgate District	
Year	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.

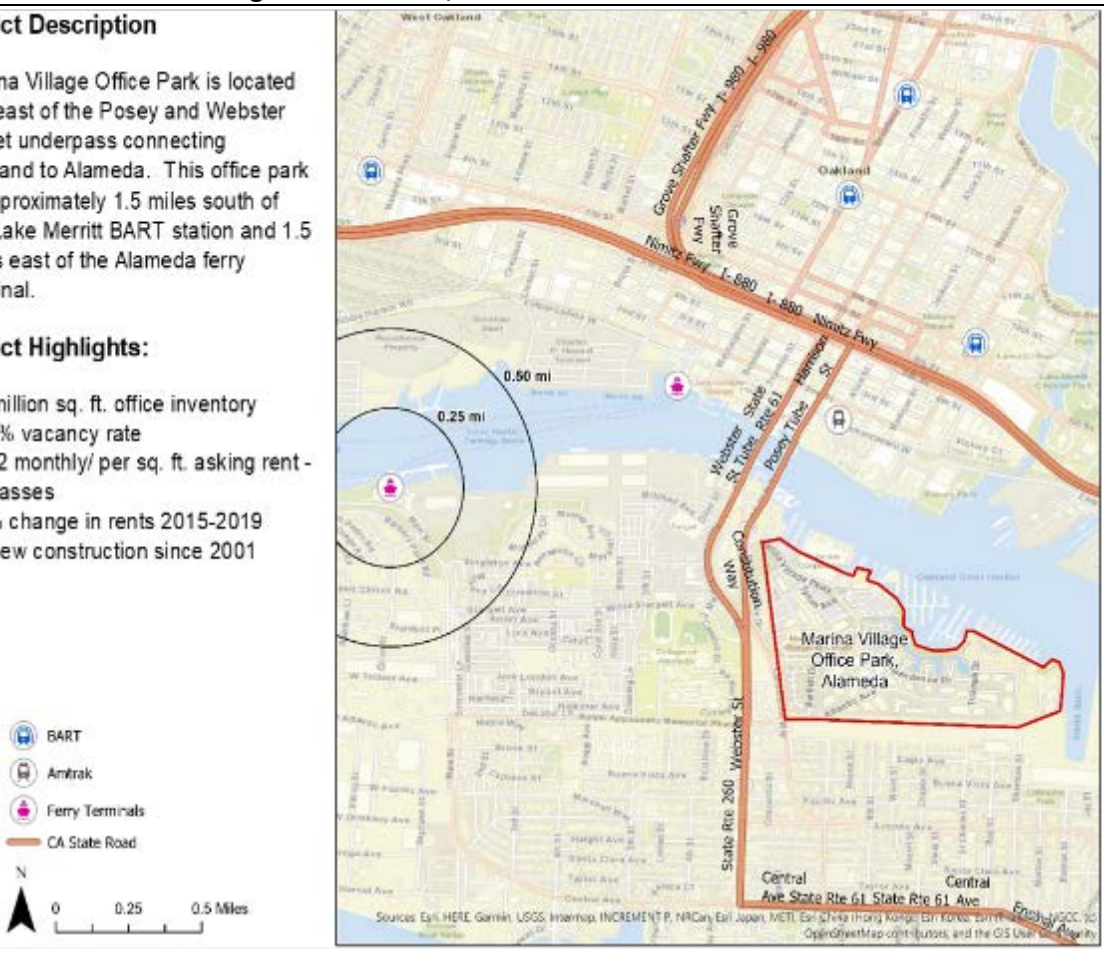
Figure 15: Marina Village Office Park, Alameda

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	Office Building Class	
Summary, Q4 2019	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	Marina Village Business Park	
Year	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.

Water Supply Assessment for Jefferson Union High School District Master Plan Project

Prepared for
City of Daly City
Daly City, California
December 2021

Water Supply Assessment for
Jefferson Union High School District Master Plan Project

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December 2021



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List of Abbreviations

ABAG	Association of Bay Area Governments
amsl	above mean sea level
BARWRP	Bay Area Regional Water Recycling Program
BAWSCA	Bay Area Water Supply and Conservation Agency
BC	Brown and Caldwell
BDP	Bay-Delta Plan
CASGEM	California Statewide Groundwater Elevation Monitoring
CIMIS	California Irrigation Management Information System
CWS	California Water Service Company
Daly City	City of Daly City
DSS	Decision Support System
DWR	Department of Water Resources
ETo	evapotranspiration
ft^2	square foot/feet
°F	degrees Fahrenheit
gpm	gallons per minute
GWMP	Groundwater Management Plan
GSA	Groundwater Sustainability Agency
GSP	Groundwater Sustainability Plan
GSR	groundwater storage and recovery
I-280	Interstate 280
ISG	Individual Supply Guarantee
ISL	Interim Supply Limitation
JUHSD	Jefferson Union High School District
LOS	level of service
MG	million gallons
mgd	million gallons per day
MGY	million gallons per year
MP	Master Plan
NSMCSD	North San Mateo County Sanitation District
RWS	Regional Water System
SCADA	supervisory control and data acquisition system
sf	square foot/feet
SFPUC	San Francisco Public Utilities Commission
SGMA	Sustainable Groundwater Management Act
Strategy	BAWSCA's Long-term Reliable Water Supply Strategy
SWRCB	State Water Resources Control Board
USEPA	United States Environmental Protection Agency
UWMP	Urban Water Management Plan
WSA	Water Supply Assessment
WSAg	Water Supply Agreement
WSAP	Water Shortage Allocation Plan
WSIP	Water System Improvement Program
WWTP	wastewater treatment plant

Executive Summary

On behalf of the City of Daly City (Daly City), Brown and Caldwell (BC) prepared this Water Supply Assessment (WSA) for the proposed Jefferson Union High School District (JUHSD) Master Plan (MP) Project. BC has prepared the WSA in accordance with California Water Code sections 10910 through 10915.

The projected available annual potable water supplies under non-drought periods (normal conditions) for the Daly City water system in 2045 are 2,819 million gallons (MG), and the estimated potable demand is 2,206 million gallon per year (MGY), where 86 MG is from the proposed project demand. Thus, BC has determined that Daly City would have access to sufficient water supplies to serve the proposed JUHSD MP Project in normal water supply conditions, but our analyses projects shortages if State of California Department of Water Resources (DWR) implements the Bay-Delta Plan Amendment.

However, due to the proposed Bay-Delta Plan Amendment, this report identifies some projected shortages and uncertainties regarding future dry-year supplies. BC based this determination on the following information:

- Both groundwater and surface water would supply the water needed to serve the proposed project. Currently, Daly City purchases treated surface water from the San Francisco Public Utilities Commission (SFPUC). Historically, SFPUC has delivered sufficient surface water supplies. This analysis incorporates reductions in surface water supplies from SFPUC of up to 20 percent of average in dry years per the 2020 Daly City UWMP; however, according to the SFPUC Common Language letter (Appendix A), SFPUC faces potential for further reductions of its supply due to scenarios associated with the Bay-Delta Plan Amendment that could affect water available to Daly City from the Regional Water Supply adversely.
- Daly City has limited ability to increase groundwater pumping from the Westside Basin to enhance water supply reliability and address added demands. Daly City currently has a sustainable yield of 1,252 MGY anticipated through 2045. However, Daly City has identified other undeveloped groundwater resources outside the Westside Basin that it currently considers developing. If such resources come to fruition, they could substantially overcome shortfalls in its dependence on the Regional Water Supply during droughts with the Bay-Delta Plan Amendment in place.
- Recycled water currently serves irrigation demands within Daly City and to nearby golf courses, which lowers the estimated demands for potable water and further enhances overall water supply reliability. City's recycled water expansion project (to be completed by 2035) would expand recycled water use and further enhance the groundwater availability.

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Section 1

Introduction

This section discusses the purpose and scope of the Water Supply Assessment (WSA) and describes both the proposed Jefferson Union High School District (JUHSD) Master Plan (MP) Project and the existing City of Daly City (Daly City) water system.

1.1 Purpose and Scope of Water Supply Assessment

Brown and Caldwell prepared this WSA to document the availability of water supplies to serve Daly City and the proposed JUHSD project. Senate Bill 610, now codified as California Water Code sections 10910 and 10911, requires land use planning entities that are evaluating certain large development projects to request an assessment with an affirmative written verification of sufficient water supplies from the water supply entity that will provide water for the project. Applicable developments are those that would have a water demand that would be equivalent or greater than the amount of water used by a 500-dwelling unit project or would increase the number of service connections by at least 10 percent. A water supplier prepares such a WSA in conjunction with a project's land-use approval process and must evaluate the sufficiency of the water supplies available to the water supplier to meet existing and anticipated future demands including the demand associated with the proposed development. The WSA must include the project's demand over a 20-year horizon that recognizes normal years, single and multiple dry years. For supply and demand information, BC used supply and demand information from the Daly City 2020 Urban Water Management Plan (UWMP), which has a 25-year horizon.

The WSA must identify any existing water supply entitlements, water rights, or water service contracts held by the water supplier or that are relevant to the identified water supply for the proposed project. The WSA also must document water quantities received in prior years by the public water system.

If the public water supplier relies on groundwater supplies, the WSA must describe all groundwater basins that will supply the proposed project. For each unadjudicated basin, the WSA should indicate whether DWR has identified the basin as overdrafted or has projected that the basin will become overdrafted if present management conditions continue. Furthermore, the WSA should provide a detailed description of the efforts undertaken in the basin to eliminate the long-term overdraft condition.

1.2 Proposed Jefferson Union High School District MP Project

JUHSD is developing a master plan for the expansion of the Workforce Housing District located at 699 Serramonte Boulevard in Daly City. The project improvements include five new high-density residential buildings, a mixed-use building, pedestrian pathways, landscaping, surface parking, and utilities. The project will include removing an existing school building, four modular buildings, parking lots, and roadways.

The proposed JUHSD MP Project will modify an existing 20-acre institutional site as indicated on Figure LUE-1, Existing Land Use, in the Daly City 2030 General Plan https://www.dalycity.org/363/General-Plan (Appendix B). As shown on Figure 1-1, the site is bounded by Serramonte Boulevard to the north, St. Francis Boulevard to the west, Campus Drive to the south, and Callan Boulevard to the east. As shown on Figure 1-2, prepared by BKF Engineers, and provided to Brown and Caldwell (BC) on April 28, 2021 (Appendix C), JUHSD will build out the proposed project in three phases over 8 to 15 years. It will remove 168,816 square feet (sf) of school and construct up to 1,240 new residential units, up to 1,854 parking units, and 24,427 sf of mixed retail/restaurant space. Per Figure LUE-3, Future Land Use, the Daly City 2030 General Plan shows land use

on the site as Commercial Office (C-O); therefore, Daly City may need to rezone the site to be consistent with the proposed project.

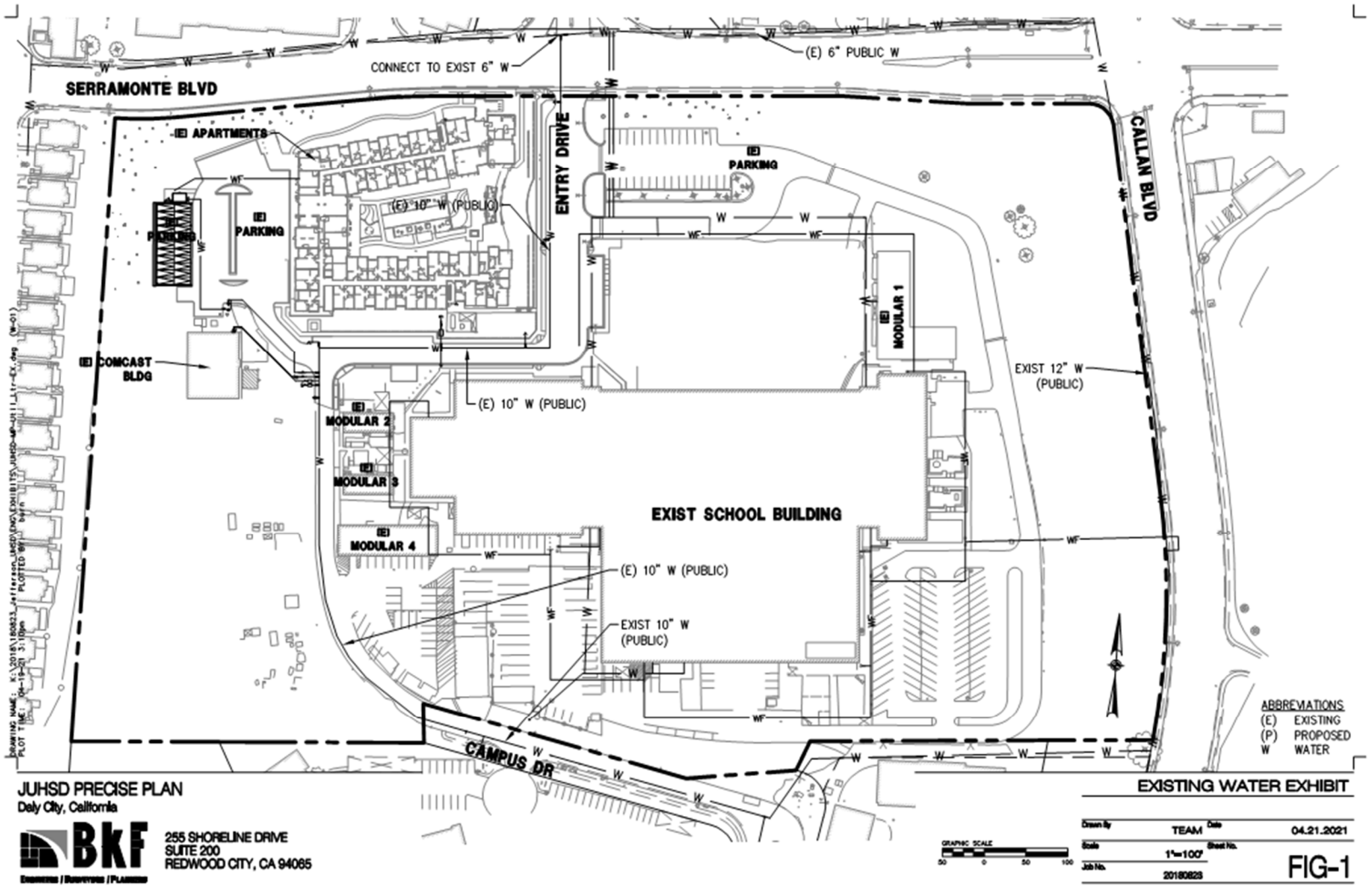


Figure 1-1. Jefferson Union High School District MP project site - existing

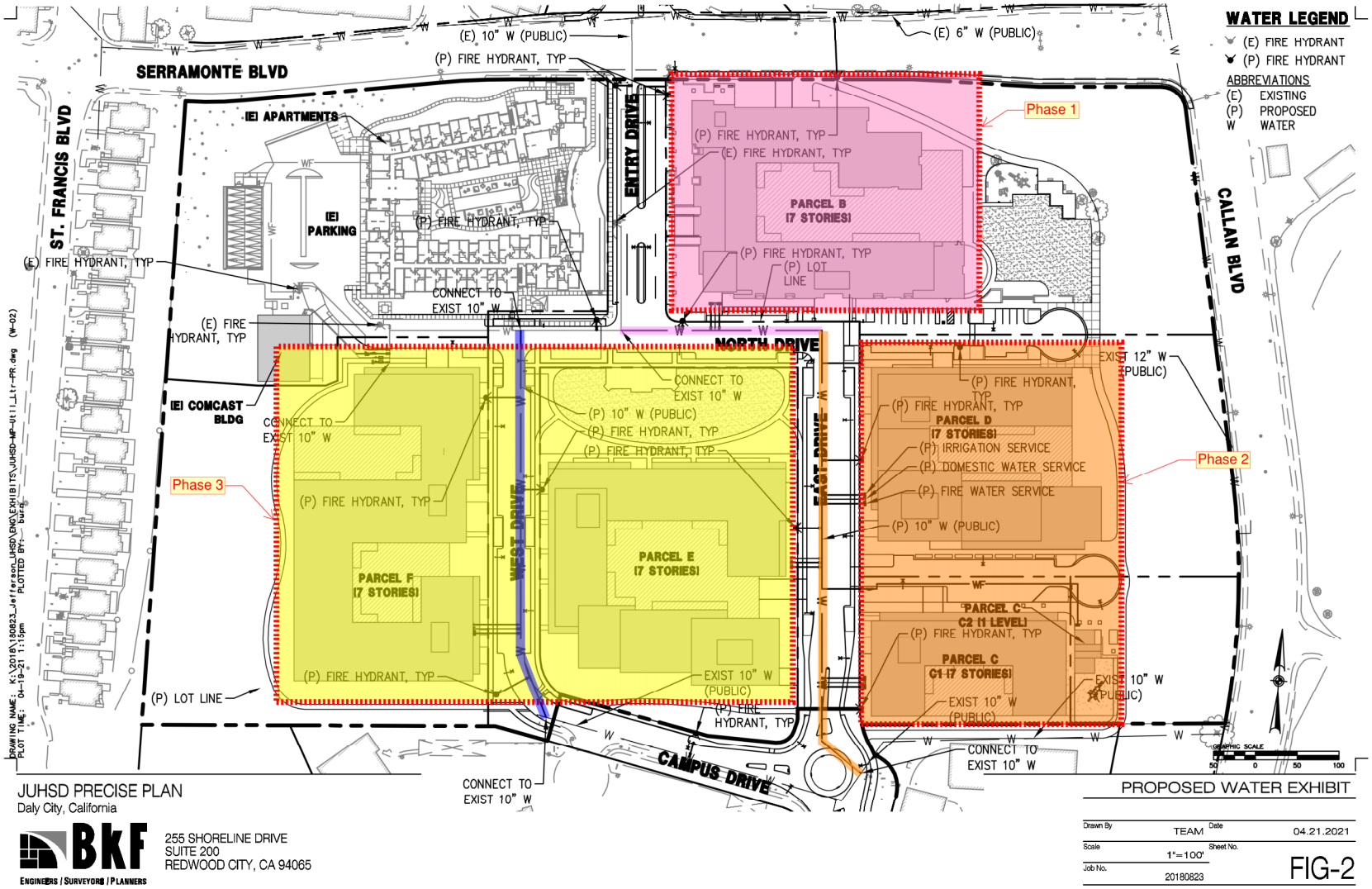


Figure 1-2. Jefferson Union High School District MP project site - proposed

Table 1-1 summarizes the proposed (buildout) land uses and size of the proposed JUHSD MP Project.

Table 1-1 Jefferson Union High School District MP Project Land Uses at Buildout

Land Use	No. of Units	Approximate Area[a] ft²
Demolition of existing buildings	5	<170,000>
Multi-family residential (high-rise option)	1,240	1,426,000
Retail/Restaurant	-	24,000
Institutional	-	1,400
Parking	1,854	587,000
Total increase at buildout above existing development	-	1,868,000

a. Approximate total building areas of all floor levels within the exterior walls as provided by the developer.
ft² = square foot/feet

1.3 Service Area Description

This section describes the existing Daly City service area, location, climate, water system, and demographics.

1.3.1 Service Area Location

Daly City serves water to all residents and businesses within its city limits. Daly City does not serve two unincorporated pockets surrounded generally by the Daly City boundaries. Figure 1-3 presents the location of the JUHSD MP Project within the Daly City service area.

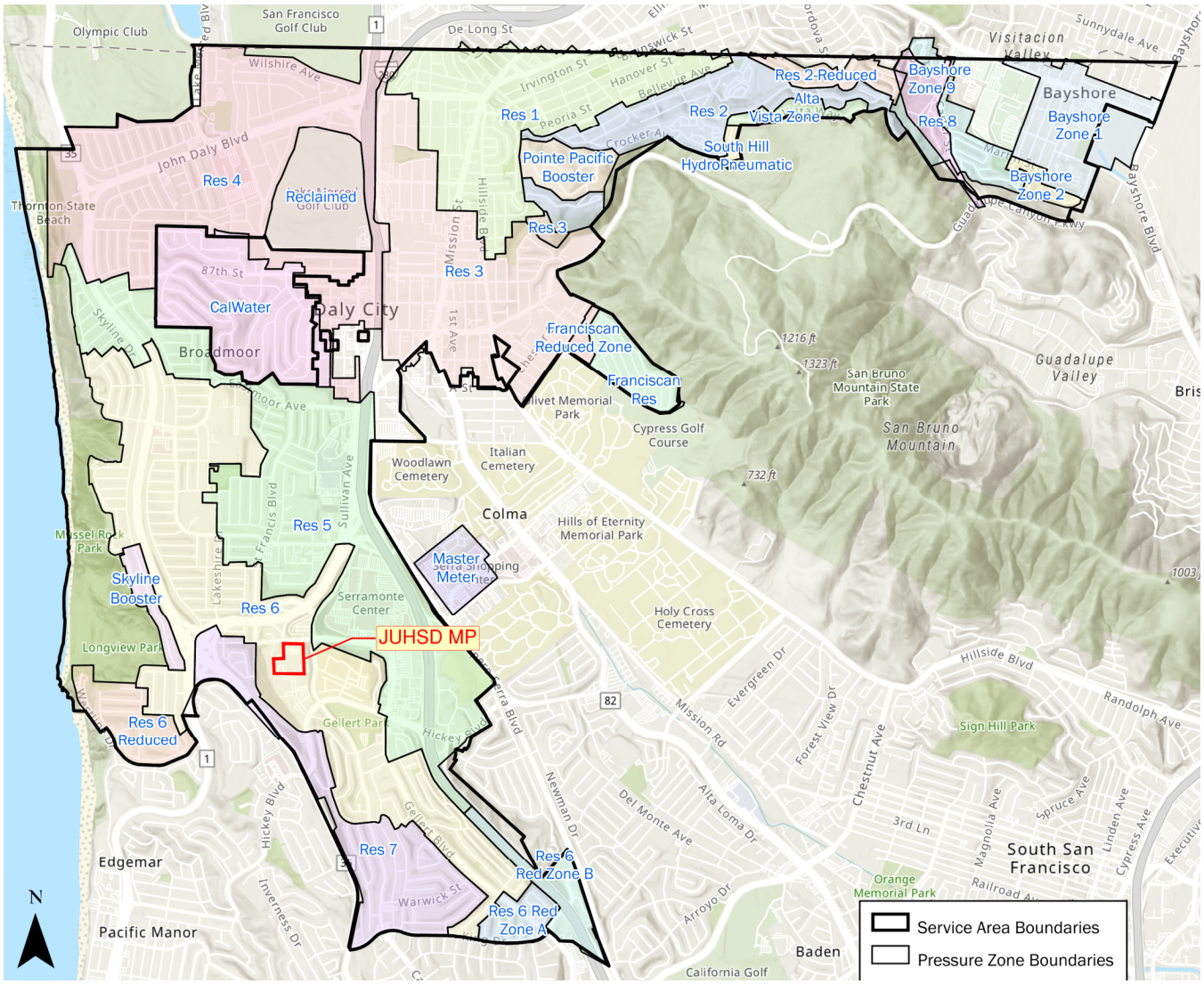


Figure 1-3. Daly City water service area and project location

Located in the northern part of San Mateo County adjacent to the southern boundary of the City and County of San Francisco, Daly City is bounded on the east by the cities of South San Francisco, Colma, and Brisbane; San Bruno Mountain; and state and county parks. On the south, it is bounded by the cities of Pacifica and South San Francisco, and on the west by the Pacific Ocean. Topography is typical of the northern California coast. Near Daly City, the coast range rises to an elevation of 600 feet above mean sea level (amsl). A 2-mile-wide valley separates the coast range from San Bruno Mountain, which rises to a peak elevation of 1,300 feet amsl.

1.3.2 Service Area Climate

As described in the 2020 UWMP, the Pacific Ocean moderates Daly City's climate. Precipitation typically occurs from November through March. No agency directly measures precipitation for Daly City proper; however, BC has assumed Daly City's standard average evapotranspiration (ET_o), rainfall, and temperature are relatively close to the data from California Irrigation Management Information System (CIMIS) stations located in Castroville and Pescadero. In the 2020 UWMP, BC presented data from two stations since the Castroville station used in the 2015 UWMP was deactivated in November 2019. Data from 1983 to 2019

are from the Castroville Station and data from December 2019 and after are from the Pescadero station. The Castroville CIMIS station was in the Monterey Bay region, about 100 miles from Daly City; the Pescadero station is located within San Mateo County, about 40 miles from Daly City. Both stations are at locations that are representative of Daly City's climate from the ocean side of San Francisco. Coastal fog during the summer months and relatively mild winter temperatures produces mean monthly minimum temperatures between 38- and 52-degrees Fahrenheit (°F) and mean monthly maximum temperatures between 58 and 65°F.

Table 1-2 summarizes the standard average ET_o, rainfall, and temperature for Daly City using the representative Castroville and Pescadero CIMIS stations.

Table 1-2. Monthly Average Climate Data Summary[a]

Month	Standard Monthly Average ET_o (inches)	Average Total Rainfall (inches)	Average Temperature (°F)	
			Maximum	Minimum
January	1.63	2.71	59.0	38.9
February	2.00	2.77	59.5	40.1
March	3.08	2.18	59.9	42.2
April	3.99	1.03	60.3	42.6
May	4.62	0.44	60.9	45.5
June	4.69	0.26	62.1	48.6
July	4.18	0.15	62.4	52.0
August	3.67	0.41	63.2	52.3
September	3.14	0.42	64.5	49.9
October	2.66	0.68	65.4	45.1
November	1.79	1.46	62.1	40.7
December	1.44	2.46	58.5	38.1
Total	36.89	14.97	NA	NA

a. *Data recorded January 1983 to November 2019 from Castroville Station 19, data recorded December 2019 to December 2020 from Pescadero Station 253, CIMIS www.cimis.water.ca.gov accessed on January 25, 2020.*

1.3.3 Daly City Water System

Daly City receives a large portion of its water supply from San Francisco Public Utilities Commission (SFPUC) and supplements the SFPUC supply with groundwater pumped from local wells. Historically, during dry periods, groundwater makes up a large proportion (up to 45 percent) of Daly City's supply; however, based on a conjunctive use agreement with SFPUC, Daly City last used groundwater in 2015. Daly City also uses tertiary recycled water from the North San Mateo County Sanitation District (NSMCSD) Wastewater Treatment Plant (WWTP) wherever feasible to offset potable/aquifer water demands.

The Daly City water system mainly consists of a groundwater well field, currently with four active wells, approximately 200 miles of water distribution pipelines, 19 pumping facilities with a combined capacity of 21,500 gallons per minute (gpm) with the largest pump at each facility taken out of service, 12 SFPUC turnouts, 11 interties to other systems (City of Brisbane, CWS, North Coast County Water District, Westborough Water District), pressure reducing valves, a centralized supervisory control and data acquisition (SCADA) system, an office building, three maintenance yards, and 13 reservoirs with 23.1-million-gallon (MG) capacity in total. The reader can find more information in Section 3.4 of the 2020 UWMP.

1.3.4 Existing and Projected Demographics

This section describes current and projected population of the service area with the proposed project based on information from the 2020 UWMP. The discussion also includes information on social, economic, and demographic factors as well as land use trends potentially affecting water management planning in the service area.

1.3.4.1 Service Area Population

Daly City is currently the most populous city in San Mateo County. Table 1-3 presents population data from the Bay Area Water Supply and Conservation Agency's (BAWSCA) Decision Support System (DSS) model, based on and derived from the Association of Bay Area Governments' (ABAG) population projections. Projections suggest that City population as used for this analysis will reach approximately 131,000 in 2045. BC did not adjust the population to include any portion of the water system outside of City limits since such areas are small.

Table 1-3. Daly City Population Current and Projected

Year	2020	2025	2030	2035	2040	2045
Population[a]	112,374	115,671	119,147	123,020	127,028	131,037

a. Population for Daly City is from the DSS model, which is based on ABAG projections.

According to Daly City's 2030 General Plan, even with projected increased population and economic growth, Daly City has little physical land available for proposed developments. Daly City estimates in the General Plan that it is approximately 98 percent built out and has limited opportunity to add new developments, except for infill space and redevelopment of existing parcels, such as the JUHSD MP project. Daly City surrounds the unincorporated Broadmoor Village but provides no water service there. According to the General Plan, Daly City's predominant land use remains lower-density residential development. Although this land use pattern will remain true for quite some time, the density of new developments approved by Daly City has increased markedly in recent years. Increasing development pressures and regional land use policies intended to promote more Bay Area residents living closer to where they work will place additional pressures on Daly City to allow private redevelopment of older buildings and increases in residential densities. The General Plan provides additional information on this topic.

Daly City is a center for retail trades, primarily home furnishings, appliances, apparel, general merchandise, and eating and drinking establishments. Major shopping areas include Serramonte Shopping Center, Westlake Shopping Center, Pacific Plaza, and the Mission Street retail corridor.

Interstate 280 (I-280), running north and south, divides Daly City into two geographically distinct areas with different development characteristics. Older neighborhoods of medium-density and single-family housing are located east of I-280. Small corner markets and strip developments characterize businesses in this area. West of I-280 development is newer, primarily built after 1949. In this area, lower-density, single-family homes are concentrated around shopping centers often dedicated to serving a region rather than a local population. Daly City has limited manufacturing enterprises located near the Cow Palace in the Bayshore neighborhood east of I-280.

Section 2

Existing and Projected Water Demands

This section describes historical and projected water demand for Daly City with and without the JUHSD MP Project.

Per California Water Code 10910, the information included in a WSA is dependent on whether the proposed development was accounted for in the most recently adopted UWMP. In this case, it is uncertain whether the population-based 2020 UWMP demand projections for 2025–2045 included the JUHSD MP Project.

The basis of the 2020 UWMP demand projections is as follows:

- Daly City used the DSS model to project both long-range water demands and conservation savings. To forecast water demands, the DSS model relies on demographic and employment projections, combined with the effects of natural fixture replacement resulting from plumbing codes implemented to forecast demands.
- In 2020, BAWSCA updated the DSS model using the 2018 base water use, long-term population, employment growth projections for 2020–2045, continued and latest conservation programs, and an assumed short-term drought recovery between 2019 and 2023. The DSS model demands based on the 2013 ABAG demographic projections and included projected passive (plumbing and buildout code) and active conservation savings. The reader can find detailed methodology information in BAWSCA's Regional Water Demand and Conservation Projections (BAWSCA, 2020).
- The latest DSS modeling also assumed a 5 percent flat increase to outdoor water demand to account for climate change.

For the purposes of this WSA and to be conservatively high, BC added projected demands for the proposed JUHSD MP Project to the projected demands included in the 2020 UWMP.

2.1 Historical Water Demand

Table 2-1 presents Daly City's historical water demand in 5-year increments. Water use decreased noticeably from 2005 to 2020.

Table 2-1. Historical Potable Water Demands					
Use Type[b]	Additional Description	Historical Water Use (MGY)[a]			
		2005[a]	2010[a]	2015[b]	2020[c]
Single-family		1,434	1,273	1,113	1,146
Multi-family	Includes apartments, duplexes, and condominiums	630	557	513	529
CII	Commercial, Industrial, Institutional/Governmental	410	391	364	227
Landscape		80	43	45	51
Losses	Treated water distribution system	132	119	158	221
Other	Hydrant flushing, and traveling meter (contractor)	13	13	-	-
Total		2,698	2,395	2,193	2,174

a. Source: Water Supply Assessment for Serramonte Center Expansion
b. Source: 2015 UWMP
c. Source: City staff
MGY = million gallons per year

2.2 JUHSD Site – Current and Historical Demand

Currently, the JUHSD has two water service accounts:

- Comcast Cable Communications (Comcast)
- Serramonte High School

Table 2-2 provides the JUHSD current and historical water demand.

Table 2-2. JUHSD Site Demand in Gallons			
Year	Comcast	Serramonte High School	Total Use
2006	22,000	135,000	157,000
2007	24,000	105,000	129,000
2008	32,000	117,000	149,000
2009	37,000	93,000	130,000
2010	36,000	79,000	115,000
2011	19,000	97,000	116,000
2012	10,000	84,000	94,000
2013	10,000	69,000	79,000
2014	15,000	85,000	100,000
2015	11,000	101,000	112,000
2016	6,000	91,000	97,000
2017	6,000	92,000	98,000
2018	7,000	84,000	91,000
2019	6,000	61,000	67,000
2020	7,000	26,000	33,000

2.3 Projected Water Demand

This section describes the projected water demands for the existing Daly City water system and for the proposed JUHSD MP Project.

2.3.1 Daly City Water System Projected Water Demands

The projected demands presented in this document are from Daly City's 2020 UWMP. Daly City began implementing an aggressive water conservation program in 2000 and has had a consistently low per capita water demand (i.e., less than 100 gallons per capita daily [gpcd] since 1977). Table 2-3 shows the projected water demand for the Daly City water system by use type. The table does not include demands from the proposed JUHSD MP Project. The decreasing water use projections in this table account for both passive and active water savings measures that Daly City currently has in placed or plans to implement in the future.

Table 2-3. Projected Water Demands by Use Type (without the proposed JUHSD MP Project)[a]

Use Type	Additional Description	Projected Water Use (MGY)				
		2025	2030	2035	2040	2045
Single-family		1,100	1,080	1,073	1,076	1,081
Multi-family	Includes apartments, duplexes, and condominiums	491	481	476	476	477
CII	Commercial, Industrial, Institutional/Governmental	339	340	344	349	355
Landscape		55	56	58	60	61
Losses	Treated water distribution system	149	144	144	145	146
Total Potable Demand		**2,134**	**2,101**	**2,095**	**2,106**	**2,120**

a. *Demand projections include climate change demand increase and passive and active water savings as described in the 2020 UWMP Section 4.3*

2.3.2 Estimated JUHSD MP Project Water Demands

BC estimated the JUHSD MP Project water demands by combining unit water demand factors as developed in the Near- and Long-Term Water Resources Planning Technical Memorandum (BC, 2012) for each land use type with the square footage or dwelling units proposed. The total projected demand for the JUHSD MP Project is approximately 86.0 MGY or about 235,600 gallons per day. Table 2-4 presents the estimated water demands for the proposed JUHSD MP Project used in this WSA.

Table 2-4. JUHSD MP Project Projected Buildout Water Demand							
JUHSD MP Project	No. of Units	Approximate Area[a] (sf)	Approximate Number of Occupants Per Unit[b]	Land Use	Unit Water Demands[c,d]	Average Day Demands[e], gpm	Average Day Demands[f] MGY
Phase 1 - Parcel B							
Apartment	201	231,150	3.12	Multiple-Family Residential	60 gpcd	26.1	13.7
Retail/Restaurant	-	24,427	-	Restaurant	0.135 gpsfpd	2.3	1.2
Subtotal	201	255,577	-	-	-	28.4	14.9
Phase 2 - Parcels C1/C2/D							
Apartment - C1	100	115,000	3.12	Multiple-Family Residential	60 gpcd	13.0	6.8
Headstart - C2	-	1,400	-	Preschool	0.135 gpsfpd	0.1	0.1
Apartment – D (high-rise option)	269	309,350	3.12	Multiple-Family Residential	60 gpcd	35.0	18.4
Subtotal - C1/C2	369	425,750	-	-	-	48.1	25.3
Phase 3 - Parcels E/F							
Apartment – E (high-rise option)	330	379,500	3.12	Multiple-Family Residential	60 gpcd	42.9	22.5
Apartment – F (high-rise option)	340	391,000	3.12	Multiple-Family Residential	60 gpcd	44.2	23.2
Phase 3 Subtotal	670	770,500	-	-	-	87.1	45.8
Total Residential	1,240	1,426,000	-	-	-	161.2	84.7
Total Other (retail/restaurant/preschool)	-	25,827	-	-	-	2.4	1.3
Project Total	**1,240**	**1,451,827**	**-**	**-**	**-**	**163.6**	**86.0**

a. Approximate total building areas of all floor levels within the exterior walls from developer.
b. Approximate number of occupants are from Near- and Long-Term Water Resources Planning (BC, 2012).
c. Unit Water Demands per Unit from Near- and Long-Term Water Resources Planning (BC, 2012). Residential: 3.12 people per unit and 60 gpcd. Restaurant/Preschool: 0.135 gpsfpd
d. gpcd = gallons per capita per day, gpsfpd = gallons per ft2 per day.
e. Demand is averaged over 24 hours.
f. Average day demands converted to MGY.

2.4 Total Projected Water Demand

Table 2-5 presents the projected demand for Daly City, including the proposed JUHSD MP Project. The developer expects to complete Phases 1 and 2 by 2027 and anticipates full buildout (Phase 3) by 2031.

Table 2-5. Total Projected Water Demand					
	Projected Water Demand, MGY				
	2025	2030	2035	2040	2045
Existing system[a]	2,134	2,101	2,095	2,106	2,120
Demolition of existing JUHSD site[b]	-	-	-	-	-
JUHSD MP Project[c]	40 (Phases 1 and 2)	86 (Phases 1, 2, and 3)	86 (Phases 1, 2, and 3)	86 (Phases 1, 2, and 3)	86 (Phases 1, 2, and 3)
Total	**2,174**	**2,187**	**2,181**	**2,192**	**2,206**

a. Projected potable demand includes water losses and other uses from 2020 UWMP.
b. City staff provided demands for the existing JUHSD site; however, demands for 2016 through 2020 are less than 0.1 MGY.
c. Projected potable demand for the proposed JUHSD MP Project is from Table 2-4.

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Section 3

Water Supplies

Daly City has three sources of water supply: purchased surface water, groundwater, and recycled water. This section describes existing and projected water supplies and water supply reliability.

3.1 Purchased Water

Daly City receives water from the City and County of San Francisco's regional water system (RWS), operated by SFPUC. The RWS draws its supply predominantly from the Sierra Nevada, delivered through the Hetch Hetchy aqueducts, but also includes treated water produced by SFPUC from its local watersheds and treatment facilities in Alameda and San Mateo counties (see Figure 3-1 for major system components). The reader can find more information from the SFPUC 2020 UWMP.

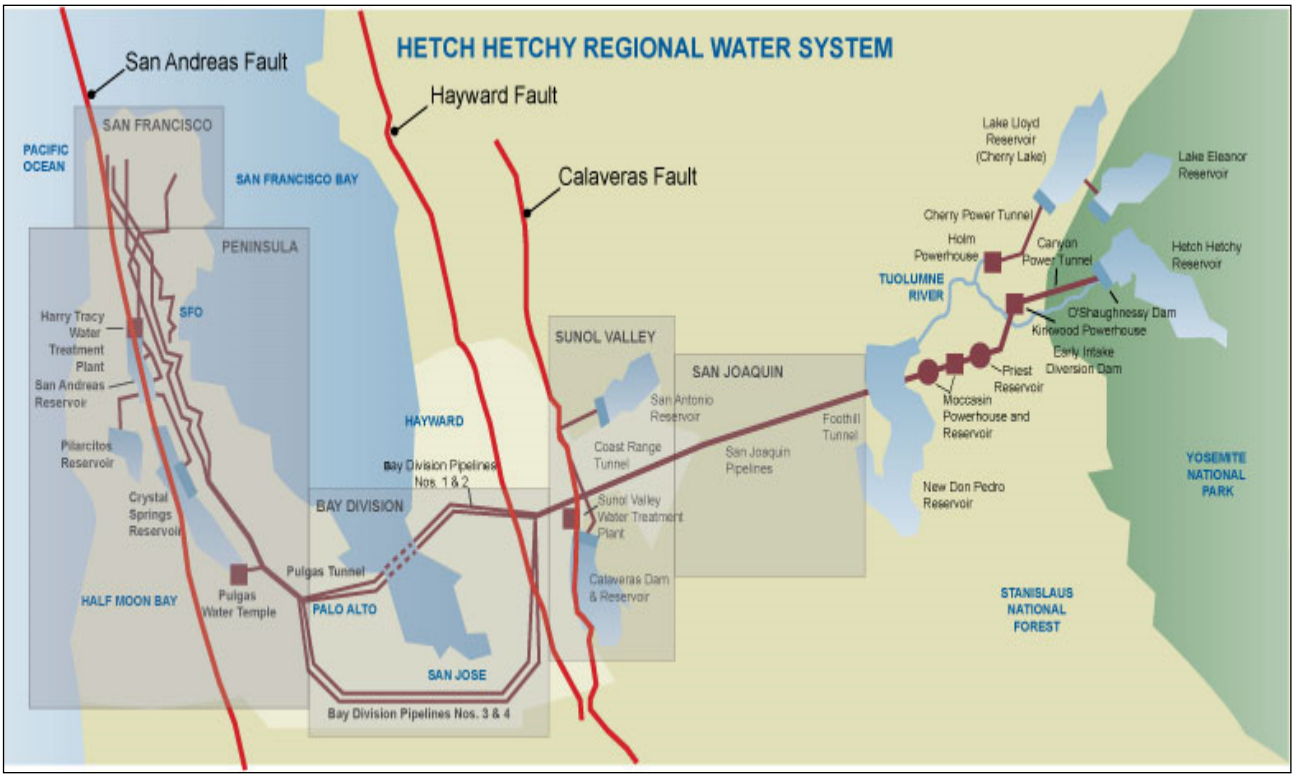


Figure 3-1. Diagram of City and County of San Francisco's RWS

Source: www.sfwater.org

3.1.1 Description

Hydrology, physical facilities, and the institutional parameters that allocate the water supply from the Tuolumne River constrain the amount of imported water available to SFPUC's retail and wholesale customers. Due to these constraints, SFPUC depends highly on reservoir storage to increase reliability of its water supplies.

SFPUC serves its retail and wholesale water demands with an integrated operation of local Bay Area water production and imported water from Hetch Hetchy, which accounts for about 85 percent of the RWS supply. In practice, the local watershed facilities operate to capture local runoff.

The Alameda and Peninsula watersheds provide the remaining 15 percent of the SFPUC water system. The Alameda watershed, located in the East Bay, represents about half of the local watershed supplies, with water captured and stored in two reservoirs: Calaveras and San Antonio. The Peninsula watershed captures runoff in three reservoirs - Crystal Springs, San Andreas, and Pilarcitos - and represents the remaining half of the SFPUC local supply.

SFPUC treats these local supplies at the Sunol Valley Water Treatment Plant in Alameda County and the Harry Tracy Water Treatment Plant in San Mateo County, which contribute 60 to 65 million gallons per day (mgd) and 40 to 45 mgd, respectively.

3.1.2 Legal Constraints

Several legal agreements limit the amount of water that Daly City can receive from SFPUC, summarized below. As described in the Individual Supply Guarantee (ISG) subsection, Daly City's ISG is 4.292 mgd.

2009 WSAg (Current Agreement through 2034). The WSAg defines, in large part, the SFPUC business relationship between San Francisco and its wholesale customers. The WSAg addresses the rate-making methodology SFPUC uses in setting wholesale water rates for its wholesale customers in addition to addressing water supply and water shortages for the RWS. The WSAg has a 25-year term with an option to extend its term.

In terms of water supply, the WSAg provides for 184 mgd (expressed on an annual average basis) "Supply Guarantees" to SFPUC's wholesale customers, subject to reduction, to the extent and for the period made necessary by reason of water shortage because of drought, emergencies, or by malfunctioning or rehabilitation of the RWS. The WSAg does not guarantee that SFPUC will meet peak daily or hourly customer demands when its annual usage exceeds the Supply Guarantees. SFPUC's wholesale customers have agreed to the 184-mgd Supply Guarantees allocation, with each entity's share of the Supply Assurance set forth in Attachment C to the WSAg. The Supply Assurance survives termination or expiration of the WSAg and Daly City's Individual Water Sales Contract with San Francisco.

As described in Section 8 of the SFPUC 2020 UWMP, SFPUC RWS supply availability is provided in the Water Shortage Allocation Plan (WSAP) between the SFPUC's Retail and Wholesale Customers which is referred to as Tier 1 of the WSAP. The WSAP further allocates the supplies amongst Wholesale Customers (BAWSCA Members) under Tier 2 of the WSAP to derive available supply for each wholesale customer including Daly City.

ISG, Indefinite Duration. San Francisco has a perpetual commitment (Supply Assurance) to deliver 184 mgd to its 24 permanent wholesale customers collectively. The Supply Assurance is allocated among the 24 permanent wholesale customers through the ISG, which represents each wholesale customer's allocation of the 184 mgd Supply Assurance. Although the WSAg and accompanying Water Supply Contract expire in 2034, the Supply Assurance (which quantifies San Francisco's obligation to supply water to its individual wholesale customers) survives their expiration and continues indefinitely.

3.1.2.1 Adoption of the 2018 Bay-Delta Plan Amendment

In December 2018, the State Water Resources Control Board (SWRCB) adopted amendments to the Water Quality Control Plan for the San Francisco Bay/Sacramento-San Joaquin Delta Estuary (Bay-Delta Plan Amendment) to establish water quality objectives to maintain the health of the Bay-Delta ecosystem. State law requires that SWRCB regularly review this plan. The adopted Bay-Delta Plan Amendment was developed with the stated goal of increasing salmonid populations in three San Joaquin River tributaries (the Stanislaus, Merced, and Tuolumne rivers) and the Bay-Delta. The Bay-Delta Plan Amendment requires the

release of 30 to 50 percent of the "unimpaired flow" on the three tributaries from February through June in every year type. SFPUC modeling of the new flow standard assumed that the required release is 40 percent of unimpaired flow.

If SWRCB implements the Bay-Delta Plan Amendment, SFPUC will be able to meet the projected water demands in normal years but would experience supply shortages in single or multiple dry years. Implementation of the Bay-Delta Plan Amendment will require rationing in all single and multiple dry years. SFPUC has initiated an Alternative Water Supply Planning Program to ensure that San Francisco can meet its retail and wholesale customers' water needs, address projected dry year shortages, and limit rationing to a maximum 20 percent systemwide in accordance with adopted SFPUC policies. This program, currently in the early planning stages, is meant to meet future water supply challenges and vulnerabilities, such as environmental flow needs and other regulatory changes; earthquakes, disasters, and emergencies; population and employment increases; and climate change. As the region faces challenges both known and unknown, SFPUC is considering this suite of diverse non-traditional supplies and leveraging regional partnerships to meet retail and wholesale customers' needs through 2045.

SWRCB has stated that it intends to implement the Bay-Delta Plan Amendment on the Tuolumne River by 2022, assuming all required approvals are obtained by that time; however, implementation of the Plan Amendment is uncertain for multiple reasons as described in Appendix A.

As described in the SFPUC Common Language (February 3, 2021) and SFPUC 2020 UWMP:

"The adoption of the Bay-Delta Plan Amendment may significantly impact the supply available from the RWS. SFPUC recognizes that the Bay-Delta Plan Amendment has been adopted and that, given that it is now state law, we must plan for a future in which it is fully implemented. SFPUC also acknowledges that the plan is not self-implementing and therefore does not automatically go into effect. SFPUC is currently pursuing a voluntary agreement as well as a lawsuit which would limit implementation of the Plan. With both processes occurring on an unknown timeline, SFPUC does not know currently when the Bay-Delta Plan Amendment is likely to go into effect. As a result, it makes sense to conduct future supply modeling for a scenario that doesn't include implementation of the Bay-Delta Plan Amendment, as that represents a potential supply reliability scenario."

Given the uncertainties surrounding implementation of the Bay-Delta Plan Amendment and how those amendments if implemented will affect the SFPUC's, and thereby Daly City's, water supply, this WSA analyzes water supply and demand through 2045 under two scenarios:

Scenario 1: No implementation of the Bay-Delta Plan Amendment or the March 1st Proposed Voluntary Agreement

Scenario 2: Implementation of the Bay-Delta Plan Amendment

These two scenarios provide a bookend for the possible scenarios regarding RWS supplies. The standardized tables in the SFPUC 2020 UWMP contains the future scenario that assumes implementation of the Bay-Delta Plan Amendment starting in 2023; this WSA also will use a 2023 implementation date assumption for Scenario 2 tables. Section 4 and Appendix E provide the supply allocations to Daly City under these scenarios.

3.1.3 SFPUC Physical Constraints and Possible Limitations on Delivery Capacity

Physical limitations during wet and average conditions. During wet and average conditions, the RWS may have enough water available from rainfall and the Sierra snowpack, but physical limitations may prevent SFPUC from fully delivering such water to its customers in the City and County of San Francisco as well as its wholesale customers during peak demand periods. These limitations result from hydraulic bottlenecks in its pipelines and tunnels, as well as fixed water treatment plant capacity at SVWTP and HTWTP. To relieve these bottlenecks, SFPUC plans to replace existing pipelines or tunnels with larger-diameter conduits or build new,

parallel conduits. These facilities are generally critical during periods of peak demand (i.e., a series of hot summer or fall days). To enhance SFPUC's water supply system's ability to meet identified service goals for water quality, seismic reliability, delivery reliability, and water supply, SFPUC has undertaken the Water System Improvement Program (WSIP), approved October 31, 2008 and is approximately 96% complete as of 2021.

Physical limitations during drought conditions. During drought conditions, the hydraulic limitations in SFPUC's delivery system will be a lesser concern and the problem will instead be relative supply. In most years, the system can meet required deliveries. If local runoff is low and Bay Area storage reservoirs are low, then SFPUC must bring more Sierra water than normal into the Bay Area to augment local supplies. During such periods, the existing conveyance capacity across the San Joaquin Valley could be limiting.

3.1.4 SFPUC Additional Water Supplies

Considering the adoption of the Bay-Delta Plan Amendment and the resulting potential limitations to RWS supply during dry years, SFPUC is increasing and accelerating its efforts to acquire additional water supplies and exploring other projects that would increase overall water supply resilience. As described in Section 7 of the SFPUC 2020 UWMP, SFPUC nears completion of its WSIP but faces new and continued factors that are impacting supply reliability; SFPUC plans to initiate a new Alternative Water Supply Planning Program whose aim is to address future potential supply shortfalls, with a goal to prepare an Alternative Water Supply Plan by July 2023.

3.1.4.1 SFPUC Water System Improvement Program

The WSIP will deliver capital improvements aimed at enhancing SFPUC's ability to meet its water service mission of providing high-quality water to customers in a reliable, affordable, and environmentally sustainable manner.

Capital projects under consideration to develop additional water supplies include surface water storage expansion, recycled water expansion, water transfers, desalination, and potable reuse. SFPUC also is considering developing related policies and ordinances, such as funding for innovative water supply and efficiency technologies and requiring potable water offsets for new developments. The SFPUC 2020 UWMP presents a more detailed list and descriptions of these efforts.

3.1.4.2 Alternative Water Supply Planning Program[1]

SFPUC has increased and accelerated its efforts to acquire additional water supplies and explore other projects that would increase overall water supply resilience through the Alternative Water Supply Planning Program, which included the following projects:

- Daly City Recycled Water Expansion (regional, normal- and dry-year supply)
- Alameda County Water District-Union Sanitary District Purified Water Partnership (regional, normal- and dry-year supply))
- Crystal Springs Purified Water (regional, normal- and dry-year supply))
- Los Vaqueros Reservoir Expansion (regional, dry-year supply)
- Bay Area Brackish Water Desalination (regional, normal- and dry-year supply))
- Calaveras Reservoir Expansion (regional, dry-year supply)
- Groundwater banking
- Inter-basin collaborations

[1] Text from this section is copied and paraphrased from BAWSCA's *Final Common Language for BAWSCA Member Agencies' 2021 UWMPs.*

If SFPUC and its partners can implement all the projects identified through the current planning process, the RWS still would experience a supply shortfall to meet projected needs. Furthermore, each of the supply options being considered has its own inherent challenges and uncertainties that may affect the SFPUC's ability to implement it.

Given the limited availability of water supply alternatives - unless the supply risks are significantly reduced or needs change significantly - SFPUC will continue to plan, develop, and implement all project opportunities that can help bridge the anticipated water supply gaps during droughts. In 2019, the SFPUC completed a survey among water and wastewater agencies within the service area to identify additional opportunities for purified water. Such opportunities remain limited, but the SFPUC continues to pursue all possibilities.

3.2 Groundwater

Daly City extracts groundwater from the basin known as the South Westside Basin (Basin 5-35 as defined by DWR). Daly City has five available wells with a combined capacity of about 2,950 gpm (4.25 mgd or 1,551 MGY); Daly City will use no more than five wells simultaneously because the sixth well serves as a backup well. The A Street Well is currently out of service because of elevated nitrate concentrations in the pumped water.

In December 2014, Daly City, along with SFPUC, City of San Bruno, and CWS entered into a comprehensive Groundwater Supply and Recovery (GSR) Agreement among the municipal pumpers within the South Westside Basin Aquifer to self-limit pumping within the aquifer at no more than 6.90 mgd, from which Daly City's aggregated designated quantity is an annual average rate of 3.43 mgd (1,252 MGY or 2,382 gpm).

3.2.1 Description

The aquifer that underlies most of Daly City is within the South Westside Basin. The North and South Westside Basins underly parts of San Francisco and northern San Mateo counties. The basins extend from Golden Gate Park in the north and past the San Francisco Airport in the south. The basins extend to the west beneath the Pacific Ocean at least as far as the San Andreas Fault, and to the east an unknown distance beneath San Francisco Bay. The cities of San Francisco, Daly City, South San Francisco, Colma, San Bruno, Millbrae, and parts of Burlingame and Hillsborough lie above the basins. Figure 3-2 shows the approximate outline of the South Westside Basin.

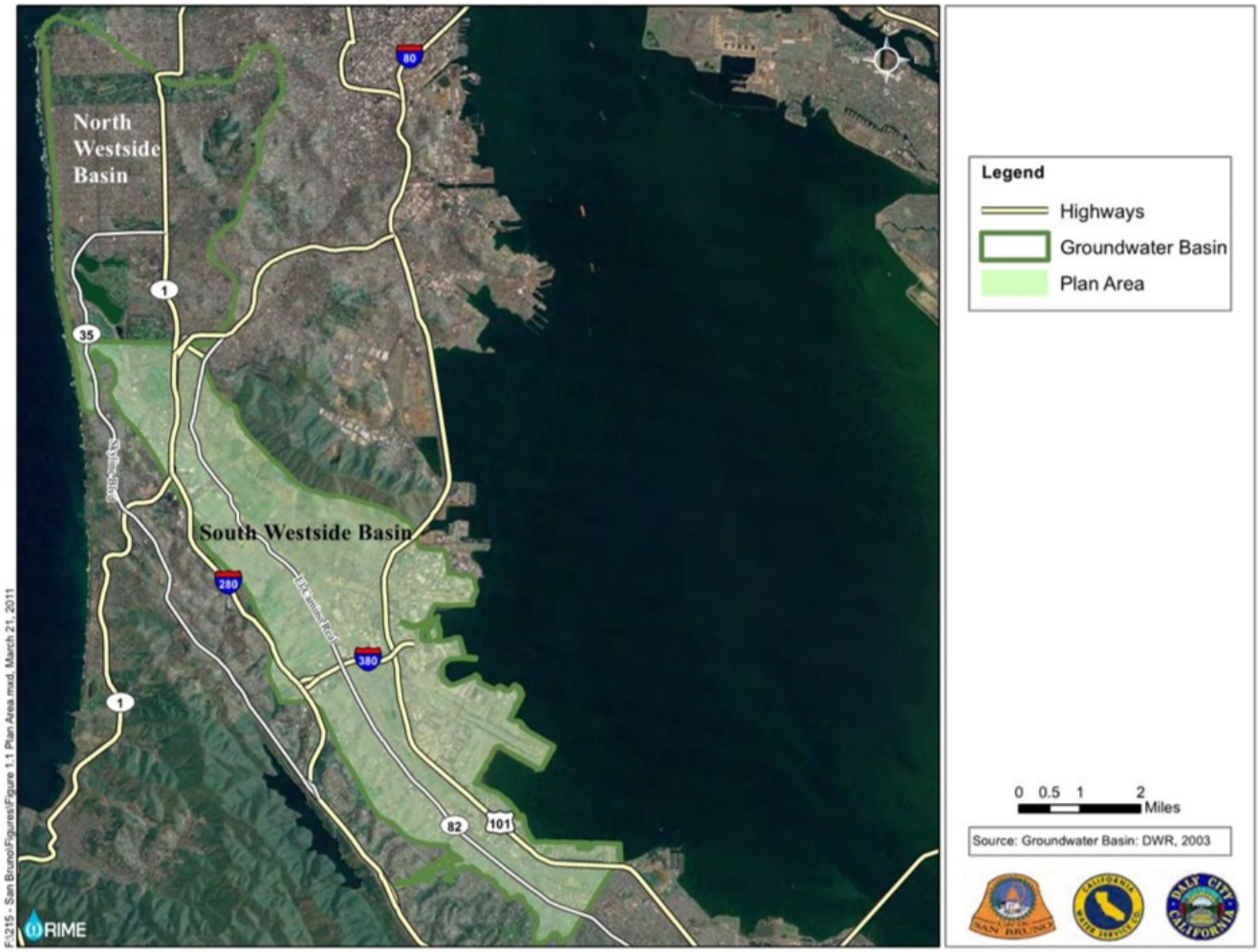


Figure 3-2. South Westside Basin

Source: WRIME 2012

In 1997, to respond to the benefits of managing the basin and ensure local control of the process, SFPUC, the cities of San Bruno and Daly City together with CWS, formed a partnership to develop a groundwater management plans (GWMP) for the Westside Basin that includes the following elements:

- Groundwater storage and quality monitoring
- Saltwater intrusion control
- Conjunctive use
- Recycled water
- Source water protection

The GWMP was completed in 2012.

In 2014, the California Legislature enacted the Sustainable Groundwater Management Act (SGMA), with subsequent amendments in 2015. The SGMA requires groundwater management in priority groundwater basins, which includes the formation of GSAs and the development of GSPs for groundwater basins or subbasins that are designated by DWR as medium or high priority.

The priority designation of groundwater basins was established as part of the California Statewide Groundwater Elevation Monitoring (CASGEM) Program. The CASGEM Groundwater Basin Prioritization is a statewide ranking of groundwater basin importance that incorporates groundwater reliance and focuses on

basins producing more than 90 percent of California's annual groundwater. The CASGEM Program has ranked the Westside Basin (CASGEM basin number 2-35) as "very low" priority.

The SGMA directs DWR to identify groundwater basins and subbasins in conditions of critical overdraft. DWR identified such basins in Bulletin 118, 1980, and Bulletin 118, Update 2003 (DWR, 2003); the Westside Basin was not identified (DWR, 2003). In August 2015, DWR issued an updated final list of critically over-drafted basins, which did not include Westside Basin (DWR, 2016).

In January 2016, Daly City, San Bruno, and CWS entered into a joint funding agreement to develop a groundwater sustainability plan (GSP) for the South Westside Basin. The *2012 South Westside Basin GWMP* will transition into a SGMA-compliant GSP through modifications and additions. The participants will coordinate the South Westside Basin GSP with the North Westside Basin GSP to ensure that both GSPs use the same data and methodologies, as required by GSP regulations. Currently, the Westside Basin Partners also are exploring options to form a groundwater sustainability agency (GSA), but no GSA has been formed for the South Westside Basin as of 2021.[2] Daly City entered into a Memorandum of Agreement for the South Westside Basin GSP with the City of San Bruno and CWS in November 2017. A GSP is currently being developed and is due in January 2022.

3.2.2 Conjunctive Use

Daly City entered into a pilot conjunctive use program with SFPUC to enhance regional water resource management by storing water in wet years and recovering that water for use during dry years. The project's first phase, concluded in November 2003, took advantage of the availability of surplus SFPUC system water at a reduced cost. In return, Daly City agreed to use additional SFPUC surface water ("In Lieu Water") and reduce pumping groundwater from the South Westside Basin. This action created the opportunity to observe basin response from recharge that takes place from the reduced groundwater pumping. The second phase of conjunctive use began in March 2004 and continued into 2011 and had promising results.

The demonstration project assessed, in part, the feasibility of a permanent program. As tentatively outlined, the program would:

- Increase groundwater levels in the South Westside Basin
- Reduce the potential for seawater intrusion
- Develop increased SFPUC system yield from the overall surface and groundwater system
- Potentially improve water-quality conditions at Lake Merced

Initial results from this project showed that groundwater levels increased within the basin. Daly City has an added benefit of saving its local resource, which would result in enhanced emergency and drought protection. With the promising results of the pilot conjunctive use program, as one of the WSIP projects, the Regional Groundwater Storage and Recovery Project (RGSR) proceeded with the construction of up to 16 new recovery wells and associated facilities, such as pumping systems, pipelines, and chemical treatment equipment. Figure 3-3 provides a schematic of the RGSR proposed groundwater wells. As of Fall 2020, the project is more than 76 percent complete, with 12 of the 13 Phase 1 wells constructed and undergoing testing, and construction of the final Phase 1 well station underway.[3] The test wells for two Phase 2 well stations have been completed, and a sixteenth well site has been selected. This regional groundwater storage project started construction in 2015 and SFPUC anticipates construction completion in winter of 2021.

[2] Per San Mateo Plain Groundwater Basin Assessment (County of San Mateo, July 2018), no GSA has been formed for the South Westside Basin.

[3] SFPUC provides updates on its Regional Groundwater Storage & Recovery Project online at: https://sfwater.org

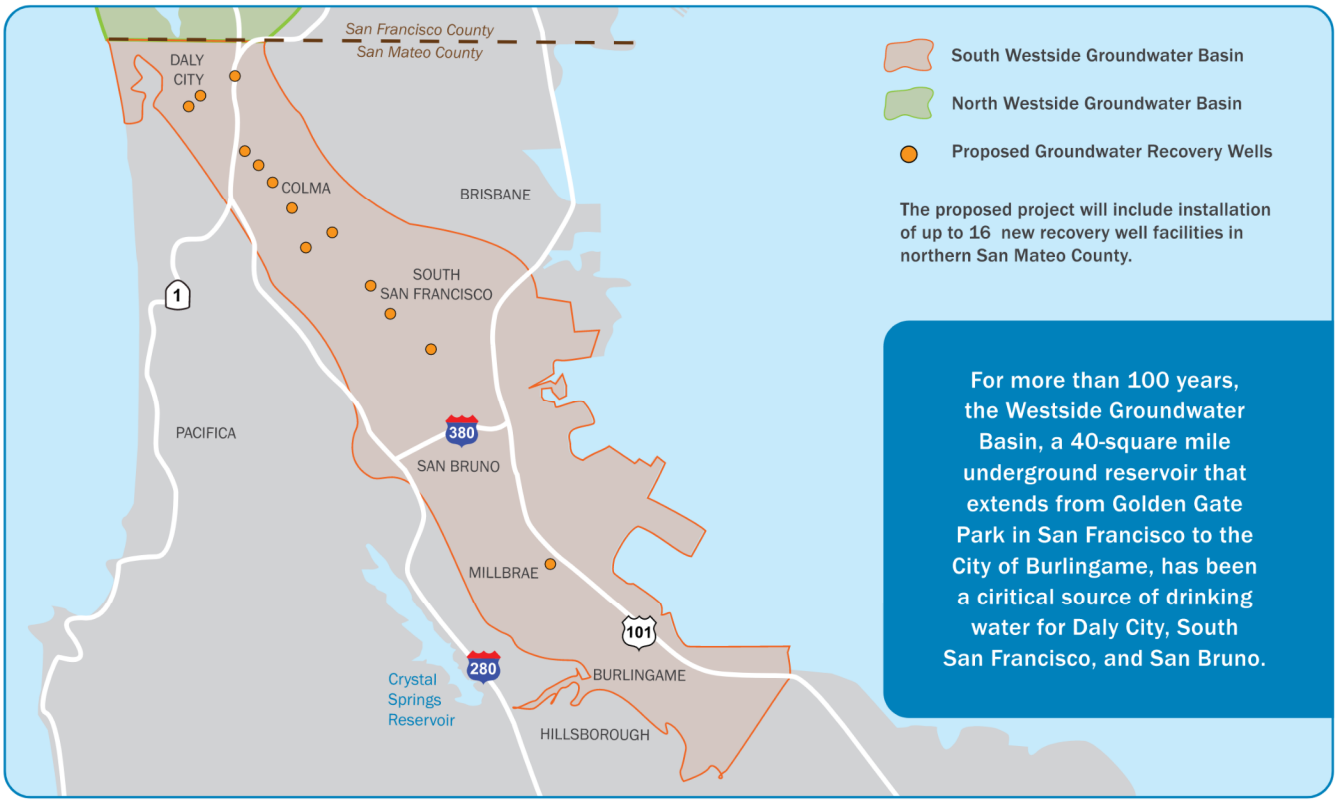


Figure 3-3. RGSR proposed project groundwater wells

Source: SFPUC 2021

The RGSR provided a significant benefit to Daly City for a water supply insurance policy as well as a systemwide benefit. SFPUC determined that the reduction in groundwater pumping will result in a water savings account of up to 61,000 acre-feet in the South Westside Basin. Work to date completed an available groundwater yield assessment for extended periods on the South Westside Basin. For further detail, see Daly City's *Permit Amendment to Domestic Water Supply System Number 4110013* (BC, 2016).

The WSAg describes "put" and "take" concepts associated with conjunctive water use. SFPUC is installing new wells as a systemwide asset of SFPUC (thereby becoming a joint asset), the terms for which the reader can find in the 2009 WSAg, Section 3.17. Under this section, Daly City would defer payment of stored conjunctive use water until actual extraction of that water occurs; Daly City would pay SFPUC at the then-applicable wholesale rate of SFPUC system surface water. Under the RGSR program, SFPUC would provide surface water "In Lieu Water" to Daly City beyond the ISG amount in Normal Years.

3.2.3 Constraints on Groundwater Sources

Daly City chloraminates and fluoridates its groundwater and blends it with SFPUC water in its pump station wet wells to meet customer demands. SFPUC treats the water that it wholesales to Daly City. It is supplied with a chloramine disinfectant residual and fluoride. Daly City adjusts the output of its wells and the flow rate of water it purchases from SFPUC to create a blended water quality that consistently meets all State and federal maximum contaminant levels.

3.2.4 Groundwater Reliability

Historically, Daly City has pumped less than the designated sustainable yield of 1,252 MGY. Daly City anticipates continued groundwater reliability as part of its ongoing efforts. Table 3-1 shows Daly City did not

pump any groundwater over the past 5 years, instead SFPUC provided “In Lieu Water” to meet water demand, so the South Westside Basin could recharge.

Table 3-1. Groundwater Volume Pumped by Daly City

Groundwater Type	Location or Basin Name	Volume Pumped, MGY				
		2016	2017	2018	2019	2020
Alluvial basin	South Westside Basin	0	0	0	0	0
Total		0	0	0	0	0

Notes: Daly City did not pump any groundwater from 2016 to 2020 to allow for groundwater recharge. Daly City's groundwater production was replaced by SFPUC surface water for “In Lieu Water” banking.

3.3 Recycled Water

Recycled water is not a source of water supply for the proposed JUHSD MP project. Municipal recycled water is municipal wastewater treated to a specified quality to enable it to be used again for a beneficial purpose. For this WSA, recycled water means only municipal recycled water, that is, water that NSMCSD has treated and discharged from its municipal wastewater facility. This section provides information on recycled water and its potential as a resource for Daly City. The elements of this section include current water recycling systems and the potential for water recycling in the service area.

3.3.1 Description

In 2004, Daly City completed a $7.5 million tertiary treatment project at the NSMCSD WWTP. The upgrades provided Daly City with an unrestricted tertiary recycled water capacity of 2.77 mgd, or 1,011 MGY.

On average, Daly City uses approximately 274 MGY of its unrestricted tertiary recycled water. The recycled water program pumps recycled water for irrigation of five golf courses (two Olympic Club courses, San Francisco, Lake Merced, and Harding Park), two city parks (Westlake and Marchbank), and median strips along John Daly Boulevard, Junipero Serra Boulevard, and the Westlake off ramp.

Table 3-2 shows the historical recycled water use from 2009 through 2020.

Table 3-2. Historical Recycled Water Uses	
Year	Recycled Water (MGY)[a]
2009	191
2010	178
2011	147
2012	190
2013	373
2014	259
2015	278
2016	405
2017	521
2018	186
2019	118
2020	10

a. *Provided by City staff*

Table 3-3 presents the projected future reuse water demands in Daly City's service area. The projected recycled water usage of 550 MGY derives from the most recent maximum yearly usage recorded in 2017.

Table 3-3. Current and Projected Recycled Water Uses (MGY)[a]							
Beneficial Use Type	Potential Beneficial Uses	Level of Treatment	2020[b]	2025	2030	2035	2040
Landscape irrigation[c] (excludes golf courses)	City parks and medians (plus cemeteries for projected future use in 2025–40)	Disinfected tertiary	3	250	250	250	250
Golf course irrigation	Used for all but greens	Disinfected tertiary	7	300	300	300	300
Total			10	550	550	550	550

a. *This table does not include Colma projected demands. Most of the recycled water distributed does not replace a potable water supply. Increase in future years is contingent on an additional recycled water facility being constructed for watering cemeteries in Colma and/or for groundwater regeneration. Per Alternative Water Supply Planning Quarterly Report (December 2020), this project is anticipated to be in operation by 2035.*

b. *Due to a digester project at the WWTP, the 2020 tertiary recycled water production amounts were much lower than typical.*

c. *Landscape recycled water use is dependent on financial and regulatory factors as well as demands for recycled water.*

3.3.2 Encourage Future Recycled Water Use

The 1999 Bay Area Regional Water Recycling Program (BARWRP) Master Plan presents an assessment of potential recycled water use in 2010, 2025, and 2040.

Along with other SFPUC wholesale customers and members of the Westside Basin Partners, Daly City has participated in discussions for an expanded recycled water plant as presented in the BAWSCA Strategy (CDM Smith, 2012). Daly City and SFPUC are pursuing the Feasibility of Expanded Tertiary Recycled Water Facilities Project, which will increase the recycled water supply available for irrigation to 1.25 mgd (City and SFPUC, 2020). Daly City recycled water expansion project includes a 1.25-mgd expansion of the existing City recycled water treatment, transmission, and distribution system. The additional recycled water would serve irrigation customers within the Town of Colma, and include cemeteries, city parks, schools, a golf course, and/or groundwater recharge. The project could operate by 2035. Per the Alternative Water Supply Planning Quarterly Update (December 8, 2020), Daly City completed a Mitigated Negative Declaration under the

California Environmental Quality Act (CEQA) in September of 2017, and 30% design for the project has been completed.

The Town of Colma irrigation customers currently use private groundwater wells that extract groundwater from the Westside Basin or potable water distributed via CWS's South San Francisco System to irrigate turf and other landscaping. Converting these irrigation customers to recycled water users would leave otherwise extracted groundwater available for other portable uses. Daly City's recycled water expansion project is designed to meet the Colma irrigation customers' estimated combined annual demand for 639 irrigation acres.

Daly City and its partners have not developed a specific recycled water expansion implementation schedule; however, based on similar projects, it is anticipated that implementation, including planning and environmental review, preliminary design, final design, and construction, will take about six years after the parties decide to move forward. Table 3-4 summarizes these proposed plans to expand recycled water use.

Table 3-4. Expand Future Recycled Water Use

Name of Action	Description	Planned Implementation Year	Expected Increase in Recycled Water Use (MGY)
City recycled water expansion	Landscape irrigation for Town of Colma (includes cemeteries, city parks, and schools)	2035	457
Total			457

Additionally, Daly City and NSMCSD are evaluating the possibility of expanding recycled water treatment capacity.

3.4 Total Projected Water Supply

Tables 3-5 summarizes the projected water supplies for an average climate year during which SFPUC does not curtail surface water deliveries. If SFPUC imposes surface water curtailments, Daly City would use a greater supply of groundwater as described in Section 3.2. Section 4 summarizes dry year availability of these supplies.

Table 3-5. Normal Year Water Supplies, Projected (MGY)

Water Supply[a]	Additional Detail on Water Supply	2025 Reasonably Available Volume	2030 Reasonably Available Volume	2035 Reasonably Available Volume	2040 Reasonably Available Volume	2045 Reasonably Available Volume
Purchased water	ISG	1,567	1,567	1,567	1,567	1,567
Groundwater[b]	Sustainable Yield per GSR	1,252	1,252	1,252	1,252	1,252
Total		2,819	2,819	2,819	2,819	2,819

a. Daly City UWMP 2020

b. Some or all Daly City's groundwater production may be replaced by SFPUC surface water for "In Lieu Water" banking.

Section 4

Availability of Water Supplies

This section compares projected water supplies and demands and describes water shortage expectations.

4.1 Water Supply and Demand Comparison

In this WSA, Sections 2 and 3 discuss water demands and supply, respectively. This section provides a comparison of normal, single, and multiple dry years supply and demand for Daly City with the JUHSD MP project demands included.

4.1.1 Normal Year

Table 4-1 compares the projected normal year water supplies with demand and shows that sufficient supply that will meet the projected demands through 2045.

Table 4-1. Normal Year Supply and Demand Comparison (MGY)

Use Type	2025	2030	2035	2040	2045
Projected Supply totals[a]	2,819	2,819	2,819	2,819	2,819
Purchased (ISG)	1,567	1,567	1,567	1,567	1,567
Groundwater[c] (Sustainable Yield per GSR)	1,252	1,252	1,252	1,252	1,252
Projected Demand totals[b]	2,174	2,187	2,181	2,192	2,206
Difference (supply minus demand)	645	632	638	627	613

a. The supply totals are taken from this WSA in Section 3.4, originally from the 2020 UWMP.
b. The demand totals are from Section 2.4 which includes the proposed JUHSD MP Project.
c. Some or all Daly City's groundwater production may be replaced by SFPUC surface water for "In Lieu Water" banking.

4.1.2 Single Dry Year

Table 4-2 and Table 4-3 compare the projected water supplies to the demands for a single dry year. Under Scenario 1 Without Bay-Delta Plan, the reduced purchased water supply values are based on the 2020 actual City purchase of 3.97 mgd and SFPUC projections of continued decreased demands through 2045 when the estimated City purchase would be 3.43 mgd, which is 20 percent less than the contractual ISG of 4.292 mgd. Under Scenario 2 With Bay-Delta Plan, SFPUC then applies cutbacks ranging from 36% in 2025 to 46% in 2045 for single dry year. As described in Section 3, Daly City has partnered with SFPUC through the RGSR Program to make more groundwater available during drought years; however, blending with surface water from SFPUC to maintain safe water quality levels (i.e., control excess nitrate and possibly Chromium VI in the ground water through dilution), must be considered when devising a solution to address these dry year shortfalls.

Table 4-2. Single-Dry Year Water Supply and Demand Comparison, MGY – Scenario 1 Without Bay-Delta Plan					
Use Type	2025	2030	2035	2040	2045
Supply totals	2,555	2,537	2,526	2,515	2,504
Purchased[a]	1,303	1,285	1,274	1,263	1,252
(% of ISG)[b]	(83)	(82)	(81)	(81)	(80)
Groundwater (Sustainable Yield per GSR)	1,252	1,252	1,252	1,252	1,252
Demand totals	2,174	2,187	2,181	2,192	2,206
Difference (supply minus demand)	381	350	345	323	298

Note: This table provides single dry year water supply and demand for the Without Bay-Delta Plan Amendment scenario. Water supply reductions are applied to the projected purchased water supply, not the actual ISG amount.

a. Appendix E: Table A, BAWSCA Tier 2 Drought Implementation Plan.

b. Percentages are dry year supply allocation divided by 4.292 mgd ISG.

Table 4-3. Single Dry Year Water Supply and Demand Comparison, MGY – Scenario 2 With Bay-Delta Plan					
Use Type	2025	2030	2035	2040	2045
Supply totals	2,084	2,070	2,062	2,055	1,935
Purchased[a]	832	818	810	803	683
(% of ISG)[b]	(53)	(52)	(52)	(51)	(44)
Groundwater (Sustainable Yield per GSR)	1,252	1,252	1,252	1,252	1,252
Demand totals	2,174	2,187	2,181	2,192	2,206
Difference (supply minus demand)	(90)	(117)	(119)	(137)	(271)

Note: This table provides single dry year water supply and demand for the With Bay-Delta Plan Amendment scenario. Water supply reductions are applied to the projected purchased water supply, not the actual ISG amount.

a. Appendix E: Table G2-K2, BAWSCA Tier 2 Drought Implementation Plan.

b. Percentages are dry year supply allocation divided by 4.292 mgd ISG.

4.1.3 Multiple Dry Years

Table 4-4 and Table 4-5 compares the projected water supplies to the demands for multiple dry years. Under Scenario 1 Without Bay-Delta Plan, SFPUC will apply additional 15 percent cutbacks to the fourth and fifth consecutive dry years starting in 2045. Under Scenario 2 With Bay-Delta Plan, SFPUC will apply cutbacks ranging from 36 percent in 2025 to 54 percent in 2045 for multiple dry years.

Table 4-4. Multiple Dry Years Supply and Demand Comparison, MGY – Scenario 1 Without Bay-Delta Plan						
		2025	2030	2035	2040	2045
First year (Single dry year)	Supply total	2,555	2,537	2,526	2,515	2,504
	Purchased[a] (% of ISG)[b]	1,303 (83%)	1,285 (82%)	1,274 (81%)	1,263 (81%)	1,252 (80%)
	Groundwater (Sustainable Yield per GSR)	1,252	1,252	1,252	1,252	1,252
	Demand total	2,174	2,187	2,181	2,192	2,206
	Difference[c]	381	350	345	323	298
Second year	Supply total	2,555	2,537	2,526	2,515	2,504
	Purchased[a] (% of ISG)[b]	1,303 (83%)	1,285 (82%)	1,274 (81%)	1,263 (81%)	1,252 (80%)
	Groundwater (Sustainable Yield per GSR)	1,252	1,252	1,252	1,252	1,252
	Demand total	2,174	2,187	2,181	2,192	2,206
	Difference[c]	381	350	345	323	298
Third year	Supply total	2,555	2,537	2,526	2,515	2,504
	Purchased[a] (% of ISG)[b]	1,303 (83%)	1,285 (82%)	1,274 (81%)	1,263 (81%)	1,252 (80%)
	Groundwater (Sustainable Yield per GSR)	1,252	1,252	1,252	1,252	1,252
	Demand total	2,174	2,187	2,181	2,192	2,206
	Difference[c]	381	350	345	323	298
Fourth year	Supply total	2,555	2,537	2,526	2,515	2,351
	Purchased[a] (% of ISG)[b]	1,303 (83%)	1,285 (82%)	1,274 (81%)	1,263 (81%)	1,099 (70%)
	Groundwater (Sustainable Yield per GSR)	1,252	1,252	1,252	1,252	1,252
	Demand total	2,174	2,187	2,181	2,192	2,206
	Difference[c]	381	350	345	323	145
Fifth year	Supply total	2,555	2,537	2,526	2,515	2,351
	Purchased[a] (% of ISG)[b]	1,303 (83%)	1,285 (82%)	1,274 (81%)	1,263 (81%)	1,099 (70%)
	Groundwater (Sustainable Yield per GSR)	1,252	1,252	1,252	1,252	1,252
	Demand total	2,174	2,187	2,181	2,192	2,206
	Difference[c]	381	350	345	323	145

Note: This table provides multiple dry year water supply and demand for the Without Bay-Delta Plan Amendment scenario. Water supply reductions are applied to the projected purchased water supply, not the actual ISG amount. For example, there is a 12.4% cutback to the projected purchase of 3.01 mgd in the 4th and 5th consecutive dry year of 2045, but 0% cutback in all other years.

a. Appendix E: Tables A, N, and O2, BAWSCA Tier 2 Drought Implementation Plan.

b. Percentages are dry year supply allocation divided by 4.292 mgd ISG.

c. Difference is supply minus demand. A positive number represents a supply surplus. A negative number (number in parentheses) represents a deficit.

Table 4-5. Multiple Dry Years Supply and Demand Comparison, MGY – Scenario 2 With Bay-Delta Plan						
		2025	2030	2035	2040	2045
First year (Single dry year)	Supply total	2,084	2,070	2,062	2,055	1,935
	Purchased[a] (% of ISG)[b]	832 (53%)	818 (52%)	810 (52%)	803 (51%)	683 (44%)
	Groundwater (Sustainable Yield per GSR)	1,252	1,252	1,252	1,252	1,252
	Demand total	2,174	2,187	2,181	2,192	2,206
	Difference[c]	(90)	(117)	(119)	(137)	(271)
Second year	Supply total	1,967	1,953	1,946	1,938	1,935
	Purchased[a] (% of ISG)[b]	715 (46%)	701 (45%)	694 (44%)	686 (44%)	683 (44%)
	Groundwater (Sustainable Yield per GSR)	1,252	1,252	1,252	1,252	1,252
	Demand total	2,174	2,187	2,181	2,192	2,206
	Difference[c]	(207)	(234)	(235)	(254)	(271)
Third year	Supply total	1,967	1,953	1,946	1,938	1,935
	Purchased[a] (% of ISG)[b]	715 (46%)	701 (45%)	694 (44%)	686 (44%)	683 (44%)
	Groundwater (Safe Yield)	1,252	1,252	1,252	1,252	1,252
	Demand total	2,174	2,187	2,181	2,192	2,206
	Difference[c]	(207)	(234)	(235)	(254)	(271)
Fourth year	Supply total	1,967	1,953	1,946	1,858	1,832
	Purchased[a] (% of ISG)[b]	715 (46%)	701 (45%)	694 (44%)	606 (39%)	580 (37%)
	Groundwater (Sustainable Yield per GSR)	1,252	1,252	1,252	1,252	1,252
	Demand total	2,174	2,187	2,181	2,192	2,206
	Difference[c]	(207)	(234)	(235)	(334)	(374)
Fifth year	Supply total	1,967	1,953	1,887	1,858	1,832
	Purchased[a] (% of ISG)[b]	715 (46%)	701 (45%)	635 (41%)	606 (39%)	580 (37%)
	Groundwater (Sustainable Yield per GSR)	1,252	1,252	1,252	1,252	1,252
	Demand total	2,174	2,187	2,181	2,192	2,206
	Difference[c]	(207)	(234)	(294)	(334)	(374)

Note: This table provides multiple dry year water supply and demand for the With Bay-Delta Plan Amendment scenario. Water supply reductions are applied to the projected purchased water supply, not the actual ISG amount.

a. *Appendix E: Table G2-K2, BAWSCA Tier 2 Drought Implementation Plan. For reference, the purchased projections for 2025-2045 are 3.57, 3.52, 3.49, 3.46, and 3.43 mgd, respectively, as shown in Table A of Appendix E. The percent cutback to wholesale customers is provided in Table E and range from 36% to 54%. Table G2-K2 applies the Table E cutbacks to the purchase projections in Table A.*

b. *Percentages are dry year supply allocation divided by 4.292 mgd ISG.*

c. *Difference is supply minus demand. A positive number represents a supply surplus. A negative number (number in parentheses) represents a deficit.*

Figure 4-1 and Figure 4-2 provide the supply vs. demand information in a visual format using the data from tables and information presented earlier in this section.

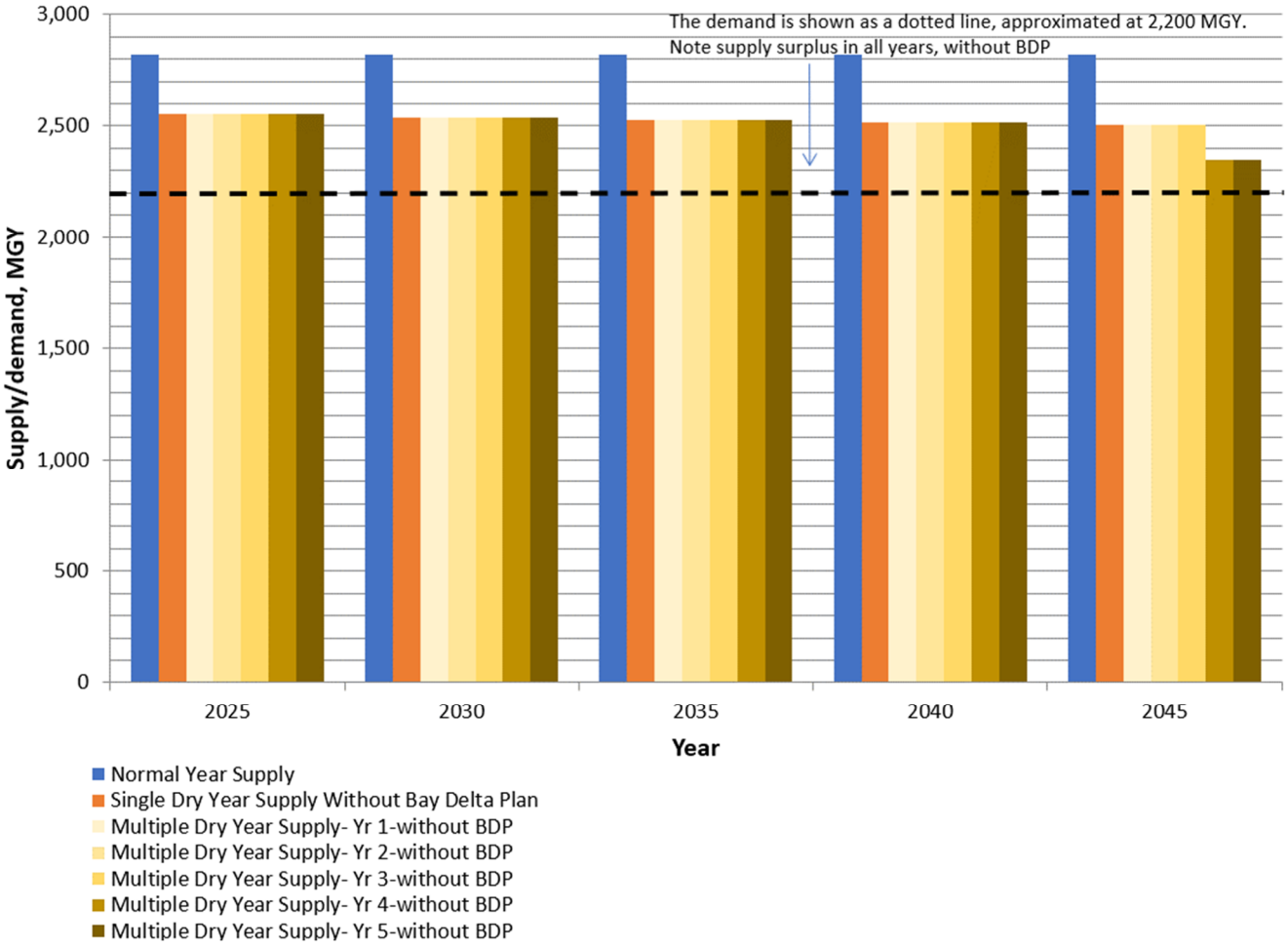


Figure 4-1. Scenario 1: Supply and demand comparison – Without Bay-Delta Plan

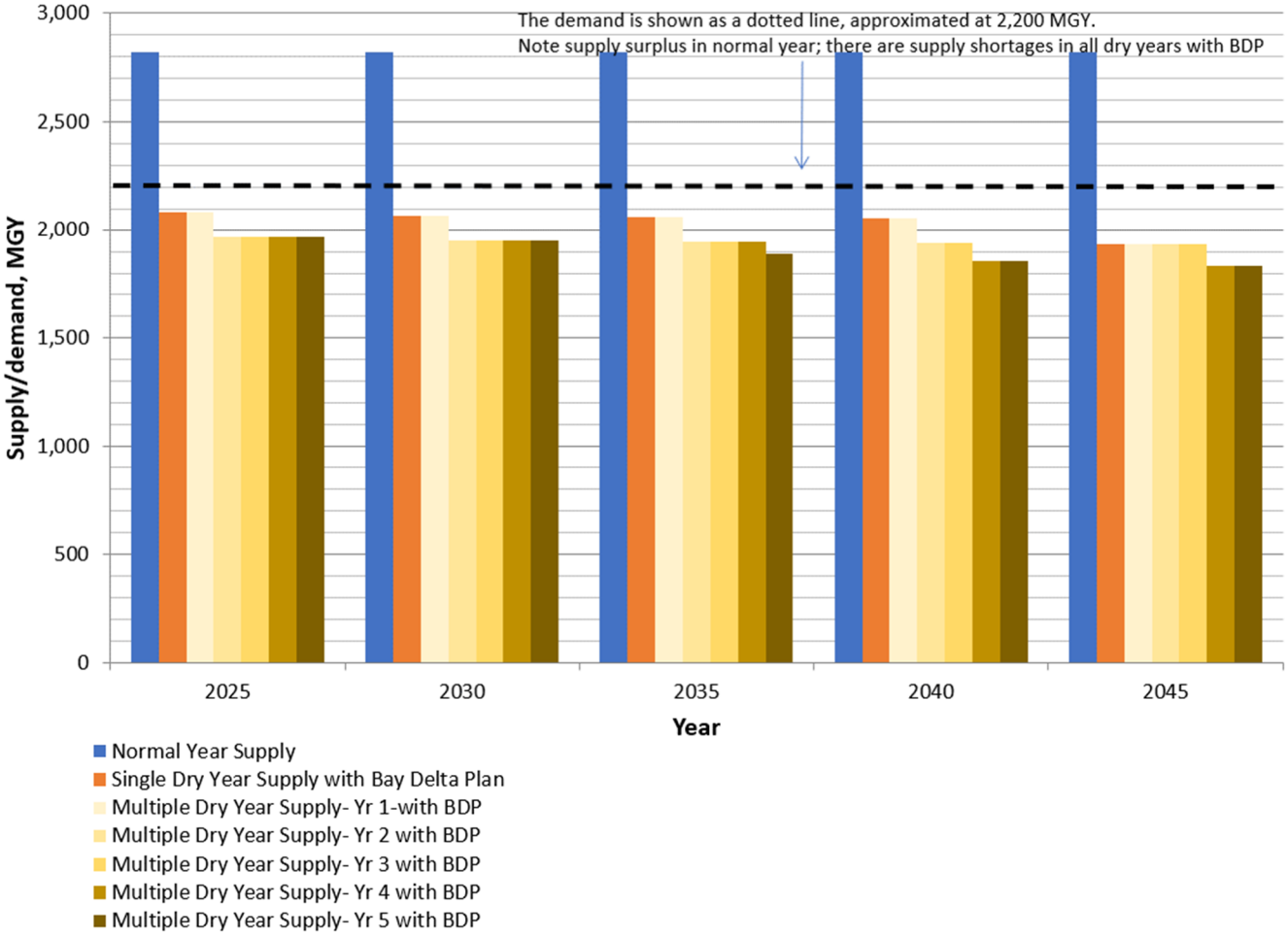


Figure 4-2. Scenario 2: Supply and demand comparison – With Bay-Delta Plan

4.2 WSA Determination

This section presents the WSA supply determination summary.

Scenario 1 - No Implementation of the Bay-Delta Plan Amendment or the Voluntary Agreement:

Daly City has sufficient water supply to meet all its expected future water demands, including the demands of the proposed Project, in normal, single, and multiple dry years scenarios.

Scenario 2 - Implementation of the Bay-Delta Plan Amendment:

Under this Scenario, Daly City has sufficient water supplies to serve the Project in normal years; however, supplies are insufficient to meet demand in single and multiple dry years.

With the implementation of the Bay-Delta Plan Amendment, the SFPUC RWS is projected to experience significant shortfalls in single and multiple dry years starting as soon as 2023 and through 2045, regardless of whether the proposed project is constructed. These significant shortfalls are a result of implementation of the Bay-Delta Plan Amendment and to a lesser extent are attributed to the incremental demand associated with the proposed project.

Although the WSAP does not address implications to supply during system-wide shortages above 20%, the WSAP indicates that if system-wide shortage greater than 20% were to occur, SFPUC RWS supply would be allocated between retail and Wholesale Customers per the rules corresponding to a 16-20% system-wide reduction, subject to consultation and negotiation between the SFPUC and its Wholesale Customers to modify the allocation rules.

During single and multiple dry years starting as soon as the year 2023, the estimated year of implementation of the Bay-Delta Plan Amendment, Daly City's total projected water supplies cannot meet the projected demands, including those of the proposed JUHSD MP project. The supply shortfalls are anticipated to range from 90-271 MGY in a single dry year and 207-374 MGY in multiple dry years.

4.2.1 Additional Water Supplies

To meet future demands and to cope with the reductions of dry year purchased water supplies that would result if DWR implements the Bay-Delta Plan Amendment, Daly City would need to take some or all of the following approaches:

1. Consider options for additional supply – Some options may include, but are not limited to, water transfers from other SFPUC wholesale customers, further groundwater exploration/development outside the existing developed groundwater basin, increased recycled water use, and/or increased conservation. For example, a new well producing 500 gpm (263 MGY) would make up nearly all the projected shortfalls under Scenario 2 in a single dry year. Refer to 2020 UWMP to see additional projects to reduce any anticipated shortfall.
2. Reduce water demands on a temporary basis by implementing Daly City's water shortage contingency plan as presented in Section 8 of the 2020 UWMP.
3. Decline projects seeking development approval – An obvious solution to the increasing supply deficit is to not approve further future development unless the developer clearly demonstrates a secured water right apart from Daly City's supplies that said developer can deliver to Daly City as a right in perpetuity.

Section 5

Conclusions

In accordance with the requirements of California Water Code sections 10910 through 10915, the WSA has determined that Daly City has sufficient water supplies available to serve the proposed JUHSD MP Project under Scenario 1 – No Bay-Delta Plan implementation. BC has based this conclusion on the availability of water supply for the proposed project primarily on the following findings:

- The projected available potable water supplies under non-drought conditions for the Daly City water system in 2045 are 2,819 MGY, and the estimated potable demand including this proposed development project is 2,206 MGY. Thus, BC has determined that sufficient Daly City water supplies are available to serve the proposed JUHSD MP Project under Scenario 1.
- Both groundwater and surface water supplies would provide water supplies needed to serve the proposed project. Historically, SFPUC has delivered sufficient treated surface water supplies to Daly City. This analysis incorporates reductions in surface water supplies from SFPUC of up to 20 percent of average in dry years per the 2020 UWMP; however, according to the SFPUC Common Language letter (Appendix A), SFPUC faces potential for further reductions of its supply due to the Bay-Delta Plan Amendment that could adversely affect water available to Daly City from the Regional Water Supply.

Nevertheless, this WSA identifies projected shortages and uncertainties regarding future supplies under Scenario 2 - Implementation of the Bay-Delta Plan Amendment. BC based this determination on the following information:

- Under Scenario 2, Daly City expects to experience shortfalls in single and multiple dry years starting as soon as 2023 and through 2045, regardless of whether the proposed project is constructed. These shortfalls result from implementation of the Bay-Delta Plan Amendment and to a lesser extent are attributed to the incremental demand associated with the proposed project. Dry year shortfalls would range from 90-374 MGY over the next 25 years, which represent of 4 to 17 percent of demands. While the supply planning analysis uses a yearly time step, shortfalls can be more severe for summer months when demands are higher.
- Daly City has limited ability to increase groundwater pumping from the Westside Basin to enhance water supply reliability and address added demands. Daly City currently has a sustainable yield of 1,252 MGY anticipated through 2045. However, Daly City has identified other undeveloped groundwater resources outside the Westside Basin that it currently considers developing. If such resources come to fruition, they could substantially overcome shortfalls in its dependence on the Regional Water Supply during droughts with the Bay-Delta Plan Amendment in place.
- Recycled water currently serves irrigation demands within Daly City and to nearby golf courses, which lowers the estimated demands for potable water and further enhances overall water supply reliability. City's recycled water expansion project (to be completed by 2035) would expand recycled water use and further enhance the groundwater availability.

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Section 6

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Appendix A: 2020 UWMP Packet (including SFPUC Common Language) and 03.30.21 Projection Revisions

Reference for supply reliability language. For drought allocation, use Appendix E (latest version of projections) instead.

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BAWSCA
Bay Area Water Supply & Conservation Agency

March 16, 2021

The following list of documents have been provided to the Member Agencies by BAWSCA to facilitate preparation of their 2020 UWMPs. Please contact Danielle McPherson at dmcpherson@bawsca.org or Negin Ashoori at nashoori@bawsca.org if you have any questions.

1. BAWSCA Common Language ***(Feb 10, 2021)***
2. SCPUC Common Language ***(Feb 3, 2021)***
3. Memo on UWMP Procedures, Legal Updates and Best Practices ***(Feb 2, 2021)***
    a. Attachment 1: Sample Notice of Public Hearing
    b. Attachment 2: Sample Notification Letter to Other Agencies
    c. Attachment 3: Sample Advertisement
4. Memo on SFPUC Supply Reliability Letter and Drought Cutbacks ***(Updated: Feb 18, 2021)***
    a. Attachment A: SFPUC Supply Reliability Letter ***(Jan 22, 2021)***
    b. Attachment B: 2020 UWMP Drought Cutbacks/Allocations ***(Updated March 1, 2021)***
5. Common Language about Rate Impacts of Water Shortages ***(March 4, 2021)***

Common Language for BAWSCA Member Agencies'

2020 UWMP Updates

BAWSCA

Description of BAWSCA

BAWSCA provides regional water reliability planning and conservation programming for the benefit of its 26 member agencies that purchase wholesale water supplies from the San Francisco Public Utilities Commission (SFPUC). Collectively, the BAWSCA member agencies deliver water to over 1.8 million residents and nearly 40,000 commercial, industrial and institutional accounts in Alameda, San Mateo and Santa Clara Counties.

BAWSCA also represents the collective interests of these wholesale water customers on all significant technical, financial, and policy matters related to the operation and improvement of the SFPUC's Regional Water System (RWS).

BAWSCA's role in the development of the 2020 Urban Water Management Plan (UWMP) updates is to work with its member agencies and the SFPUC to seek consistency among UWMP documents.

Regional Water Demand and Conservation Projections

In June 2020, BAWSCA completed the Regional Water Demand and Conservation Projections Report (Demand Study).[1] The goal of the Demand Study was to develop transparent, defensible, and uniform demand and conservation savings projections for each Wholesale Customer using a common methodology to support both regional and individual agency planning efforts and compliance with the new statewide water efficiency targets required by Assembly Bill (AB) 1668 and Senate Bill (SB) 606.

Through the Demand Study process, BAWSCA and the Wholesale Customers (1) quantified the total average-year water demand for each BAWSCA member agency through 2045, (2) quantified passive and active conservation water savings potential for each individual Wholesale Customer through 2045, and (3) identified 24 conservation programs with high water savings potential and/or member agency interest. Implementation of these conservation measures, along with passive conservation, is anticipated to yield an additional 37.3 MGD of water savings by 2045. Based on the revised water demand projections, the identified water conservation savings, increased development and use of other local supplies by the Wholesale Customers, and other actions, the collective purchases of the BAWSCA member agencies from the SFPUC are projected to stay below 184 MGD through 2045.

As part of the Demand Study, each Wholesale Customer was provided with a demand model that can be used to support ongoing demand and conservation planning efforts, including UWMP preparation.

[1] Phase III Final Report: http://bawsca.org/uploads/pdf/BAWSCA_Regional_Water_Demand_and_Conservation%20Projections%20Report_Final.pdf

Long-Term Reliable Water Supply Strategy

BAWSCA's Long-Term Reliable Water Supply Strategy (Strategy), completed in February 2015, quantified the water supply reliability needs of the BAWSCA member agencies through 2040, identified the water supply management projects and/or programs (projects) that could be developed to meet those needs, and prepared an implementation plan for the Strategy's recommendations.

When the 2015 Demand Study concluded it was determined that while there is no longer a regional normal year supply shortfall, there was a regional drought year supply shortfall of up to 43 MGD. In addition, key findings from the Strategy's project evaluation analysis included:

- Water transfers represent a high priority element of the Strategy.
- Desalination potentially provides substantial yield, but its high effective costs and intensive permitting requirements make it a less attractive drought year supply alternative.
- Other potential regional projects provide tangible, though limited, benefit in reducing dry-year shortfalls given the small average yields in drought years.

Since 2015, BAWSCA has completed a comprehensive update of demand projections and engaged in significant efforts to improve regional reliability and reduce the dry-year water supply shortfall.

Water Transfers. BAWSCA successfully facilitated two transfers of portions of Individual Supply Guarantee (ISG) between BAWSCA agencies in 2017 and 2018. Such transfers benefit all BAWSCA agencies by maximizing use of existing supplies. BAWSCA is currently working on an amendment to the Water Supply Agreement between the SFPUC and BAWSCA agencies to establish a mechanism by which member agencies that have an ISG may participate in expedited transfers of a portion of ISG and a portion of a Minimum Annual Purchase Requirement. In 2019, BAWSCA participated in a pilot water transfer that, while ultimately unsuccessful, surfaced important lessons learned and produced interagency agreements that will serve as a foundation for future transfers. BAWSCA is currently engaged in the Bay Area Regional Reliability Partnership[2] (BARR), a partnership among eight Bay Area water utilities (including the SFPUC, Alameda County Water District, BAWSCA, Contra Costa Water District, Santa Clara Valley Water District) to identify opportunities to move water across the region as efficiently as possible, particularly during times of drought and emergencies.

Regional Projects. Since 2015, BAWSCA has coordinated with local and State agencies on regional projects with potential dry-year water supply benefits for BAWSCA's agencies. These efforts include storage projects, indirect/direct water reuse projects, and studies to evaluate the capacity and potential for various conveyance systems to bring new supplies to the region.

BAWSCA continues to implement the Strategy recommendations in coordination with BAWSCA member agencies. Strategy implementation will be adaptively managed to account for changing conditions and to ensure that the goals of the Strategy are met in an efficient and cost-effective manner. On an annual basis, BAWSCA will reevaluate Strategy recommendations and results in conjunction with development of the BAWSCA's FY 2021-22 Work Plan. In this way, actions can be modified to accommodate changing conditions and new developments.

[2] https://www.bayareareliability.com/

Making Conservation a Way of Life Strategic Plan

Following the 2014-2016 drought, the State of California (State) developed the "Making Water Conservation a California Way of Life" framework to address the long-term water use efficiency requirements called for in executive orders issued by Governor Brown. In May of 2018, AB 1668 and SB 606 (collectively referred to as the efficiency legislation) went into effect, which built upon the executive orders implementing new urban water use objectives for urban retail water suppliers.

BAWSCA led its member agencies in a multi-year effort to develop and implement a strategy to meet these new legislative requirements. BAWSCA's Making Conservation a Way of Life Strategic Plan (Strategic Plan) provided a detailed roadmap for member agencies to improve water efficiency. BAWSCA implementing the following elements of the Strategic Plan:

- Conducted an assessment of the agencies' current practices and water industry best practices for three components of the efficiency legislation that, based on a preliminary review, present the greatest level of uncertainty and potential risk to the BAWSCA agencies. The three components were:
    1. Development of outdoor water use budgets in a manner that incorporates landscape area, local climate, and new satellite imagery data.
    2. Commercial, Industrial, and Institutional water use performance measures.
    3. Water loss requirements.
- Organized an Advanced Metering Infrastructure symposium to enable information exchange, including case studies, implementation strategies, and data analysis techniques.
- Initiated a regional CII audit pilot program, which BAWSCA aims to complete in 2021.[3]
- Implemented a regional program for water loss control to help BAWSCA agencies comply with regulatory requirements and implement cost-effective water loss interventions.
- Engaged with the SFPUC to audit meter testing and calibration practices for SFPUC's meters at BAWSCA agency turnouts.

Finally, BAWSCA's Demand Study developed water demand and conservation projections through 2045 for each BAWSCA agency. These projects are designed to provide valuable insights on long-term water demand patterns and conservation savings potential to support regional efforts, such as implementation of BAWSCA's Long-Term Reliable Water Supply Strategy.

[3] Efforts on the CII audit pilot program stalled in March 2020 due to the COVID 19 pandemic and related shelter-in-place orders.

Tier Two Drought Allocations

The Wholesale Customers have negotiated and adopted the Tier Two Plan, referenced above, which allocates the collective Wholesale Customer share from the Tier One Plan among each of the 26 Wholesale Customers. These Tier Two allocations are based on a formula that takes into account multiple factors for each Wholesale Customer including:

- Individual Supply Guarantee;
- Seasonal use of all available water supplies; and
- Residential per capita use.

The water made available to the Wholesale Customers collectively will be allocated among them in proportion to each Wholesale Customer's Allocation Basis, expressed in millions of gallons per day (mgd), which in turn is the weighted average of two components. The first component is the Wholesale Customer's Individual Supply Guarantee, as stated in the WSA, and is fixed. The second component, the Base/Seasonal Component, is variable and is calculated using the monthly water use for three consecutive years prior to the onset of the drought for each of the Wholesale Customers for all available water supplies. The second component is accorded twice the weight of the first, fixed component in calculating the Allocation Basis. Minor adjustments to the Allocation Basis are then made to ensure a minimum cutback level, a maximum cutback level, and a sufficient supply for certain Wholesale Customers.

The Allocation Basis is used in a fraction, as numerator, over the sum of all Wholesale Customers' Allocation Bases to determine each Wholesale Customer's Allocation Factor. The final shortage allocation for each Wholesale Customer is determined by multiplying the amount of water available to the Wholesale Customers' collectively under the Tier One Plan, by the Wholesale Customer's Allocation Factor.

The Tier Two Plan requires that the Allocation Factors be calculated by BAWSCA each year in preparation for a potential water shortage emergency. As the Wholesale Customers change their water use characteristics (e.g., increases or decreases in SFPUC purchases and use of other water sources, changes in monthly water use patterns, or changes in residential per capita water use), the Allocation Factor for each Wholesale Customer will also change. However, for long-term planning purposes, each Wholesale Customer shall use as its Allocation Factor, the value identified in the Tier Two Plan when adopted.

Per WSA Section 3.11, the Tier One and Tier Two Plans will be used to allocate water from the Regional Water System between Retail and Wholesale Customers during system-wide shortages of 20% or less. For Regional Water System shortages in excess of 20%, San Francisco shall (a) follow the Tier 1 Shortage Plan allocations up to the 20% reduction, (b) meet and discuss how to implement incremental reductions above 20% with the Wholesale Customers, and (c) make a final determination of allocations above the 20% reduction. After the SFPUC has made the final allocation decision, the Wholesale Customers shall be free to challenge the allocation on any applicable legal or equitable basis. For purposes of the 2020 UWMPs, for San Francisco Regional Water System (RWS) shortages in excess of 20%, the allocations among the Wholesale Customers is assumed to be equivalent among them and to equal the drought cutback to Wholesale Customer by the SFPUC.

The Tier Two Plan, which initially expired in 2018, has been extended by the BAWSCA Board of Directors every year since for one additional calendar year. In November 2020, the BAWSCA Board voted to extend the Tier Two Plan through the end of 2021.

SFPUC's Efforts to Develop of Alternative Water Supplies

With the adoption of the Bay-Delta Plan Phase 1 (Bay-Delta Plan) by the State Water Resources Control Board in December of 2018, coupled with the uncertainties associated with litigation and the development of Voluntary Agreements that, if successful, would provide an alternative to the 40% unimpaired flow requirement that is required by the Bay-Delta Plan, BAWSCA redoubled its efforts to ensure that the SFPUC took necessary action to develop alternative water supplies such that they would be in place to fill any potential gap in supply by implementation of the Bay-Delta Plan and that the SFPUC would be able to meet its legal and contractual obligations to its Wholesale Customers.

In 2019, BAWSCA held numerous meetings with the SFPUC encouraging them to develop a division within their organization whose chief mission was to spearhead alternative water supply development. On June 25, 2019, BAWSCA provided a written and oral statement to the Commissioners urging the SFPUC to focus on developing new sources of supply in a manner similar to how it addressed the implementation of the Water System Improvement Program (WSIP). BAWSCA urged that a new water supply program was called for, with clear objectives, persistent focus, a dedicated team, adequate funding, and a plan for successful execution. The SFPUC Commission supported BAWSCA's recommendation and directed staff to undertake such an approach.

In early 2020, the SFPUC began implementation of the Alternative Water Supply Planning Program (AWSP), a program designed to investigate and plan for new water supplies to address future long-term water supply reliability challenges and vulnerabilities on the RWS.

Included in the AWSP is a suite of diverse, non-traditional supply projects that, to a great degree, leverage regional partnerships and are designed to meet the water supply needs of the SFPUC Retail and Wholesale Customers through 2045. As of the most recent Alternative Water Supply Planning Quarterly Update, SFPUC has budgeted $264 million over the next ten years to fund water supply projects. BAWSCA is heavily engaged with the SFPUC on its AWSS efforts.

BAWSCA Conservation Programs

BAWSCA manages a Regional Water Conservation Program comprised of several programs and initiatives that support and augment member agencies' and customers' efforts to use water more efficiently. These efforts extend limited water supplies that are available to meet both current and future water needs; increase drought reliability of the existing water system; and save money for both the member agencies and their customers.

The implementation of the Regional Water Conservation Program builds upon both the Water Conservation Implementation Plan (WCIP, completed in September 2009) and the Regional Demand and Conservation Projections Project (Demand Study, completed in June of 2020). These efforts include both Core Programs (implemented regionally throughout the BAWSCA service area) and Subscription Programs (funded by individual member agencies that elect to participate and implement them within their respective service areas).

1. BAWSCA Common Language

BAWSCA's Core Conservation Programs include organizing classes open to the public on topics such as water efficient landscape education and water-wise gardening, assistance related to automated metering infrastructure, and other associated programs that work to promote smart water use and practices. BAWSCA's Subscription Programs include numerous rebate programs, educational programs that can be offered to area schools, technical assistance to member agencies in evaluating water loss, and programs to train and certify contractors employed to install water efficient landscape. In total, BAWSCA offers 22 programs to its member agencies and that number continues to grow over time.

Each fiscal year, BAWSCA prepares an Annual Water Conservation Report that documents how all of BAWSCA's 26 member agencies have benefitted from the Core Conservation Programs. Additionally, the report highlights how all 26 member agencies participate in one or more of the Subscription Programs offered by BAWSCA, such as rebates, water loss management and large landscape audits. The Demand Study indicates that through a combination of active and passive conservation, 37.3 MGD will be conserved by BAWSCA's member agencies by 2045.
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Common Language for BAWSCA Member Agencies' 2020 UWMPs

Tier One Drought Allocations

In July 2009, San Francisco and its Wholesale Customers in Alameda County, Santa Clara County, and San Mateo County (Wholesale Customers) adopted the Water Supply Agreement (WSA), which includes a Water Shortage Allocation Plan (WSAP) that describes the method for allocating water from the Regional Water System (RWS) between Retail and Wholesale Customers during system-wide shortages of 20 percent or less. The WSAP, also known as the Tier One Plan, was amended in the 2018 Amended and Restated WSA.

The SFPUC allocates water under the Tier One Plan when it determines that the projected available water supply is up to 20 percent less than projected system-wide water purchases. The following table shows the SFPUC (i.e, Retail Customers) share and the Wholesale Customers' share of the annual water supply available during shortages depending on the level of system-wide reduction in water use that is required. The Wholesale Customers' share will be apportioned among the individual Wholesale Customers based on a separate methodology adopted by the Wholesale Customers, known as the Tier Two Plan, discussed further below.

Level of System-Wide Reduction in Water Use Required	Share of Available Water	
	SFPUC Share	Wholesale Customers Share
5% or less	35.5%	64.5%
6% through 10%	36.0%	64.0%
11% through 15%	37.0%	63.0%
16% through 20%	37.5%	62.5%

The Tier One Plan allows for voluntary transfers of shortage allocations between the SFPUC and any Wholesale Customer as well as between Wholesale Customers themselves. In addition, water "banked" by a Wholesale Customer, through reductions in usage greater than required, may also be transferred.

As amended in 2018, the Tier One Plan requires Retail Customers to conserve a minimum of 5% during droughts. If Retail Customer demands are lower than the Retail Customer allocation (resulting in a "positive allocation" to Retail[1]) then the excess percentage would be re-allocated to the Wholesale Customers' share. The additional water conserved by Retail Customers up to the minimum 5% level is deemed to remain in storage for allocation in future successive dry years.

The Tier One Plan will expire at the end of the term of the WSA in 2034, unless mutually extended by San Francisco and the Wholesale Customers.

The Tier One Plan applies only when the SFPUC determines that a system-wide water shortage exists and issues a declaration of a water shortage emergency under California Water Code

[1] See Water Supply Agreement, Water Shortage Allocation Plan (Attachment H), Section 2.1.

Section 350. Separate from a declaration of a water shortage emergency, the SFPUC may opt to request voluntary cutbacks from its Retail and Wholesale Customers to achieve necessary water use reductions during drought periods.

Tier Two Drought Allocations

The Wholesale Customers have negotiated and adopted the Tier Two Plan, referenced above, which allocates the collective Wholesale Customer share from the Tier One Plan among each of the 26 Wholesale Customers. These Tier Two allocations are based on a formula that takes into account multiple factors for each Wholesale Customer including:

- Individual Supply Guarantee;
- Seasonal use of all available water supplies; and
- Residential per capita use.

The water made available to the Wholesale Customers collectively will be allocated among them in proportion to each Wholesale Customer's Allocation Basis, expressed in millions of gallons per day (mgd), which in turn is the weighted average of two components. The first component is the Wholesale Customer's Individual Supply Guarantee, as stated in the WSA, and is fixed. The second component, the Base/Seasonal Component, is variable and is calculated using the monthly water use for three consecutive years prior to the onset of the drought for each of the Wholesale Customers for all available water supplies. The second component is accorded twice the weight of the first, fixed component in calculating the Allocation Basis. Minor adjustments to the Allocation Basis are then made to ensure a minimum cutback level, a maximum cutback level, and a sufficient supply for certain Wholesale Customers.

The Allocation Basis is used in a fraction, as numerator, over the sum of all Wholesale Customers' Allocation Bases to determine each wholesale customer's Allocation Factor. The final shortage allocation for each Wholesale Customer is determined by multiplying the amount of water available to the Wholesale Customers' collectively under the Tier One Plan, by the Wholesale Customer's Allocation Factor.

The Tier Two Plan requires that the Allocation Factors be calculated by BAWSCA each year in preparation for a potential water shortage emergency. As the Wholesale Customers change their water use characteristics (e.g., increases or decreases in SFPUC purchases and use of other water sources, changes in monthly water use patterns, or changes in residential per capita water use), the Allocation Factor for each Wholesale Customer will also change. However, for long-term planning purposes, each Wholesale Customer shall use as its Allocation Factor, the value identified in the Tier Two Plan when adopted.

The Tier Two Plan, which initially expired in 2018, has been extended by the BAWSCA Board of Directors every year since for one additional calendar year. In November 2020, the BAWSCA Board voted to extend the Tier Two Plan through the end of 2021.

Individual Supply Guarantee

San Francisco has a perpetual commitment (Supply Assurance) to deliver 184 mgd to the 24 permanent Wholesale Customers collectively. San Jose and Santa Clara are not included in the Supply Assurance commitment and each has temporary and interruptible water supply

contracts with San Francisco. The Supply Assurance is allocated among the 24 permanent Wholesale Customers through Individual Supply Guarantees (ISG), which represent each Wholesale Customer's allocation of the 184 mgd Supply Assurance.

[Name of Agency's] ISG is _____ mgd.

2028 SFPUC Decisions (formerly 2018 SFPUC Decisions)
[Note: This section is intended to be optional language that individual BAWSCA member agencies may use.]

In the 2009 WSA, the SFPUC committed to make three decisions before 2018 that affect water supply development:

- Whether or not to make the cities of San Jose and Santa Clara permanent customers,
- Whether or not to supply the additional unmet supply needs of the Wholesale Customers beyond 2018, and
- Whether or not to increase the wholesale customer Supply Assurance above 184 mgd.

Events since 2009 made it difficult for the SFPUC to conduct the necessary water supply planning and CEQA analysis required to make these three decisions before 2018. Therefore, in the 2018 Amended and Restated WSA, the decisions were deferred for 10 years to 2028.

Additionally, there have been recent changes to instream flow requirements and customer demand projections that have affected water supply planning beyond 2018. As a result, the SFPUC has established an Alternative Water Supply Planning program to evaluate several regional and local water supply options. Through this program, the SFPUC will conduct feasibility studies and develop an Alternative Water Supply Plan by July 2023 to support the continued development of water supplies to meet future needs.

Reliability of the Regional Water System

In 2008, the SFPUC adopted Level of Service (LOS) Goals and Objectives in conjunction with the adoption of WSIP. The SFPUC updated the LOS Goals and Objectives in February 2020.

The SFPUC's LOS Goals and Objectives related to water supply are:

Program Goal	System Performance Objective
Water Supply – *meet customer water needs in non-drought and drought periods*	• Meet all state and federal regulations to support the proper operation of the water system and related power facilities. • Meet average annual water demand of 265 mgd from the SFPUC watersheds for retail and Wholesale Customers during non–drought years for system demands consistent with the 2009 Water Supply Agreement. • Meet dry-year delivery needs while limiting rationing to a maximum 20 percent system-wide reduction in water service during extended droughts. • Diversify water supply options during non-drought and drought periods. • Improve use of new water sources and drought management, including groundwater, recycled water, conservation, and transfers.

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Factors Impacting Supply Reliability

Adoption of the 2018 Bay-Delta Plan Amendment

In December 2018, the State Water Resources Control Board (SWRCB) adopted amendments to the Water Quality Control Plan for the San Francisco Bay/Sacramento-San Joaquin Delta Estuary (Bay-Delta Plan Amendment) to establish water quality objectives to maintain the health of the Bay-Delta ecosystem. The SWRCB is required by law to regularly review this plan. The adopted Bay-Delta Plan Amendment was developed with the stated goal of increasing salmonid populations in three San Joaquin River tributaries (the Stanislaus, Merced, and Tuolumne Rivers) and the Bay-Delta. The Bay-Delta Plan Amendment requires the release of 30-50% of the "unimpaired flow"[2] on the three tributaries from February through June in every year type. In SFPUC modeling of the new flow standard, it is assumed that the required release is 40% of unimpaired flow.

If the Bay-Delta Plan Amendment is implemented, the SFPUC will be able to meet the projected water demands presented in this UWMP in normal years but would experience supply shortages in single dry years or multiple dry years. Implementation of the Bay-Delta Plan Amendment will require rationing in all single dry years and multiple dry years. The SFPUC has initiated an Alternative Water Supply Planning Program to ensure that San Francisco can meet its Retail and Wholesale Customer water needs, address projected dry years shortages, and limit rationing to a maximum 20 percent system-wide in accordance with adopted SFPUC policies. This program is in early planning stages and is intended to meet future water supply challenges and vulnerabilities such as environmental flow needs and other regulatory changes; earthquakes, disasters, and emergencies; increases in population and employment; and climate

[2] "Unimpaired flow represents the natural water production of a river basin, unaltered by upstream diversions, storage, or by export or import of water to or from other watersheds." (Water Quality Control Plan for the San Francisco Bay/Sacramento-San Joaquin Delta Estuary (Dec. 12, 2018) p.17, fn. 14, available at https://www.waterboards.ca.gov/plans_policies/docs/2018wqcp.pdf.)

change. As the region faces future challenges – both known and unknown – the SFPUC is considering this suite of diverse non-traditional supplies and leveraging regional partnerships to meet Retail and Wholesale Customer needs through 2045.

The SWRCB has stated that it intends to implement the Bay-Delta Plan Amendment on the Tuolumne River by the year 2022, assuming all required approvals are obtained by that time. But implementation of the Plan Amendment is uncertain for multiple reasons.

First, since adoption of the Bay-Delta Plan Amendment, over a dozen lawsuits have been filed in both state and federal courts, challenging the SWRCB's adoption of the Bay-Delta Plan Amendment, including a legal challenge filed by the federal government, at the request of the U.S. Department of Interior, Bureau of Reclamation. This litigation is in the early stages and there have been no dispositive court rulings as of this date.

Second, the Bay-Delta Plan Amendment is not self-implementing and does not automatically allocate responsibility for meeting its new flow requirements to the SFPUC or any other water rights holders. Rather, the Bay-Delta Plan Amendment merely provides a regulatory framework for flow allocation, which must be accomplished by other regulatory and/or adjudicatory proceedings, such as a comprehensive water rights adjudication or, in the case of the Tuolumne River, may be implemented through the water quality certification process set forth in section 401 of the Clean Water Act as part of the Federal Energy Regulatory Commission's licensing proceedings for the Don Pedro and La Grange hydroelectric projects. It is currently unclear when the license amendment process is expected to be completed. This process and the other regulatory and/or adjudicatory proceedings would likely face legal challenges and have lengthy timelines, and quite possibly could result in a different assignment of flow responsibility (and therefore a different water supply impact on the SFPUC).

Third, in recognition of the obstacles to implementation of the Bay-Delta Plan Amendment, the SWRCB Resolution No. 2018-0059 adopting the Bay-Delta Plan Amendment directed staff to help complete a "Delta watershed-wide agreement, including potential flow measures for the Tuolumne River" by March 1, 2019, and to incorporate such agreements as an "alternative" for a future amendment to the Bay-Delta Plan to be presented to the SWRCB "as early as possible after December 1, 2019." In accordance with the SWRCB's instruction, on March 1, 2019, SFPUC, in partnership with other key stakeholders, submitted a proposed project description for the Tuolumne River that could be the basis for a voluntary substitute agreement with the SWRCB ("March 1st Proposed Voluntary Agreement"). On March 26, 2019, the Commission adopted Resolution No. 19-0057 to support the SFPUC's participation in the Voluntary Agreement negotiation process. To date, those negotiations are ongoing under the California Natural Resources Agency and the leadership of the Newsom administration.[3]

Water Supply – All Year Types

The SFPUC historically has met demand in its service area in all year types from its watersheds, which consist of:

- Tuolumne River watershed
- Alameda Creek watershed

[3] California Natural Resources Agency, "Voluntary Agreements to Improve Habitat and Flow in the Delta and its Watersheds," available at https://files.resources.ca.gov/voluntary-agreements/.

- San Mateo County watersheds

In general, 85 percent of the supply comes from the Tuolumne River through Hetch Hetchy Reservoir and the remaining 15 percent comes from the local watersheds through the San Antonio, Calaveras, Crystal Springs, Pilarcitos and San Andreas Reservoirs. The adopted WSIP retains this mix of water supply for all year types.

WSIP Dry Year Water Supply Projects

The WSIP authorized the SFPUC to undertake a number of water supply projects to meet dry-year demands with no greater than 20 percent system-wide rationing in any one year. Those projects include the following:

- **Calaveras Dam Replacement Project**

  Calaveras Dam is located near a seismically active fault zone and was determined to be seismically vulnerable. To address this vulnerability, the SFPUC constructed a new dam of equal height downstream of the existing dam. Construction on the project occurred between 2011 and July 2019. The SFPUC began impounding water behind the new dam in accordance with California Division of Safety of Dams (DSOD) guidance in the winter of 2018/2019.

- **Alameda Creek Recapture Project**

  As a part of the regulatory requirements for future operations of Calaveras Reservoir, the SFPUC must implement bypass and instream flow schedules for Alameda Creek. The Alameda Creek Recapture Project will recapture a portion of the water system yield lost due to the instream flow releases at Calaveras Reservoir or bypassed around the Alameda Creek Diversion Dam and return this yield to the RWS through facilities in the Sunol Valley. Water that naturally infiltrates from Alameda Creek will be recaptured into an existing quarry pond known as SMP (Surface Mining Permit)-24 Pond F2. The project will be designed to allow the recaptured water to be pumped to the Sunol Valley Water Treatment Plant or to San Antonio Reservoir. Construction of this project will occur from spring 2021 to fall 2022.

- **Lower Crystal Springs Dam Improvements**

  The Lower Crystal Springs Dam (LCSD) Improvements were substantially completed in November 2011. The joint San Mateo County/SFPUC Bridge Replacement Project to replace the bridge across the dam was completed in January 2019. A WSIP follow up project to modify the LCSD Stilling Basin for fish habitat and upgrade the fish water release and other valves started in April 2019. While the main improvements to the dam have been completed, environmental permitting issues for reservoir operation remain significant. While the reservoir elevation was lowered due to DSOD restrictions, the habitat for the Fountain Thistle, an endangered plant, followed the lowered reservoir elevation. Raising the reservoir elevation now requires that new plant populations be restored incrementally before the reservoir elevation is raised. The result is that it may be several years before pre-project water storage volumes can be restored.

- **Regional Groundwater Storage and Recovery Project**

  The Groundwater Storage and Recovery (GSR) Project is a strategic partnership between SFPUC and three San Mateo County agencies – the California Water Service Company (serving South San Francisco and Colma), the City of Daly City, and the City

of San Bruno – to conjunctively operate the south Westside Groundwater Basin. The project sustainably manages groundwater and surface water resources in a way that provides supplies during times of drought. During years of normal or heavy rainfall, the project would provide additional surface water to the partner agencies in San Mateo County in lieu of groundwater pumping. Over time, reduced pumping creates water storage through natural recharge of up to 20 billion gallons of new water supply available during dry years.

The project's Final Environmental Impact Report was certified in August 2014, and the project also received Commission approval that month. Phase 1 of this project consists of construction of thirteen well sites and is over 99 percent complete. Phase 2 of this project consists of completing construction of the well station at the South San Francisco Main site and some carryover work that has not been completed from Phase 1. Phase 2 design work began in December 2019.

- **2 mgd Dry-year Water Transfer**

  In 2012, the dry-year transfer was proposed between the Modesto Irrigation District and the SFPUC. Negotiations were terminated because an agreement could not be reached. Subsequently, the SFPUC had discussions with the Oakdale Irrigation District for a one-year transfer agreement with the SFPUC for 2 mgd (2,240 acre-feet). No progress towards agreement on a transfer was made in 2019, but the irrigation districts recognize SFPUC's continued interest and SFPUC will continue to pursue transfers.

In order to achieve its target of meeting at least 80 percent of its customer demand during droughts with a system demand of 265 mgd, the SFPUC must successfully implement the dry-year water supply projects included in the WSIP.

Furthermore, the permitting obligations for the Calaveras Dam Replacement Project and the Lower Crystal Springs Dam Improvements include a combined commitment of 12.8 mgd for instream flows on average. When this is reduced for an assumed Alameda Creek Recapture Project recovery of 9.3 mgd, the net loss of water supply is 3.5 mgd.

Alternative Water Supply Planning Program

The SFPUC is increasing and accelerating its efforts to acquire additional water supplies and explore other projects that would increase overall water supply resilience through the Alternative Water Supply Planning Program. The drivers for the program include: (1) the adoption of the Bay-Delta Plan Amendment and the resulting potential limitations to RWS supply during dry years, (2) the net supply shortfall following the implementation of WSIP, (3) San Francisco's perpetual obligation to supply 184 MGD to the Wholesale Customers, (4) adopted Level of Service Goals to limit rationing to no more than 20 percent system-wide during droughts, and (5) the potential need to identify water supplies that would be required to offer permanent status to interruptible customers. Developing additional supplies through this program would reduce water supply shortfalls and reduce rationing associated with such shortfalls. The planning priorities guiding the framework of the Alternative Water Supply Planning Program are as follows:

1. Offset instream flow needs and meet regulatory requirements
2. Meet existing obligations to existing permanent customers
3. Make interruptible customers permanent
4. Meet increased demands of existing and interruptible customers

In conjunction with these planning priorities, the SFPUC considers how the program fits within the LOS Goals and Objectives related to water supply and sustainability when considering new water supply opportunities. The key LOS Goals and Objectives relevant to this effort can be summarized as:

- Meet dry-year delivery needs while limiting rationing to a maximum of 20 percent system-wide reduction in water service during extended droughts;
- Diversify water supply options during non-drought and drought periods;
- Improve use of new water sources and drought management, including groundwater, recycled water, conservation, and transfers;
- Meet, at a minimum, all current and anticipated legal requirements for protection of fish and wildlife habitat;
- Maintain operational flexibility (although this LOS Goal was not intended explicitly for the addition of new supplies, it is applicate here).

Together, the planning priorities and LOS Goals and Objectives provide a lens through which the SFPUC considers water supply options and opportunities to meet all foreseeable water supply needs.

In addition to the Daly City Recycled Water Expansion project[4], which was a potential project identified in the 2015 UWMP and had committed funding at that time, the SFPUC has taken action to fund the study of potential additional water supply projects. Capital projects under consideration to develop additional water supplies include surface water storage expansion, recycled water expansion, water transfers, desalination, and potable reuse. A more detailed list and descriptions of these efforts are provided below.

The capital projects that are under consideration would be costly and are still in the early feasibility or conceptual planning stages. Because these water supply projects would take 10 to 30 years to implement, and because required environmental permitting negotiations may reduce the amount of water that can be developed, the yield from these projects are not currently incorporated into SFPUC's supply projections. State and federal grants and other financing opportunities would be pursued for eligible projects, to the extent feasible, to offset costs borne by ratepayers.

- **Daly City Recycled Water Expansion** (Regional, Normal- and Dry-Year Supply)

  This project can produce up to 3 mgd of tertiary recycled water during the irrigation season (~7 months). On an average annual basis, this is equivalent to 1.25 mgd or 1,400 acre-feet per year. The project is envisioned to provide recycled water to 13 cemeteries and other smaller irrigation customers, offsetting existing groundwater pumping from the South Westside Groundwater Basin; this will free up groundwater, enhancing the reliability of the Basin. The project is a regional partnership between the SFPUC and Daly City. The irrigation customers are located largely within California Water Service's (Cal Water's) service area. RWS customers will benefit from the increased reliability of the South Westside Basin for additional drinking water supply during droughts. In this way, this project supports the GSR Project, which is under construction.

[4] While this potential project was identified in the 2015 UWMP, it has since been approved by Daly City following environmental review and has a higher likelihood of being implemented.

- **ACWD-USD Purified Water Partnership** (Regional, Normal- and Dry-Year Supply)

  This project could provide a new purified water supply utilizing Union Sanitary District's (USD) treated wastewater. Purified water produced by advanced water treatment at USD could be transmitted to the Quarry Lakes Groundwater Recharge Area to supplement recharge into the Niles Cone Groundwater Basin or put to other uses in Alameda County Water District's (ACWD) service area. With the additional water supply to ACWD, an in-lieu exchange with the SFPUC would result in more water left in the RWS. Additional water supply could also be directly transmitted to the SFPUC through a new intertie between ACWD and the SFPUC.

- **Crystal Springs Purified Water** (Regional, Normal- and Dry-Year Supply)

  The Crystal Springs Purified Water (PREP) Project is a purified water project that could provide 6-12 mgd of water supply through reservoir water augmentation at Crystal Springs Reservoir, which is a facility of the RWS. Treated wastewater from Silicon Valley Clean Water (SVCW) and/or the City of San Mateo would go through an advanced water treatment plant to produce purified water that meets state and federal drinking water quality standards. The purified water would then be transmitted 10-20 miles (depending on the alignment) to Crystal Springs Reservoir, blended with regional surface water supplies and treated again at Harry Tracy Water Treatment Plant. Project partners include the SFPUC, BAWSCA, SVCW, CalWater, Redwood City, Foster City, and the City of San Mateo. Partner agencies are contributing financial and staff resources towards the work effort.

- **Los Vaqueros Reservoir Expansion** (Regional, Dry Year Supply)

  The Los Vaqueros Reservoir Expansion (LVE) Project is a storage project that will enlarge the existing reservoir located in northeastern Contra Costa County from 160,000 acre-feet to 275,000 acre-feet. While the existing reservoir is owned and operated by the Contra Costa Water District (CCWD), the expansion will have regional benefits and will be managed by a Joint Powers Authority (JPA) that will be set up prior to construction. Meanwhile, CCWD is leading the planning, design and environmental review efforts. CCWD's Board certified the EIS/EIR and approved the LVE Project on May 13, 2020. The additional storage capacity from the LVE Project would provide a dry year water supply benefit to the SFPUC. BAWSCA is working in concert with the SFPUC to support their work effort on the LVE project.
    - **Conveyance Alternatives:** The SFPUC is considering two main pathways to move water from storage in a prospective LVE Project to the SFPUC's service area, either directly to RWS facilities or indirectly via an exchange with partner agencies. The SFPUC is evaluating potential alignments for conveyance.
    - **Bay Area Regional Reliability Shared Water Access Program (BARR SWAP):** As part of the BARR Partnership, a consortium of 8 Bay Area water utilities (including ACWD, BAWSCA, CCWD, EBMUD, Marin Municipal Water District (MMWD), SFPUC, Valley Water, and Zone 7 Water Agency) are exploring opportunities to move water across the region as efficiently as possible, particularly during times of drought and emergencies. The BARR agencies are proposing two separate pilot projects in 2020-2021 through the Shared Water Access Program (SWAP) to test conveyance pathways and identify potential hurdles to better prepare for sharing water during a future drought or emergency. A strategy report identifying opportunities and considerations will accompany these pilot transfers and will be completed in 2021.

- **Bay Area Brackish Water Desalination** (Regional, Normal- and Dry-Year Supply)

  The Bay Area Brackish Water Desalination (Regional Desalination) Project is a partnership between CCWD, the SFPUC, Valley Water, and Zone 7 Water Agency. East Bay Municipal Utilities District (EBMUD) and ACWD may also participate in the project. The project could provide a new drinking water supply to the region by treating brackish water from CCWD's existing Mallard Slough intake in Contra Costa County. While this project has independent utility as a water supply project, for the current planning effort the SFPUC is considering it as a source of supply for storage in LVE. While the allocations remain to be determined among partners, the SFPUC is considering a water supply benefit of between 5 and 15 mgd during drought conditions when combined with storage at LVE.

- **Calaveras Reservoir Expansion** (Regional, Dry Year Supply)

  Calaveras Reservoir would be expanded to create 289,000 AF additional capacity to store excess Regional Water System supplies or other source water in wet and normal years. In addition to reservoir enlargement, the project would involve infrastructure to pump water to the reservoir, such as pump stations and transmission facilities.

- **Groundwater Banking**

  Groundwater banking in the Modesto Irrigation District (MID) and Turlock Irrigation District (TID) service areas could be used to provide some additional water supply to meet instream releases in dry years reducing water supply impacts to the SFPUC service area. For example, additional surface water could be provided to irrigators in wet years, which would offset the use of groundwater, thereby allowing the groundwater to remain in the basin rather than be consumptively used. The groundwater that remains in the basin can then be used in a subsequent dry year for irrigation, freeing up surface water that would have otherwise been delivered to irrigators to meet instream flow requirements.

  A feasibility study of this option is included in the proposed Tuolumne River Voluntary Agreement. Progress on this potential water supply option will depend on the negotiations of the Voluntary Agreement.

- **Inter-Basin Collaborations**

  Inter-Basin Collaborations could provide net water supply benefits in dry years by sharing responsibility for in-stream flows in the San Joaquin River and Delta more broadly among several tributary reservoir systems. One mechanism by which this could be accomplished would be to establish a partnership between interests on the Tuolumne River and those on the Stanislaus River, which would allow responsibility for streamflow to be assigned variably based on the annual hydrology.

  As is the case with Groundwater Banking, feasibility of this option is included in the proposed Tuolumne River Voluntary Agreement.

If all the projects identified through the current planning process can be implemented, there would still be a supply shortfall to meet projected needs. Furthermore, each of the supply options being considered has its own inherent challenges and uncertainties that may affect the SFPUC’s ability to implement it.

Given the limited availability of water supply alternatives - unless the supply risks are significantly reduced or our needs change significantly - the SFPUC will continue to plan,

develop and implement all project opportunities that can help bridge the anticipated water supply gaps during droughts. In 2019, the SFPUC completed a survey among water and wastewater agencies within the service area to identify additional opportunities for purified water. Such opportunities remain limited, but the SFPUC continues to pursue all possibilities.

Projected SFPUC Regional Water System Supply Reliability

The SFPUC will provide tables presenting the projected RWS supply reliability under normal, single dry year, and multiple dry year scenarios.

Climate Change

The issue of climate change has become an important factor in water resources planning in the State, and is frequently considered in urban water management planning processes, though the extent and precise effects of climate change remain uncertain. There is convincing evidence that increasing concentrations of greenhouse gasses have caused and will continue to cause a rise in temperatures around the world, which will result in a wide range of changes in climate patterns. Moreover, observational data show that a warming trend occurred during the latter part of the 20th century and virtually all projections indicate this will continue through the 21st century. These changes will have a direct effect on water resources in California, and numerous studies have been conducted to determine the potential impacts to water resources. Based on these studies, climate change could result in the following types of water resource impacts, including impacts on the watersheds in the Bay Area:

- Reductions in the average annual snowpack due to a rise in the snowline and a shallower snowpack in the low and medium elevation zones, such as in the Tuolumne River basin, and a shift in snowmelt runoff to earlier in the year;
- Changes in the timing, annual average, intensity and variability of precipitation, and an increased amount of precipitation falling as rain rather than snow;
- Long-term changes in watershed vegetation and increased incidence of wildfires that could affect water quality and quantity;
- Sea level rise and an increase in saltwater intrusion;
- Increased water temperatures with accompanying potential adverse effects on some fisheries and water quality;
- Increases in evaporation and concomitant increased irrigation need; and
- Changes in urban and agricultural water demand.

Both the SFPUC and BAWSCA participated in the 2020 update of the Bay Area Integrated Regional Water Management Plan (BAIRWMP), which includes an assessment of the potential climate change vulnerabilities of the region's water resources and identifies climate change adaptation strategies. In addition, the SFPUC continues to study the effect of climate change on the Regional Water System (RWS). These works are summarized below.

Bay Area Integrated Regional Water Management Plan

Climate change adaptation continues to be an overarching theme for the 2019 BAIRWMP update. As stated in the BAIRWMP, identification of watershed characteristics that could

potentially be vulnerable to future climate change is the first step in assessing vulnerabilities of water resources in the Bay Area Region (Region). Vulnerability is defined as the degree to which a system is exposed to, susceptible to, and able to cope with or adjust to, the adverse effects of climate change. A vulnerability assessment was conducted in accordance with the Department of Water Resources' (DWR's) *Climate Change Handbook for Regional Water Planning* and using the most current science available for the Region. The vulnerability assessment, summarized in the table below, provides the main water planning categories applicable to the Region and a general overview of the qualitative assessment of each category with respect to anticipated climate change impacts.

Summary of BAIRWMP Climate Change Vulnerability Assessment

Vulnerability Areas	General Overview of Vulnerabilities
Water Demand	**Urban and Agricultural Water Demand** – Changes to hydrology in the Region as a result of climate change could lead to changes in total water demand and use patterns. Increased irrigation (outdoor landscape or agricultural) is anticipated to occur with temperature rise, increased evaporative losses due to warmer temperature, and a longer growing season. Water treatment and distribution systems are most vulnerable to increases in maximum day demand.
Water Supply	**Imported Water** – Imported water derived from the Sierra Nevada sources and Delta diversions provide 66 percent of the water resources available to the Region. Potential impacts on the availability of these sources resulting from climate change directly affect the amount of imported water supply delivered to the Region. **Regional Surface Water** – Although future projections suggest that small changes in total annual precipitation over the Region will not change much, there may be changes to when precipitation occurs with reductions in the spring and more intense rainfall in the winter. **Regional Groundwater** – Changes in local hydrology could affect natural recharge to the local groundwater aquifers and the quantity of groundwater that could be pumped sustainably over the long-term in some areas. Decreased inflow from more flashy or more intense runoff, increased evaporative losses and warmer and shorter winter seasons can alter natural recharge of groundwater. Salinity intrusion into coastal groundwater aquifers due to sea-level rise could interfere with local groundwater uses. Furthermore, additional reductions in imported water supplies would lead to less imported water available for managed recharge of local groundwater basins and potentially more groundwater pumping in lieu of imported water availability.
Water Quality	**Imported Water** – For sources derived from the Delta, sea-level rise could result in increases in chloride and bromide (a disinfection by-product (DBP) precursor that is also a component of sea water),

Vulnerability Areas	General Overview of Vulnerabilities
	potentially requiring changes in treatment for drinking water. Increased temperature could result in an increase in algal blooms, taste and odor events, and a general increase in DBP formation **Regional Surface Water** – Increased temperature could result in lower dissolved oxygen in streams and prolong thermocline stratification in lakes and reservoirs forming anoxic bottom conditions and algal blooms. Decrease in annual precipitation could result in higher concentrations of contaminants in streams during droughts or in association with flushing rain events. Increased wildfire risk and flashier or more intense storms could increase turbidity loads for water treatment. **Regional Groundwater** – Sea-level rise could result in increases in chlorides and bromide for some coastal groundwater basins in the Region. Water quality changes in imported water used for recharge could also impact groundwater quality.
Sea-Level Rise	Sea-level rise is additive to tidal range, storm surges, stream flows, and wind waves, which together will increase the potential for higher total water levels, overtopping, and erosion. Much of the bay shoreline is comprised of low-lying diked baylands which are already vulnerable to flooding. In addition to rising mean sea level, continued subsidence due to tectonic activity will increase the rate of relative sea-level rise. As sea-level rise increases, both the frequency and consequences of coastal storm events, and the cost of damage to the built and natural environment, will increase. Existing coastal armoring (including levees, breakwaters, and other structures) is likely to be insufficient to protect against projected sea-level rise. Crest elevations of structures will have to be raised or structures relocated to reduce hazards from higher total water levels and larger waves.
Flooding	Climate change projections are not sensitive enough to assess localized flooding, but the general expectation is that more intense storms would occur thereby leading to more frequent, longer and deeper flooding. Changes to precipitation regimes may increase flooding. Elevated Bay elevations due to sea-level rise will increase backwater effects exacerbating the effect of fluvial floods and storm drain backwater flooding.

Vulnerability Areas	General Overview of Vulnerabilities
Ecosystem and Habitat	Changes in the seasonal patterns of temperature, precipitation, and fire due to climate change can dramatically alter ecosystems that provide habitats for California's native species. These impacts can result in species loss, increased invasive species ranges, loss of ecosystem functions, and changes in vegetation growing ranges. Reduced rain and changes in the seasonal distribution of rainfall may alter timing of low flows in streams and rivers, which in turn would have consequences for aquatic ecosystems. Changes in rainfall patterns and air temperature may affect water temperatures, potentially affecting coldwater aquatic species. Bay Area ecosystems and habitat provide important ecosystem services, such as: carbon storage, enhanced water supply and quality, flood protection, food and fiber production. Climate change is expected to substantially change several of these services. The region provides substantial aquatic and habitat-related recreational opportunities, including: fishing, wildlife viewing, and wine industry tourism (a significant asset to the region) that may be at risk due to climate change effects.
Hydropower	Currently, several agencies in the Region produce or rely on hydropower produced outside of the Region for a portion of their power needs. As the hydropower is produced in the Sierra, there may be changes in the future in the timing and amount of energy produced due to changes in the timing and amount of runoff as a result of climate change. Some hydropower is also produced within the region and could also be affected by changes in the timing and amount of runoff.

Source: 2019 Bay Area Integrated Regional Water Management Plan (BAIRWMP), Table 16-3.

SFPUC Climate Change Studies

The SFPUC views assessment of the effects of climate change as an ongoing project requiring regular updating to reflect improvements in climate science, atmospheric/ocean modeling, and human response to the threat of greenhouse gas emissions. Climate change research by the SFPUC began in 2009 and continues to be refined. In its 2012 report "Sensitivity of Upper Tuolumne River Flow to Climate Change Scenarios," the SFPUC assessed the sensitivity of runoff into Hetch Hetchy Reservoir to a range of changes in temperature and precipitation due to climate change. Key conclusions from the report include the following:

- With differing increases in temperature alone, the median annual runoff at Hetch Hetchy would decrease by 0.7-2.1% from present-day conditions by 2040 and by 2.6-10.2% from

present-day by 2100. Adding differing decreases in precipitation on top of temperature increases, the median annual runoff at Hetch Hetchy would decrease by 7.6-8.6% from present-day conditions by 2040 and by 24.7-29.4% from present-day conditions by 2100.

- In critically dry years, these reductions in annual runoff at Hetch Hetchy would be significantly greater, with runoff decreasing up to 46.5% from present day conditions by 2100 utilizing the same climate change scenarios.
- In addition to the total change in runoff, there will be a shift in the annual distribution of runoff. Winter and early spring runoff would increase and late spring and summer runoff would decrease.
- Under all scenarios, snow accumulation would be reduced and snow would melt earlier in the spring, with significant reductions in maximum peak snow water equivalent under most scenarios.

Currently, the SFPUC is conducting a comprehensive assessment of the potential effects of climate change on water supply using a wide range of plausible increases in temperature and changes in precipitation to address the wide uncertainty in climate projections over the planning horizon 2020 to 2070. There are many uncertain factors such as climate change, changing regulations, water quality, growth and economic cycles that may create vulnerabilities for the Regional Water System's ability to meet levels of service. The uncertainties associated with the degree to which these factors will occur and how much risk they present to the water system is difficult to predict, but nonetheless they need to be considered in SFPUC planning. To address this planning challenge, the project uses a vulnerability-based planning approach to explore a range of future conditions to identify vulnerabilities, assess the risks associated with these vulnerabilities that could lead to developing an adaptation plan that is flexible and robust to a wide range of future outcomes.

BAWSCA
Bay Area Water Supply & Conservation Agency

February 2, 2021

TO: BAWSCA Member Agencies

FROM: Danielle McPherson, Tom Francis

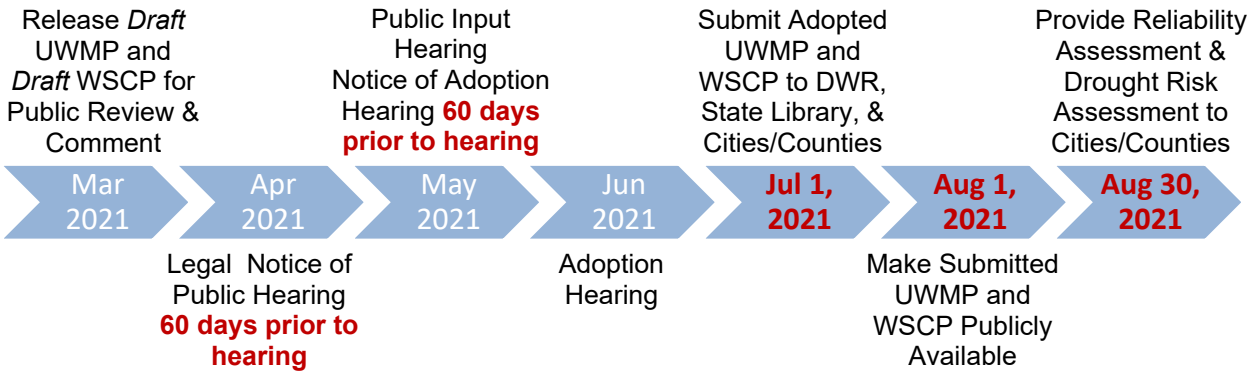
SUBJECT: Urban Water Management Plans: Procedures, Legal Updates and Best Practices

This memorandum provides agencies that are updating their Urban Water Management Plans (UWMPs) with a general overview of the process, new legal requirements, and best practices for updating a UWMP pursuant to the Urban Water Management Planning Act (Act) (Wat. Code, §§ 10610 et seq.). Please note that this memorandum offers a high-level summary. More detailed and comprehensive guidance is available in the California Department of Water Resources (DWR) Draft Urban Water Management Plan Guidebook 2020 (Draft Guidebook).[1] Agencies are also encouraged to consult with their legal counsel to ensure compliance with all applicable procedural and substantive requirements.

1. Procedural Overview and Timeline

Each urban water supplier serving more than 3,000 acre-feet per year or 3,000 customers must update its UWMP to include current and new information at least once every five years on or before July 1, in years ending in six and one, in accordance with the Act. (Wat. Code, § 10620, 10621). Under SB 606 (effective January 1, 2019), every urban water supplier must also prepare and adopt a Water Shortage Contingency Plan (WSCP) as part of its UWMP consisting of certain elements described in Water Code Section 10632. This new mandate replaces the water shortage contingency analysis under former UWMP law. Agencies will generally follow the same notice and public hearing requirements for both UWMPs and WSCPs. The timeline below shows an example coordinated notice and submittal process.

Example Notice and Submittal Timeline (Key Dates in Red)



[1] Draft UWMP Guidebook 2020: https://water.ca.gov/-/media/DWR-Website/Web-Pages/Programs/Water-Use-And-Efficiency/Urban-Water-Use-Efficiency/Urban-Water-Management-Plans/Draft-2020-UWMP-Guidebook.pdf?la=en&hash=266FE747760481ACF779F0F2AAEE615314693456

a) Legal Notice of Public Hearing

Each urban water supplier must "encourage the active involvement of diverse social, cultural, and economic elements of the population within the service area prior to and during the preparation" of both its UWMP and its WSCP (Wat. Code, § 10642). Prior to adopting a UWMP or WSCP, an agency must make its UWMP and WSCP available for public inspection and hold a properly noticed public hearing in accordance with Section 10642 of the Water Code.

Notice of the time and place of the public hearing must be: (1) published within the water supplier's jurisdiction pursuant to Government Code Section 6066;[2] (2) provided pursuant to the Dymally-Alatorre Bilingual Services Act (Government Code Section 7290 et seq.);[3] (3) provided to any city or county within which the supplier provides water supplies; and (4) provided "within its service area," if the water supplier is privately owned (*Id.*). If your agency is a city and doesn't supply water outside your jurisdictional boundaries, you should send the notice to the county in which you are located. While not expressly required by the Water Code, BAWSCA and DWR also recommend that the notice of public hearing include: (1) where the UWMP and WSCP can be viewed, (2) the UWMP revision schedule, and (3) and who at your agency to contact for questions.

The notice of the public hearing for the UWMP must be published and circulated at least 60 days before the public hearing on the UWMP (Wat. Code, § 10621(b)). To streamline the process, BAWSCA recommends consolidating the notices and public hearings for both the UWMP and the WSCP, as illustrated in the timeline above.

BAWSCA recommends agencies issue notice of the public hearing on the UWMP and WSCP as soon as the draft plans are available. For your reference, a Sample Notice to of Public Hearing, prepared by Hanson Bridgett, is enclosed as Attachment 1. Consult with your legal counsel to make sure your notice meets the requirements of Government Code Section 10642. Agencies may use *Table 10-1. Retail. Notification to Cities and Counties*, shown in Section 10.2.1.3 and Appendix E of the Draft Guidebook to verify noticing requirements were met.

Agencies must "coordinate" the preparation of their UWMP with "other appropriate agencies in the area, including other water suppliers that share a common source, water management agencies, and relevant public agencies, to the extent practicable" (Wat. Code, § 10620(d)(3)). To satisfy this requirement, BAWSCA recommends that you notify BAWSCA,[4] the sanitation agency that serves your area, and (for agencies in Santa Clara County) the Santa Clara Valley Water District that you are updating your UWMP and WSCP, in addition to all cities or counties within which you supply water. Chapter 2.6.2 of the Draft Guidebook provides a non-comprehensive list of agencies and organizations DWR recommends water suppliers coordinate with. You may identify other agencies that could be considered "appropriate" or "relevant" to whom the notice should also be sent. A sample letter to other public agencies is enclosed as Attachment 2.

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[2] Gov. Code, § 6066 provides: "Publication of notice pursuant to this section shall be once a week for two successive weeks. Two publications in a newspaper published once a week or oftener, with at least five days intervening between the respective publication dates not counting such publication dates, are sufficient. The period of notice commences upon the first day of publication and terminates at the end of the fourteenth day, including therein the first day."

[3] This is new legal requirement was added by SB 606. Consult with your legal counsel to determine if any additional information must be included in the notice to comply with the Dymally-Alatorre Bilingual Services Act.

[4] Sending the notice to BAWSCA will do double duty because BAWSCA is both (1) a "water management agency" and (2) the vehicle through which you can "coordinate" preparation of your Plan with "other water suppliers that share a common source."

b) Additional Efforts to Encourage Public Participation

You may further encourage diverse social, cultural, and economic elements of the population within your service area to be involved in the development of your updated UWMP and WSCP by publishing and/or displaying an advertisement (not a “legal” notice) in a newspaper of general circulation in your service area (*see* Wat. Code, § 10642). To assist your agency in providing such notice, a sample advertisement, also drafted by Hanson Bridgett, is enclosed as Attachment 3. Note that this advertisement is different than the legal notice of public hearing. In light of the Act’s requirement that public participation is to be encouraged "prior to and during the preparation of both the plan and the water shortage contingency plan," BAWSCA suggests circulating this advertisement as soon as possible (*Id.*).

This advertisement should by no means be considered the only way to invite your community’s participation. Other methods could include notices sent with water bills, press releases to local media, ads in community/neighborhood newspapers, and posts on Nextdoor or other social media platforms. BAWSCA recommends you keep a copy of the notices, the advertisements, and any other public outreach materials you distribute.

c) Noticed Public Hearing(s)

The UWMP and WSCP must be adopted as prepared or as modified after the public hearing(s) (Wat. Code, § 10642). The public hearing may take place at the same meeting as the adoption hearing of your governing board, but the final version adopted must include any modifications made as a result of the public hearing. If you choose to combine these meetings, the agenda must include the public hearing as a separate agenda item that occurs before adoption. If you chose to hold the public input hearing and adoption hearing at separate meetings, both hearings must be properly noticed in accordance with the requirements discussed above.

DWR recommends including a copy of the adoption resolution in the UWMP and WSCP.

d) Transmittal of Adopted Plan: Timing, Format, and Submittal Instructions

Within 30 days after adoption, you must send a copy of the adopted UWMP to DWR, the California State Library, and any city or county within which your agency supplies water (Wat. Code, § 10644(a)(1)). Water suppliers must submit their adopted 2020 UWMP to DWR by July 1, 2021 (Wat. Code, § 10621(f)). Water suppliers must submit their WSCP to the DWR no later than 30 days of adoption (Wat. Code, § 10644(b)).

UWMPs and WSCPs must be submitted to DWR electronically and must include any standardized forms, tables, or displays specified by the department (Wat. Code, § 10644(a)(2)). Draft versions of the standardized forms and tables can be viewed in Appendix E of the Draft Guidebook and Excel versions can be downloaded from the DWR SharePoint site.[5] DWR is updating the online submittal tool (i.e., WUE Data Portal)[6] for the UWMPs and anticipates making the standardized forms and tables and the WUE Data Portal accessible in the Spring of 2021.

The Draft Guidebook provides that it is permissible to submit your adopted UWMP to any city or county within which your agency supplies water in electronic format. You must submit a CD or hardcopy of your adopted UWMP to the California State Library at:

[5] Email WUE@wue.ca.gov to gain access to the DWR SharePoint site.
[6] WUEdata Portal: https://wuedata.water.ca.gov/secure/login_auth.asp?msg=inactivity&referer=/secure/Default.asp?

California State Library
Government Publications Section
Attention: Coordinator, Urban Water Management Plans
P.O. Box 942837
Sacramento, CA 94237-0001

e) Public Access to Adopted UWMP and WSCP

You must make the UWMP and WSCP available for public review during normal business hours no later than 30 days after filing copies of the adopted UWMP and WSCP with the DWR (Wat. Code, § 10645).

2. Water Shortage Contingency Plans

In 2018, the Legislature modified the Water Code to require a WSCP with specific elements. The WSCP is a document that provides a supplier with an action plan for a drought or catastrophic water supply shortage. Although the new requirements are more prescriptive than previous versions, many of these elements have long been included in WSCPs, other sections of UWMPs, or as part of a supplier's standard procedures and response actions. Many of these actions were implemented by suppliers during the last drought, to successfully meet changing local water supply challenges. The WSCP will also have statewide utility for DWR, the State Water Board, and the Legislature in addressing extreme drought conditions or statewide calamities that impact water supply availability (Water Code section 10632.1).

The Water Code was also amended to require six standard water shortage levels in your WSCP (Water Code 10632(a)(3)). The change was intended to provide consistency across agencies. However, Water Code Section 10632 (a)(3)(B) authorizes suppliers to continue using their own water shortage levels that may have been included in past WSCPs. If your agency chooses to continue using existing water shortage levels, you must include a "crosswalk" that clearly translates your agencies water shortage levels to those mandated by the statute. An example "crosswalk" is provided in the Draft Guidebook.

Substantive and procedural WSCP requirements are included Water Code 10632 and Chapter 8 of the Draft Guidebook.

3. Changes to the Water Code since Adoption of 2015 Plans

The following is a non-exhaustive list of new requirements adopted since 2015 that focus on specific information about BAWSCA water supply and conservation efforts. A full list of new requirements is provided at the beginning of each chapter in the Draft Guidebook.

a) Lay Description

The Legislature added a new statutory requirement for water suppliers to include a lay description of the fundamental determinations of the UWMP, especially regarding water service reliability, challenges ahead, and strategies for managing reliability risks. The lay description could be viewed as a go-to synopsis for new staff, new members of the agency's legislative body, customers, and the media, and it can ensure a consistent representation of the supplier's detailed analysis (Wat. Code, § 10630.5).

How and where you include the lay description in your UWMP is up to you. For example, you may include the lay description in the introduction to your UWMP or within each chapter. BAWSCA recommends including the lay description in both the introduction and in each chapter so that each section is easily understood and accessible to the public. BAWSCA also recommends that the lay description be written at the eighth-grade reading level.

b) Coordination with other Agencies and Land Use Projections

Water Code Section 10631(a) requires suppliers to provide a description of both current and projected land uses in the current and anticipated service area(s) and coordination with local and regional land use authorities to identify the most appropriate land use information to use. BAWSCA's Regional Water Demand and Conservation Projections Report (Demand Study) utilized the Association of Bay Area Governments' (ABAG) population and employment projections. If your agency uses those projections in your UWMP, the Demand Study is one example of coordination with local and regional land use authorities. BAWSCA does not suggest that referencing ABAG data in the Demand Study is the only way your agency can or should meet this requirement.

c) Other Social, Economic, and Demographic Factors

Water Code Section 10631 requires UWMPs to include a description of social, economic and demographic factors affecting the supplier's water management planning. Some factors suppliers may choose to consider include: income and poverty levels, amount of unemployment, major languages spoken or cultural clusters, education levels, general health status and age distribution of population served, economic viability and types of non-residential uses, redevelopment and special tax districts, types and proportions of housing, age of buildings, and others. Recent trends or shifts in these factors may also affect water management and planning.

The Econometric Model used in BAWSCA's Demand Study[7] considers unemployment rates and projects demands assuming a normal economy. Age of buildings is also considered with regard to end uses as a result of plumbing code changes/assumed fixture replacement rates. If your agency is using the Demand Side Management Least Cost Planning Decision Support System (DSS) Model developed as part of the Demand Study, you may consider including reference to these assumptions in your UWMP as one way of satisfying this new requirement. BAWSCA does not suggest that this is the only way your agency can or should meet this requirement.

d) Water Loss

The UWMP must quantify the distribution system water loss for each of the five years preceding the plan update, in accordance with rules adopted pursuant to Water Code Section 10608.34, and in the data must show whether the urban retail water supplier met the distribution loss standards enacted by the State Water Resource Control Board pursuant to Section 10608.34 (Wat. Code, § 10631(d)(3)(A) and (C)). If the State Water Resources Control Board adopts a water loss standard before the 2020 UWMP submittal, your agency's UWMP must include data demonstrating whether your agency has met the standard or not.

e) Five Consecutive Dry-Year Water Reliability Assessment

[7] Demand Study: http://bawsca.org/uploads/pdf/BAWSCA_Regional_Water_Demand_and_Conservation%20Projections%20Report_Final.pdf

The Legislature modified the dry-year water reliability planning from a "multiyear" time period to a "drought lasting five consecutive water years" designation (Wat. Code, § 10635(a)). This statutory change requires a supplier to analyze the reliability of its water supplies to meet its water use over an extended drought period (*Id.*). The SFPUC has provided tables presenting the projected Regional Water System (RWS) supply reliability under normal, single dry year, and multiple dry year scenarios.

f) Climate Change Impacts

The Water Code now requires consideration of climate change impacts on water use, supply, and reliability (Wat. Code, § 10635(b)). A qualitative description of climate change impacts can also be included in your UWMP's section on system and service area description. BAWSCA's Demand Study describes how climate change impacts were included in the study and your agency's DSS model. For sample language to include in your agency's UWMP, please refer to Chapter 3.6 of the Demand Study.

The SFPUC intends to provide BAWSCA agencies with common language that discusses findings from their climate change study. An alternative resource is the State of California's Fourth Climate Change Assessment completed in 2018 for nine regions, including the San Francisco Bay Area.[8]

If available for your service area, your agency might also consider using maps and map layers to depict climate change impacts. For example, you may include map layers projecting sea level rise, storm surges, extreme heat, and wildfires in relation to your water system assets.

g) Mandatory Reporting of Energy Intensity

Water Code Section 10631.2(a) provides that water suppliers shall include estimates of the amount of energy used to extract, convey, treat, and distribute water supplies. An estimate of the amount of energy used to place water into or withdraw from storage is also required. Finally, a supplier must include a comparison of the estimated amount of energy used for treated and nontreated supplies. Any other energy-related information the supplier deems appropriate may be included in your UWMP.

Your agency is only required to estimate energy intensity for the water system that you manage and operate. The SFPUC will include estimates of energy intensity for the SF RWS in their Plan.

h) Drought Risk Assessment

The Legislature created a new UWMP requirement for drought planning in part because of the significant duration of recent California droughts and the predictions about hydrological variability attributable to climate change. The Drought Risk Assessment (DRA) must include an assessment of water supply reliability over a five-year period from 2021 to 2025 that examines water supplies, water uses, and the resulting water supply reliability under a reasonable prediction for five consecutive dry years (Wat. Code, § 10635(b)).

Please feel free to contact Danielle McPherson at dmcpherson@bawsca.org or Negin Ashoori at nashoori@bawsca.org if you have any questions.

Attached: Attachment 1: Sample Notice of Public Hearing

[8] San Francisco Bay Area Climate Change Assessment: https://www.energy.ca.gov/sites/default/files/2019-11/Reg_Report-SUM-CCCA4-2018-005_SanFranciscoBayArea_ADA.pdf

Attachment 2: Sample Notification Letter to Other Agencies
Attachment 3: Sample Advertisement

cc: Nicole Sandkulla
Allison Schutte
Katherine Tsou

ATTACHMENT 1:
SAMPLE NOTICE OF PUBLIC HEARING
(*FOR PUBLICATION ONCE A WEEK FOR TWO SUCCESSIVE WEEKS)*

<Agency Name>
PUBLIC HEARING ON UPDATE OF URBAN WATER MANAGEMENT PLAN AND WATER SHORTAGE CONTINGENCY PLAN

California law requires <Agency Name> review and update its Urban Water Management Plan (UWMP) every five years. Additionally, the California Department of Water Resources has imposed new requirements for urban water suppliers to adopt a Water Shortage Contingency Plan (WSCP). The <City Council/Board of Directors> will hold a public hearing to consider proposed revisions and updates to its UWMP for 2020-2025 and its WSCP on:

<date, time virtual location (include access instructions for virtual meetings)>

<Agency's> draft 2020 UWMP and WSCP can be viewed at <link>.

Our revision schedule is as follows: <Insert schedule if available>

If you have any questions about <Agency's> UWMP or WSCP, please contact <name>, <title>, at <phone and/or email>.

Date: _____, 2021

ATTACHMENT 2:
SAMPLE UWMP AND WSCP REVIEW NOTIFICATION LETTER TO OTHER AGENCIES

ON AGENCY LETTERHEAD

<Date>
<Recipient's Address>

Re: Review of <Agency's> Urban Water Management Plan and Water Shortage Contingency Plan

Dear <City/County/BAWSCA/Water or Sanitation Agency>,

This letter is to notify you that <Agency> will be reviewing and considering amendments and changes to its Urban Water Management Plan (UWMP) and Water Shortage Contingency Plan (WSCP). We invite your agency's participation in this process.

<Agency's> draft 2020 UWMP and WSCP can be viewed at <link>. Our revision schedule is as follows:

<Insert schedule if available>

<Agency> will make revisions to its UWMP and WSCP available for public review and will hold a public hearing later this year. <City/County/BAWSCA/Water or Sanitation Agency> will be given notice of the <Agency's City Council or Board of Directors> meeting in which the UWMP update and WSCP will be considered.

If you have any questions about <Agency's> UWMP or WSCP, please contact <name>, <title>, at <phone and/or email>.

Sincerely,

<Agency>

ATTACHMENT 3:
SAMPLE ADVERTISEMENT

<AGENCY NAME>

UPDATE OF URBAN WATER MANAGEMENT PLAN AND WATER SHORTAGE CONTINGENCY PLAN

<Agency Name> will be reviewing and updating its Urban Water Management Plan (UWMP) and Water Shortage Contingency Plan (WSCP) in 2021. The UWMP was last updated in 2015. We encourage all of our customers to participate in this review process. We will make revisions to the UWMP and the WSCP available for public review and will hold a public hearing on both plans in 2021. The current UWMP is available here: <link>. If you would like to learn more about the UWMP and WSCP, the schedule for revising and adopting these plans, or how to participate in the process, please contact:

<Name of contact person>
<Address>
<Telephone number>
< Facsimile number>
<Email address>

BAWSCA
Bay Area Water Supply & Conservation Agency

February 18, 2021

TO: BAWSCA Member Agencies

FROM: Danielle McPherson, Senior Water Resources Specialist
Tom Francis, Water Resources Manager

SUBJECT: San Francisco Regional Water System Supply Reliability for 2020 Urban Water Management Plans

The purpose of this memorandum is to provide updated drought allocations among the Member Agencies under the various scenarios provided in the San Francisco Public Utilities Commission (SFPUC) Regional Water System (RWS) Supply Reliability Letter dated January 22, 2021 and transmitted to the Member Agencies via email on January 25th ("Supply Reliability Letter", Attachment A). As presented and discussed at the February 12th BAWSCA Urban Water Management Plan (UWMP) Workshop, the Tier 2 Drought Allocation Plan was not designed for RWS shortages greater than 20 percent. As a result, the Tier 2 allocation tables shared with the Supply Reliability Letter showed unexpected and wide-ranging results between Member Agencies that should not be used for UWMP purposes.

As provided for in the 2018 Amended and Restated Water Supply Agreement (WSA), the SFPUC will honor new Tier 2 allocations agreed upon by all Member Agencies if an RWS shortage greater than 20 percent is declared. However, at this time, there is no method for allocating supplies under such significant cutbacks. Additionally, the time it would take to negotiate a modified Tier 2 plan to address those significant cutbacks would be extensive and greater than the timeline required for BAWSCA to provide your agency with numbers for input into your 2020 UWMP submittals.

For these reasons, BAWSCA is recommending that for the purpose of the 2020 UWMP updates, allocation of wholesale RWS supplies should be as follows:

1. When the average Wholesale Customers' RWS shortages are 10 percent or less, an equal percent reduction will be applied across all agencies. This is consistent with the existing Tier 2 requirement of a minimum 10 percent cutback in any Tier 2 application scenario.
2. When average Wholesale Customers' shortages are between 10 and 20 percent, the Tier 2 Drought Allocation Plan will be applied.
3. When the average Wholesale Customers' RWS shortages are greater than 20 percent, an equal percent reduction will be applied across all agencies.

Attachment B "Updated 2020 UWMP Drought Cutbacks" provides further detail, including recommended wholesale RWS allocation tables, for use in your agency's 2020 UWMP.

BAWSCA recognizes that this is not an ideal situation or method for allocation of available drought supplies. In the event of actual RWS shortages greater than 20 percent, the Member Agencies would have the opportunity to negotiate and agree upon a more nuanced and equitable approach. Such an approach would likely consider basic health and safety needs, the

water needs to support critical institutions such as hospitals, and minimizing economic impacts on individual communities and the region.

Enclosed: Attachment A: Supply Reliability Letter
Attachment B: Updated 2020 UWMP Drought Cutbacks

cc: Nicole Sandkulla
Allison Schutte

San Francisco
Water Power Sewer
Services of the San Francisco Public Utilities Commission

525 Golden Gate Avenue, 13th Floor
San Francisco, CA 94102
T 415.554.3155
F 415.554.3161
TTY 415.554.3488

January 22, 2021

Danielle McPherson
Senior Water Resources Specialist
Bay Area Water Supply and Conservation Agency
155 Bovet Road, Suite 650
San Mateo, CA 94402

Dear Ms. McPherson,

Attached please find the information you requested on the Regional Water System's supply reliability for use in the Wholesale Customer's 2020 Urban Water Management Plan (UWMP) updates. The SFPUC has assessed the water supply reliability under the following planning scenarios:

- Projected supply reliability for year 2020 through 2045
- Projected single dry year and multiple dry year reliability for base year 2020, both with and without implementation of the Bay-Delta Plan Amendment
- Projected single dry year and multiple dry year reliability for base year 2025, both with and without implementation of the Bay-Delta Plan Amendment

The tables presented below assume full implementation of the Bay-Delta Plan Amendment will begin in 2023. All tables assume that the wholesale customers will purchase 184 mgd from the RWS through 2045. Assumptions about the status of the dry-year water supply projects included in the Water Supply Improvement Program (WSIP) are provided below in the table 'WSIP Project Assumptions'. The tables reflect instream flow requirements at San Mateo and Alameda Creeks, as described in the common language provided to BAWSCA separately.

Concerning allocation of supply during dry years, the Water Shortage Allocation Plan (WSAP) was utilized to allocate shortages between the SFPUC and the Wholesale Customers collectively. The WSAP implements a method for allocating water between the SFPUC retail customers and wholesale customers collectively which has been adopted by the Wholesale Customers per the July 2009 Water Supply Agreement between the City and County of

London N. Breed
Mayor

Sophie Maxwell
President

Anson Moran
Vice President

Tim Paulson
Commissioner

Ed Harrington
Commissioner

Michael Carlin
Acting
General Manager

San Francisco and Wholesale Customers in Alameda County, San Mateo County, and Santa Clara County. The WSAP, also known as the Tier One Plan, was amended in the 2018 Amended and Restated Water Supply Agreement. The wholesale customers have adopted the Tier Two Plan, the second component of the WSAP, which allocates the collective wholesale customer share among each of the 26 wholesale customers.

Compared to the reliability projections that were provided previously for the 2015 UWMP update, the biggest difference in projected future deliveries is caused by the implementation of the Bay-Delta Plan Amendment. Given the uncertainty about the implementation of the Amendment (described further in the common language provided to BAWSCA), tables are included to show future projected supplies both with and without the Bay-Delta Plan Amendment.

It is our understanding that you will pass this information on to the Wholesale Customers. If you have any questions or need additional information, please do not hesitate to contact Sarah Triolo, at striolo@sfwater.org or (628) 230 0802.

Sincerely,



Paula Kehoe
Director of Water Resources

Table 1: WSIP Project Assumptions

	2020	2025 and Beyond
Calaveras Dam Replacement Project	Calaveras Reservoir partially refilled at spring 2020 level of 63,900 AF	Calaveras Reservoir fully refilled
Lower Crystal Springs Dam Improvements	Crystal Springs storage not restored	
Regional Groundwater Storage and Recovery (GSR) Project	GSR account partially filled at spring 2020 level of 23,500 AF; GSR recovery rate of 6.2 mgd	GSR account fully filled; GSR recovery rate of 6.2 mgd
Alameda Creek Recapture Project	Project not built	Project built
Dry-year Transfers	Not in effect	

Table 2: Projected Wholesale Supply from Regional Water System [For Table 6-9]:

Year	2020	2025	2030	2035	2040	2045
RWS Supply (mgd)	265	265	265	265	265	265
Wholesale Supply (mgd)	184	184	184	184	184	184

Table 3: Basis of Water Supply Data [For Table 7-1], 2020 Infrastructure Conditions With Bay Delta Plan

Year Type	Base Year	RWS Volume Available (mgd)	% of Average Supply	Wholesale Volume Available (mgd)	Notes on Calculation of Wholesale Supply
Average year	2020	265	100%	184	
Single dry year		238.5	90%	157.5	• At 10% shortage, wholesale allocation is 64%, or 152.6 mgd • Retail allocation is 36%, or 85.9 mgd • Retail allocations above 81 mgd are re-allocated to Wholesale Customers, per the 2018 WSA • 4.9 mgd added to wholesale allocation, bringing it to 157.5 mgd
Consecutive 1st Dry year		238.5	90%	157.5	• Same as above
Consecutive 2nd Dry year		212	80%	132.5	• At a 20% shortage, wholesale allocation is 62.5%, or 132.5 mgd • Retail allocation is 37.5%, or 79.5 mgd
Consecutive 3rd Dry year[1]		119.25	45%	74.5	• WSA does not define percentage split above a 20% shortage level • Assume same split as for a 20% shortage level, i.e. Wholesale Customers receive 62.5%
Consecutive 4th Dry year		119.25	45%	74.5	• Same as above
Consecutive 5th Dry year		119.25	45%	74.5	• Same as above

[1] Assuming this year represents 2023, when Bay Delta Plan Amendment would come into effect.

Table 4: Basis of Water Supply Data [For Table 7-1], 2020 Infrastructure Conditions Without Bay Delta Plan

Year Type	Base Year	RWS Volume Available (mgd)	% of Average Supply	Wholesale Volume Available (mgd)	Notes on Calculation of Wholesale Supply
Average year	2020	265	100%	184	
Single dry year		238.5	90%	157.5	• At 10% shortage, wholesale allocation is 64%, or 152.6 mgd • Retail allocation is 36%, or 85.9 mgd • Retail allocations above 81 mgd are re-allocated to Wholesale Customers, per the 2018 WSA • 4.9 mgd added to wholesale allocation, bringing it to 157.5 mgd
Consecutive 1st Dry year		238.5	90%	157.5	• Same as above
Consecutive 2nd Dry year		212	80%	132.5	• At a 20% shortage, wholesale allocation is 62.5%, or 132.5 mgd • Retail allocation is 37.5%, or 79.5 mgd
Consecutive 3rd Dry year		212	80%	132.5	• Same as above
Consecutive 4th Dry year		212	80%	132.5	• Same as above
Consecutive 5th Dry year		212	80%	132.5	• Same as above

Table 5: Basis of Water Supply Data [For Table 7-1], 2025 Infrastructure With Bay Delta Plan

Year Type	Base Year	RWS Volume Available (mgd)	% of Average Supply	Wholesale Volume Available (mgd)	Notes on Calculation of Wholesale Supply
Average year	2025	265	100%	184	
Single dry year		132.5	50%	82.8	• WSA does not define percentage split above a 20% shortage level • Assume same split as for a 20% shortage level, i.e. Wholesale Customers receive 62.5%
Consecutive 1st Dry year		132.5	50%	82.8	• Same as above
Consecutive 2nd Dry year		119.25	45%	74.5	• Same as above
Consecutive 3rd Dry year		119.25	45%	74.5	• Same as above
Consecutive 4th Dry year		119.25	45%	74.5	• Same as above
Consecutive 5th Dry year		119.25	45%	74.5	• Same as above

Table 6: Basis of Water Supply Data [For Table 7-1], 2025 Infrastructure Without Bay Delta Plan

Year Type	Base Year	RWS Volume Available (mgd)	% of Average Supply	Wholesale Volume Available (mgd)	Notes on Calculation of Wholesale Supply
Average year	2025	265	100%	184	
Single dry year		238.5	90%	157.5	• At 10% shortage, wholesale allocation is 64% • Retail allocation is 36%, or 85.9 mgd; retail allocations above 81 mgd are re-allocated to Wholesaler Customers, per the 2018 WSA • 4.9 mgd added to wholesale allocation, bringing it to 157.5 mgd
Consecutive 1st Dry year		238.5	90%	157.5	• Same as above
Consecutive 2nd Dry year		238.5	90%	157.5	• Same as above
Consecutive 3rd Dry year		238.5	90%	157.5	• Same as above
Consecutive 4th Dry year		212	80%	132.5	• At a 20% shortage, wholesale allocation is 62.5%, or 132.5 mgd • Retail allocation is 37.5%, or 79.5 mgd
Consecutive 5th Dry year		212	80%	132.5	• Same as above

Table 7: Projected Multiple Dry Years Wholesale Supply from RWS [For Table 7-4], With Bay Delta Plan

	2025	2030	2035	2040	2045
First year	82.8	82.8	82.8	82.8	82.8
Second year	74.5	74.5	74.5	74.5	74.5
Third year	74.5	74.5	74.5	74.5	74.5
Fourth year	74.5	74.5	74.5	74.5	74.5
Fifth year	74.5	74.5	74.5	74.5	74.5

Table 8: Projected Multiple Dry Years Wholesale Supply from RWS [For Table 7-4], Without Bay Delta Plan

	2025	2030	2035	2040	2045
First year	157.5	157.5	157.5	157.5	157.5
Second year	157.5	157.5	157.5	157.5	157.5
Third year	157.5	157.5	157.5	157.5	157.5
Fourth year	132.5	132.5	132.5	132.5	132.5
Fifth year	132.5	132.5	132.5	132.5	132.5

Table 9: Projected Regional Water System Supply for 5-Year Drought Risk Assessment [For Table 7-5], With Bay Delta Plan. This table assumes Bay Delta Plan comes into effect in 2023.

Year	2021	2022	2023	2024	2025
RWS Supply (mgd)	238.5	212	119.25	119.25	119.25
Wholesale Supply (mgd)	157.5	132.5	74.5	74.5	74.5

Table 10: Projected Regional Water System Supply for 5-Year Drought Risk Assessment [For Table 7-5], Without Bay Delta Plan

Year	2021	2022	2023	2024	2025
RWS Supply (mgd)	238.5	212	212	212	212
Wholesale Supply (mgd)	157.5	132.5	132.5	132.5	132.5

The January 22, 2021, SFPUC Regional Water System (RWS) Supply Reliability Letter (Supply Reliability Letter) provides RWS supplies available to the Wholesale Customers under two scenarios: (1) With Bay-Delta Plan, and (2) Without Bay-Delta Plan. Your agency must choose which scenario to use for your agency's 2020 UWMP submittal tables. However, you may discuss both scenarios in the body of your agency's UWMP. The purpose of this attachment is to provide further detail about your agency's allocation of total RWS supplies available to the Wholesale Customers under both scenarios.

Data Sources for Projected RWS Purchases

Supply allocations are based on projected RWS purchases provided to BAWSCA by the Member Agencies. Following the completion of the Demand Study in June 2020, BAWSCA used the results to develop a table for each Member Agency listing possible supplies and total demand for 2025, 2030, 2035, 2040, and 2045. BAWSCA populated the tables with total demand after passive conservation and entered active conservation, as calculated in the agencies' DSS Model, as a source of supply. Multi-source agencies were asked to complete the table with supply projections, including from the RWS, to meet total demand. Single-source agencies were offered the opportunity to review the tables upon request. Because active conservation was treated as a source of supply, projected RWS purchases are after passive and active conservation.

Water Management Representatives (WMRs) received a draft copy of all projected wholesale RWS purchase requests as part of the January 7, 2021 WMR meeting agenda packet and meeting slides. Agencies were asked to notify BAWSCA if changes were necessary regarding their purchase requests prior to BAWSCA sending those purchase requests to the SFPUC. Purchase requests were transmitted to the SFPUC via a letter dated January 15, 2021 for use in their 2020 UWMP efforts.

Note that the projected RWS purchases used by BAWSCA for fiscal years 2020-21 and for 2021-22 were provided to Christina Tang, BAWSCA's Finance Manager, by each Member Agency in January 2021. This annual reporting is part of the SFPUC's wholesale rate setting process. Member Agencies have provided BAWSCA with these projected purchases annually for the past 10 years.

UWMP Tables 7-1 and 7-5

UWMP Table 7-1 requests supply reliability for a normal year, a single dry year, and multiple (five) dry years. Tables 3, 4, 5, and 6 provided in the Supply Reliability Letter will help your agency complete UWMP Table 7-1. The Drought Risk Assessment (DRA) in UWMP Table 7-5 also requests a five-year drought sequence but specifies years 2021 through 2025. Supply Reliability Letter Tables 9 and 10 will help your agency complete UWMP Table 7-5.

The Supply Reliability Letter provides four scenarios to select from for completing UWMP Table 7-1. The Supply Reliability Letter Tables 3 (with Bay-Delta Plan) and 4 (without Bay-Delta Plan) use 2020 as the base year. Depending on which scenario you choose, these will be the basis for your agency's five-year DRA (UWMP Table 7-5). The Supply Reliability Letter Tables 5 (with Bay-Delta Plan) and 6 (without Bay-Delta Plan) use 2025 as the base year. Depending on which scenario you choose, these will be the basis for UWMP Tables 7-2 through 7-4.

Total RWS supplies available to the Wholesale Customers in the first through fifth consecutive dry years in Supply Reliability Letter Table 3 align with those in Table 9 of the same letter. Similarly, Supply Reliability Letter Table 4 aligns with Table 10 of the same letter.

Table A below provides a summary of the Member Agencies' RWS supply drought cutbacks under each of the four supply availability conditions and is intended to help you complete UWMP Tables 7-1and 7-5.

Table A: Wholesale Customer Drought Cutbacks Based on a Single Dry Year and Multiple Dry Years (Base Year 2020)

	(a)	(b)	(c)	(d)	(e)	(f)	(g)
(1)	Projected SF RWS Wholesale Purchases	132.2 MGD	138.6 MGD	140.8 MGD	142.5 MGD	144.3 MGD	146.0 MGD
(2)	Supply Available to the Wholesale Customers	Percent Cutback on Wholesale RWS Purchases					
		2020	**2021**	**2022**	**2023**	**2024**	**2025**
(3)	157.5 MGD	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
(4)	132.5 MGD	0.0%	-4.4%	-5.9%	-7.0%	-8.2%	-9.3%
(5)	82.8 MGD	-37.4%	-40.3%	-41.2%	-41.9%	-42.6%	-43.3%
(6)	74.5 MGD	-43.7%	-46.3%	-47.1%	-47.7%	-48.4%	-49.0%

Table A, column (a), rows 3 through 6 lists total RWS supplies available to the Wholesale Customers as provided in the Supply Reliability Letter tables. Row 1 provides cumulative actual wholesale RWS purchases for 2020 and projected purchases for 2021 through 2025. Projected RWS purchases for years 2021 and 2022 were provided to Christina Tang, BAWSCA's Finance Manager, by the Member Agencies in January. Projected RWS purchases for 2025 were provided to BAWSCA by the Member Agencies as described previously in this memo. Projected wholesale RWS purchases for 2023 and 2024 were derived assuming a linear change between 2022 and 2025.

Table B below provides a summary of the Member Agencies' RWS supply drought cutbacks under each of the four supply availability conditions and is intended to help you complete UWMP Table 7-1.

Table B: Wholesale Customer Drought Cutbacks Based on a Single Dry Year and Multiple Dry Years (Base Year 2025)

	(a)	(b)	(c)	(d)	(e)	(f)	(g)
(1)	Projected SF RWS Wholesale Purchases	146.0 MGD	146.4 MGD	146.8 MGD	147.1 MGD	147.5 MGD	147.9 MGD
(2)	Supply Available to the Wholesale Customers	Percent Cutback on Wholesale RWS Purchases					
		2025	**2026**	**2027**	**2028**	**2029**	**2030**
(3)	157.5 MGD	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
(4)	132.5 MGD	-9.2%	-9.5%	-9.7%	-9.9%	-10.2%	-10.4%
(5)	82.8 MGD	-43.3%	-43.4%	-43.6%	-43.7%	-43.9%	-44.0%
(6)	74.5 MGD	-49.0%	-49.1%	-49.3%	-49.4%	-49.5%	-49.6%

Table B, column (a), rows 3 through 6 lists total RWS supplies available to the Wholesale Customers as provided in the Supply Reliability Letter tables. Row 1 provides cumulative projected wholesale RWS purchases for 2025 through 2030. Projected wholesale RWS purchases for years 2025 and 2030 were

provided to BAWSCA by the Member Agencies as described previously in this memo. Projected wholesale RWS purchases for 2026 through 2029 were derived assuming a linear change between 2025 and 2030.

To complete UWMP Tables 7-1 and 7-5, reference tables in the Supply Reliability Letter to identify total RWS supplies available to the Wholesale Customers and apply the percent cutback in the corresponding year of the drought sequence using Tables A and B. For example, in Supply Reliability Letter Table 3, in the 5th consecutive year of a drought, the volume available to the Wholesale Customers is 74.5 MGD. To calculate RWS supplies available to your agency in 2025 using table A, locate the row with 74.5 MGD on the table – row 6 – and the column for 2025 – column (g). Then apply the percent cutback to your agency's RWS demand in 2025.

A list of purchase projections by agency are provided in Tables C, D, E, and F. The table also indicates the percent cutback that should be applied based on total RWS supplies available to the Wholesale Customers. Tables C and E use Scenario 1: With Bay-Delta Plan. Tables D and F use Scenario 2: Without Bay-Delta Plan. Tables C and D use 2020 as the base year and Tables E and F use 2025 as the base year.

BAWSCA understands that agencies are updating projected demands for their 2020 UWMPs and that projected RWS purchases may change from what was previously provided. Additionally, BAWSCA recognizes that not all Member Agencies will choose the same scenario for their UWMP supply reliability tables. For both reasons, projected RWS purchases in each Member Agency's 2020 UWMP may not add up to total Wholesale demands in the SFPUC's 2020 UWMP. This is consistent with direction given by the Department of Water Resources, which encourages suppliers use the UWMP tables to represent what they believe to be the most likely supply reliability scenario and to characterize the five-consecutive year drought in a manner that is best suited for understanding and managing their water service reliability and individual agency level of risk tolerance.

Table C: Scenario 1: <u>With</u> Bay-Delta Plan - Projected Wholesale Customer RWS Demand and Percent Cutback for a Single Dry Year and Multiple Dry Years (Base Year 2020)

	2020 (184 MGD)		**2021** (157.5 MGD)		**2022** (132.5 MGD)		**2023** (74.5 MGD)		**2024** (74.5 MGD)		**2025** (74.5 MGD)	
Agency	Actual Purchases	Drought Cutback	Projected Demand	Drought Cutback	Projected Demand	Drought Cutback	Projected Demand	Drought Cutback	Projected Demand	Drought Cutback	Projected Demand	Drought Cutback
ACWD	7.87	0.0%	9.44	0.0%	9.46	-5.9%	8.87	-47.7%	8.27	-48.4%	7.68	-49.0%
Brisbane/GVMID	0.64	0.0%	0.62	0.0%	0.65	-5.9%	0.73	-47.7%	0.81	-48.4%	0.89	-49.0%
Burlingame	3.48	0.0%	3.34	0.0%	3.35	-5.9%	3.67	-47.7%	4.00	-48.4%	4.33	-49.0%
Coastside	1.02	0.0%	1.54	0.0%	1.23	-5.9%	1.29	-47.7%	1.34	-48.4%	1.40	-49.0%
CalWater Total	29.00	0.0%	29.66	0.0%	29.81	-5.9%	29.87	-47.7%	29.93	-48.4%	29.99	-49.0%
Daly City	3.97	0.0%	4.00	0.0%	4.01	-5.9%	3.86	-47.7%	3.72	-48.4%	3.57	-49.0%
East Palo Alto	1.57	0.0%	1.63	0.0%	1.69	-5.9%	1.75	-47.7%	1.81	-48.4%	1.88	-49.0%
Estero	4.34	0.0%	4.48	0.0%	4.51	-5.9%	4.36	-47.7%	4.22	-48.4%	4.07	-49.0%
Hayward	13.92	0.0%	14.47	0.0%	15.12	-5.9%	16.03	-47.7%	16.94	-48.4%	17.86	-49.0%
Hillsborough	2.62	0.0%	2.95	0.0%	3.05	-5.9%	3.12	-47.7%	3.19	-48.4%	3.26	-49.0%
Menlo Park	2.96	0.0%	2.92	0.0%	2.93	-5.9%	3.14	-47.7%	3.35	-48.4%	3.55	-49.0%
Mid-Peninsula	2.66	0.0%	2.65	0.0%	2.80	-5.9%	2.82	-47.7%	2.84	-48.4%	2.86	-49.0%
Millbrae	1.90	0.0%	1.95	0.0%	2.15	-5.9%	2.19	-47.7%	2.24	-48.4%	2.29	-49.0%
Milpitas	5.92	0.0%	5.88	0.0%	5.34	-5.9%	5.76	-47.7%	6.17	-48.4%	6.59	-49.0%
Mountain View	7.67	0.0%	7.80	0.0%	8.05	-5.9%	8.23	-47.7%	8.42	-48.4%	8.60	-49.0%
North Coast	2.37	0.0%	2.58	0.0%	2.66	-5.9%	2.56	-47.7%	2.45	-48.4%	2.34	-49.0%
Palo Alto	9.75	0.0%	9.44	0.0%	9.66	-5.9%	9.79	-47.7%	9.93	-48.4%	10.06	-49.0%
Purissima Hills	1.75	0.0%	1.97	0.0%	2.02	-5.9%	2.04	-47.7%	2.06	-48.4%	2.09	-49.0%
Redwood City	8.76	0.0%	8.72	0.0%	9.07	-5.9%	8.86	-47.7%	8.66	-48.4%	8.46	-49.0%
San Bruno	0.95	0.0%	3.39	0.0%	3.40	-5.9%	3.35	-47.7%	3.29	-48.4%	3.24	-49.0%
San José	4.26	0.0%	4.31	0.0%	4.51	-5.9%	4.51	-47.7%	4.50	-48.4%	4.50	-49.0%
Santa Clara	3.27	0.0%	3.29	0.0%	3.50	-5.9%	3.83	-47.7%	4.17	-48.4%	4.50	-49.0%
Stanford	1.43	0.0%	1.40	0.0%	1.54	-5.9%	1.70	-47.7%	1.85	-48.4%	2.01	-49.0%
Sunnyvale	9.33	0.0%	9.35	0.0%	9.45	-5.9%	9.35	-47.7%	9.26	-48.4%	9.16	-49.0%
Westborough	0.82	0.0%	0.84	0.0%	0.81	-5.9%	0.83	-47.7%	0.84	-48.4%	0.86	-49.0%
Wholesale Total	**132.2**	**132.2†**	**138.6**	**138.6†**	**140.8**	**132.5†**	**142.5**	**74.5†**	**144.3**	**74.5†**	**146.0**	**74.5†**

† Total supply available to the Wholesale Customers after drought cutback.

Table D: Scenario 2: <u>Without</u> Bay-Delta Plan - Projected Wholesale Customer RWS Demand and Percent Cutback for a Single Dry Year and Multiple Dry Years (Base Year 2020)

	2020 (184 MGD)		**2021** (157.5 MGD)		**2022** (132.5 MGD)		**2023** (132.5 MGD)		**2024** (132.5 MGD)		**2025** (132.5 MGD)	
Agency	Actual Purchases	Drought Cutback	Projected Demand	Drought Cutback	Projected Demand	Drought Cutback	Projected Demand	Drought Cutback	Projected Demand	Drought Cutback	Projected Demand	Drought Cutback
ACWD	7.87	0.0%	9.44	0.0%	9.46	-5.9%	8.87	-7.0%	8.27	-8.2%	7.68	-9.2%
Brisbane/GVMID	0.64	0.0%	0.62	0.0%	0.65	-5.9%	0.73	-7.0%	0.81	-8.2%	0.89	-9.2%
Burlingame	3.48	0.0%	3.34	0.0%	3.35	-5.9%	3.67	-7.0%	4.00	-8.2%	4.33	-9.2%
Coastside	1.02	0.0%	1.54	0.0%	1.23	-5.9%	1.29	-7.0%	1.34	-8.2%	1.40	-9.2%
CalWater Total	29.00	0.0%	29.66	0.0%	29.81	-5.9%	29.87	-7.0%	29.93	-8.2%	29.99	-9.2%
Daly City	3.97	0.0%	4.00	0.0%	4.01	-5.9%	3.86	-7.0%	3.72	-8.2%	3.57	-9.2%
East Palo Alto	1.57	0.0%	1.63	0.0%	1.69	-5.9%	1.75	-7.0%	1.81	-8.2%	1.88	-9.2%
Estero	4.34	0.0%	4.48	0.0%	4.51	-5.9%	4.36	-7.0%	4.22	-8.2%	4.07	-9.2%
Hayward	13.92	0.0%	14.47	0.0%	15.12	-5.9%	16.03	-7.0%	16.94	-8.2%	17.86	-9.2%
Hillsborough	2.62	0.0%	2.95	0.0%	3.05	-5.9%	3.12	-7.0%	3.19	-8.2%	3.26	-9.2%
Menlo Park	2.96	0.0%	2.92	0.0%	2.93	-5.9%	3.14	-7.0%	3.35	-8.2%	3.55	-9.2%
Mid-Peninsula	2.66	0.0%	2.65	0.0%	2.80	-5.9%	2.82	-7.0%	2.84	-8.2%	2.86	-9.2%
Millbrae	1.90	0.0%	1.95	0.0%	2.15	-5.9%	2.19	-7.0%	2.24	-8.2%	2.29	-9.2%
Milpitas	5.92	0.0%	5.88	0.0%	5.34	-5.9%	5.76	-7.0%	6.17	-8.2%	6.59	-9.2%
Mountain View	7.67	0.0%	7.80	0.0%	8.05	-5.9%	8.23	-7.0%	8.42	-8.2%	8.60	-9.2%
North Coast	2.37	0.0%	2.58	0.0%	2.66	-5.9%	2.56	-7.0%	2.45	-8.2%	2.34	-9.2%
Palo Alto	9.75	0.0%	9.44	0.0%	9.66	-5.9%	9.79	-7.0%	9.93	-8.2%	10.06	-9.2%
Purissima Hills	1.75	0.0%	1.97	0.0%	2.02	-5.9%	2.04	-7.0%	2.06	-8.2%	2.09	-9.2%
Redwood City	8.76	0.0%	8.72	0.0%	9.07	-5.9%	8.86	-7.0%	8.66	-8.2%	8.46	-9.2%
San Bruno	0.95	0.0%	3.39	0.0%	3.40	-5.9%	3.35	-7.0%	3.29	-8.2%	3.24	-9.2%
San José	4.26	0.0%	4.31	0.0%	4.51	-5.9%	4.51	-7.0%	4.50	-8.2%	4.50	-9.2%
Santa Clara	3.27	0.0%	3.29	0.0%	3.50	-5.9%	3.83	-7.0%	4.17	-8.2%	4.50	-9.2%
Stanford	1.43	0.0%	1.40	0.0%	1.54	-5.9%	1.70	-7.0%	1.85	-8.2%	2.01	-9.2%
Sunnyvale	9.33	0.0%	9.35	0.0%	9.45	-5.9%	9.35	-7.0%	9.26	-8.2%	9.16	-9.2%
Westborough	0.82	0.0%	0.84	0.0%	0.81	-5.9%	0.83	-7.0%	0.84	-8.2%	0.86	-9.2%
Wholesale Total	**132.2**	**132.2†**	**138.6**	**138.6†**	**140.8**	**132.5†**	**142.5**	**132.5†**	**144.3**	**132.5†**	**146.0**	**132.5†**

† Total supply available to the Wholesale Customers after drought cutback.

Table E: Scenario 1: <u>With</u> Bay-Delta Plan - Projected Wholesale Customer RWS Demand and Percent Cutback for a Single Dry Year and Multiple Dry Years (Base Year 2025)

	2025 (184 MGD)		**2026** (82.8 MGD)		**2027** (74.5 MGD)		**2028** (74.5 MGD)		**2029** (74.5 MGD)		**2030** (74.5 MGD)	
Agency	Projected Demand	Drought Cutback	Projected Demand	Drought Cutback	Projected Demand	Drought Cutback	Projected Demand	Drought Cutback	Projected Demand	Drought Cutback	Projected Demand	Drought Cutback
ACWD	7.68	0%	7.68	-43.4%	7.68	-49.3%	7.68	-49.4%	7.68	-49.5%	7.68	-49.6%
Brisbane/GVMID	0.89	0%	0.89	-43.4%	0.89	-49.3%	0.89	-49.4%	0.89	-49.5%	0.89	-49.6%
Burlingame	4.33	0%	4.34	-43.4%	4.35	-49.3%	4.37	-49.4%	4.38	-49.5%	4.40	-49.6%
Coastside	1.40	0%	1.40	-43.4%	1.39	-49.3%	1.39	-49.4%	1.38	-49.5%	1.38	-49.6%
CalWater Total	29.99	0%	29.94	-43.4%	29.89	-49.3%	29.84	-49.4%	29.79	-49.5%	29.74	-49.6%
Daly City	3.57	0%	3.56	-43.4%	3.55	-49.3%	3.54	-49.4%	3.53	-49.5%	3.52	-49.6%
East Palo Alto	1.88	0%	1.89	-43.4%	1.91	-49.3%	1.92	-49.4%	1.93	-49.5%	1.95	-49.6%
Estero	4.07	0%	4.08	-43.4%	4.08	-49.3%	4.09	-49.4%	4.10	-49.5%	4.11	-49.6%
Hayward	17.86	0%	18.02	-43.4%	18.19	-49.3%	18.35	-49.4%	18.52	-49.5%	18.68	-49.6%
Hillsborough	3.26	0%	3.26	-43.4%	3.26	-49.3%	3.26	-49.4%	3.26	-49.5%	3.25	-49.6%
Menlo Park	3.55	0%	3.58	-43.4%	3.60	-49.3%	3.63	-49.4%	3.66	-49.5%	3.68	-49.6%
Mid-Peninsula	2.86	0%	2.85	-43.4%	2.85	-49.3%	2.85	-49.4%	2.84	-49.5%	2.84	-49.6%
Millbrae	2.29	0%	2.33	-43.4%	2.37	-49.3%	2.41	-49.4%	2.46	-49.5%	2.50	-49.6%
Milpitas	6.59	0%	6.62	-43.4%	6.65	-49.3%	6.68	-49.4%	6.72	-49.5%	6.75	-49.6%
Mountain View	8.60	0%	8.66	-43.4%	8.72	-49.3%	8.78	-49.4%	8.84	-49.5%	8.90	-49.6%
North Coast	2.34	0%	2.34	-43.4%	2.33	-49.3%	2.33	-49.4%	2.33	-49.5%	2.33	-49.6%
Palo Alto	10.06	0%	10.08	-43.4%	10.10	-49.3%	10.12	-49.4%	10.13	-49.5%	10.15	-49.6%
Purissima Hills	2.09	0%	2.09	-43.4%	2.09	-49.3%	2.09	-49.4%	2.09	-49.5%	2.09	-49.6%
Redwood City	8.46	0%	8.46	-43.4%	8.47	-49.3%	8.48	-49.4%	8.49	-49.5%	8.49	-49.6%
San Bruno	3.24	0%	3.23	-43.4%	3.23	-49.3%	3.22	-49.4%	3.22	-49.5%	3.22	-49.6%
San José	4.50	0%	4.50	-43.4%	4.50	-49.3%	4.50	-49.4%	4.50	-49.5%	4.50	-49.6%
Santa Clara	4.50	0%	4.50	-43.4%	4.50	-49.3%	4.50	-49.4%	4.50	-49.5%	4.50	-49.6%
Stanford	2.01	0%	2.04	-43.4%	2.08	-49.3%	2.11	-49.4%	2.15	-49.5%	2.18	-49.6%
Sunnyvale	9.16	0%	9.19	-43.4%	9.22	-49.3%	9.24	-49.4%	9.27	-49.5%	9.30	-49.6%
Westborough	0.86	0%	0.86	-43.4%	0.86	-49.3%	0.86	-49.4%	0.85	-49.5%	0.85	-49.6%
Wholesale Total	**146.0**	**146.0†**	**146.4**	**82.8†**	**146.8**	**74.5†**	**147.1**	**74.5†**	**147.5**	**74.5†**	**147.9**	**74.5†**

† Total supply available to the Wholesale Customers after drought cutback.

Table F: Scenario 2: <u>Without</u> Bay-Delta Plan - Projected Wholesale Customer RWS Demand and Percent Cutback for a Single Dry Year and Multiple Dry Years (Base Year 2025)

	2025 (184 MGD)		**2026** (157.5 MGD)		**2027** (157.5 MGD)		**2028** (157.5 MGD)		**2029** (132.5 MGD)		**2030** (132.5 MGD)	
Agency	Projected Demand	Drought Cutback	Projected Demand	Drought Cutback	Projected Demand	Drought Cutback	Projected Demand	Drought Cutback	Projected Demand	Drought Cutback	Projected Demand	Drought Cutback
ACWD	7.68	0.0%	7.68	0.0%	7.68	0.0%	7.68	0.0%	7.68	-10.2%	7.68	-10.4%
Brisbane/GVMID	0.89	0.0%	0.89	0.0%	0.89	0.0%	0.89	0.0%	0.89	-10.2%	0.89	-10.4%
Burlingame	4.33	0.0%	4.34	0.0%	4.35	0.0%	4.37	0.0%	4.38	-10.2%	4.40	-10.4%
Coastside	1.40	0.0%	1.40	0.0%	1.39	0.0%	1.39	0.0%	1.38	-10.2%	1.38	-10.4%
CalWater Total	29.99	0.0%	29.94	0.0%	29.89	0.0%	29.84	0.0%	29.79	-10.2%	29.74	-10.4%
Daly City	3.57	0.0%	3.56	0.0%	3.55	0.0%	3.54	0.0%	3.53	-10.2%	3.52	-10.4%
East Palo Alto	1.88	0.0%	1.89	0.0%	1.91	0.0%	1.92	0.0%	1.93	-10.2%	1.95	-10.4%
Estero	4.07	0.0%	4.08	0.0%	4.08	0.0%	4.09	0.0%	4.10	-10.2%	4.11	-10.4%
Hayward	17.86	0.0%	18.02	0.0%	18.19	0.0%	18.35	0.0%	18.52	-10.2%	18.68	-10.4%
Hillsborough	3.26	0.0%	3.26	0.0%	3.26	0.0%	3.26	0.0%	3.26	-10.2%	3.25	-10.4%
Menlo Park	3.55	0.0%	3.58	0.0%	3.60	0.0%	3.63	0.0%	3.66	-10.2%	3.68	-10.4%
Mid-Peninsula	2.86	0.0%	2.85	0.0%	2.85	0.0%	2.85	0.0%	2.84	-10.2%	2.84	-10.4%
Millbrae	2.29	0.0%	2.33	0.0%	2.37	0.0%	2.41	0.0%	2.46	-10.2%	2.50	-10.4%
Milpitas	6.59	0.0%	6.62	0.0%	6.65	0.0%	6.68	0.0%	6.72	-10.2%	6.75	-10.4%
Mountain View	8.60	0.0%	8.66	0.0%	8.72	0.0%	8.78	0.0%	8.84	-10.2%	8.90	-10.4%
North Coast	2.34	0.0%	2.34	0.0%	2.33	0.0%	2.33	0.0%	2.33	-10.2%	2.33	-10.4%
Palo Alto	10.06	0.0%	10.08	0.0%	10.10	0.0%	10.12	0.0%	10.13	-10.2%	10.15	-10.4%
Purissima Hills	2.09	0.0%	2.09	0.0%	2.09	0.0%	2.09	0.0%	2.09	-10.2%	2.09	-10.4%
Redwood City	8.46	0.0%	8.46	0.0%	8.47	0.0%	8.48	0.0%	8.49	-10.2%	8.49	-10.4%
San Bruno	3.24	0.0%	3.23	0.0%	3.23	0.0%	3.22	0.0%	3.22	-10.2%	3.22	-10.4%
San José	4.50	0.0%	4.50	0.0%	4.50	0.0%	4.50	0.0%	4.50	-10.2%	4.50	-10.4%
Santa Clara	4.50	0.0%	4.50	0.0%	4.50	0.0%	4.50	0.0%	4.50	-10.2%	4.50	-10.4%
Stanford	2.01	0.0%	2.04	0.0%	2.08	0.0%	2.11	0.0%	2.15	-10.2%	2.18	-10.4%
Sunnyvale	9.16	0.0%	9.19	0.0%	9.22	0.0%	9.24	0.0%	9.27	-10.2%	9.30	-10.4%
Westborough	0.86	0.0%	0.86	0.0%	0.86	0.0%	0.86	0.0%	0.85	-10.2%	0.85	-10.4%
Wholesale Total	**146.0**	**146.0†**	**146.4**	**146.4†**	**146.8**	**146.8†**	**147.1**	**147.1†**	**147.5**	**132.5†**	**147.9**	**132.5†**

† Total supply available to the Wholesale Customers after drought cutback.

UWMP Table 7-4

Supply Reliability Letter Tables 7 and 8 will help your agency complete UWMP Table 7-4. Table G below provides a summary of the Member Agencies' RWS supply drought cutbacks under each of the four supply availability conditions and is intended to help you complete UWMP Table 7-4. The table assumes (1) the Tier 2 Plan will be used to allocate supplies available to the Wholesale Customers when average Wholesale Customers' RWS shortages are greater than 10 and up to 20 percent, and (2) an equal percent reduction will be shared across all Wholesale Customers when average Wholesale Customers' RWS shortages are 10 percent or less or greater than 20 percent.

Table G: Drought Cutbacks Based on Projected Demands Under All Water Supply Availability Conditions

	(a)	(b)	(c)	(d)	(e)	(f)
(1)	Projected SF RWS Wholesale Purchases	146.0 MGD	147.9 MGD	151.9 MGD	156.3 MGD	162.8 MGD
(2)	Supply Available to the Wholesale Customers	% Cutback on Wholesale RWS Purchases				
		2025	**2030**	**2035**	**2040**	**2045**
(3)	157.5 MGD	0.0%	0.0%	0.0%	0.0%	-3.2%
(4)	132.5 MGD	-9.3%	-10.4%	Tier 2 Avg. -14%*	Tier 2 Avg. -16%*	Tier 2 Avg. -19%*
(5)	82.8 MGD	-43.3%	-44.0%	-45.5%	-47.0%	-49.1%
(6)	74.5 MGD	-49.0%	-49.6%	-51.0%	-52.3%	-54.2%

* Calculated average. Individual agency cutbacks are calculated in Table H.

Table G, column (a) lists total RWS supplies available to the Wholesale Customers as provided in the Supply Reliability Letter tables. Row 1 provides cumulative projected wholesale RWS purchases for 2025, 2030, 2035, 2040, and 2045.

Tables H, I, J and K provide additional detail by agency for each of the four supply availability conditions listed in Table G. To complete UWMP Table 7-4, reference Table 7 or 8 (depending on which Bay-Delta Plan scenario you choose) in the Supply Reliability Letter to identify total RWS supplies available to the Wholesale Customers and apply the percent cutback in the corresponding year using Table G or input the volumetric drought allocation using Tables H, I, J and K below.

Table H: Drought Allocations when Total Supplies Available to the Wholesale Customers are Equal to 157.5 MGD

Projected SF RWS Wholesale Purchases	146.0 MGD	147.9 MGD	151.9 MGD	156.3 MGD	162.8 MGD
	Drought Allocation (MGD)				
Agency	**2025**	**2030**	**2030**	**2040**	**2045**
ACWD	7.68	7.68	7.68	7.68	8.82
Brisbane/GVMID	0.89	0.89	0.88	0.89	0.87
Burlingame	4.33	4.40	4.47	4.58	4.54
Coastside	1.40	1.38	1.36	1.33	1.28
CalWater Total	29.99	29.74	29.81	30.27	29.71
Daly City	3.57	3.52	3.49	3.46	3.32
East Palo Alto	1.88	1.95	2.10	2.49	2.80
Estero	4.07	4.11	4.18	4.23	4.24
Hayward	17.86	18.68	19.75	20.82	21.43
Hillsborough	3.26	3.25	3.26	3.26	3.15
Menlo Park	3.55	3.68	3.87	4.06	4.15
Mid-Peninsula	2.86	2.84	2.88	2.89	2.83
Millbrae	2.29	2.50	2.45	2.82	3.10
Milpitas	6.59	6.75	7.03	7.27	7.29
Mountain View	8.60	8.90	9.20	9.51	9.61
North Coast	2.34	2.33	2.34	2.34	2.27
Palo Alto	10.06	10.15	10.28	10.51	10.44
Purissima Hills	2.09	2.09	2.12	2.13	2.08
Redwood City	8.46	8.49	8.64	8.74	8.62
San Bruno	3.24	3.22	3.20	3.20	3.11
San José	4.50	4.50	4.50	4.50	4.35
Santa Clara	4.50	4.50	4.50	4.50	4.35
Stanford	2.01	2.18	2.35	2.53	2.61
Sunnyvale	9.16	9.30	10.70	11.44	11.71
Westborough	0.86	0.85	0.85	0.84	0.82
Wholesale Total	**146.0**	**147.9**	**151.9**	**156.3**	**157.5**

Table I: Drought Allocations when Total Supplies Available to the Wholesale Customers are Equal to 132.5 MGD

Projected SF RWS Wholesale Purchases	146.0 MGD	147.9 MGD	151.9 MGD	156.3 MGD	162.8 MGD
	Drought Allocation (MGD)				
Agency	**2025**	**2030**	**2030**	**2040**	**2045**
ACWD	6.97	6.88	6.91	6.91	8.20
Brisbane/GVMID	0.81	0.79	0.73	0.73	0.72
Burlingame	3.93	3.94	3.96	3.89	3.80
Coastside	1.27	1.24	1.22	1.20	1.19
CalWater Total	27.21	26.65	26.46	25.69	24.69
Daly City	3.24	3.15	3.04	3.01	2.98
East Palo Alto	1.70	1.75	1.97	2.30	2.62
Estero	3.69	3.68	3.76	3.87	3.77
Hayward	16.20	16.74	17.32	17.69	18.07
Hillsborough	2.96	2.92	2.90	2.75	2.56
Menlo Park	3.22	3.30	3.37	3.33	3.26
Mid-Peninsula	2.59	2.54	2.59	2.62	2.54
Millbrae	2.07	2.24	2.16	2.32	2.45
Milpitas	5.98	6.05	6.25	6.31	6.35
Mountain View	7.80	7.97	8.28	8.49	8.34
North Coast	2.12	2.09	2.11	2.11	2.11
Palo Alto	9.13	9.09	9.26	9.46	9.71
Purissima Hills	1.89	1.87	1.42	1.38	1.32
Redwood City	7.67	7.61	7.89	7.70	7.49
San Bruno	2.94	2.88	2.56	2.51	2.45
San José	4.08	4.03	3.03	2.91	2.76
Santa Clara	4.08	4.03	3.03	2.91	2.76
Stanford	1.82	1.95	2.06	2.13	2.16
Sunnyvale	8.31	8.33	9.46	9.51	9.43
Westborough	0.78	0.76	0.76	0.76	0.76
Wholesale Total	**132.5**	**132.5**	**132.5**	**132.5**	**132.5**

Table J: Drought Allocations when Total Supplies Available to the Wholesale Customers are Equal to 82.8 MGD

Projected SF RWS Wholesale Purchases	146.0 MGD	147.9 MGD	151.9 MGD	156.3 MGD	162.8 MGD
	Drought Allocation (MGD)				
Agency	**2025**	**2030**	**2030**	**2040**	**2045**
ACWD	4.36	4.30	4.19	4.07	4.64
Brisbane/GVMID	0.51	0.50	0.48	0.47	0.45
Burlingame	2.45	2.46	2.44	2.43	2.39
Coastside	0.79	0.77	0.74	0.71	0.68
CalWater Total	17.00	16.65	16.25	16.03	15.62
Daly City	2.02	1.97	1.90	1.83	1.75
East Palo Alto	1.06	1.09	1.14	1.32	1.47
Estero	2.31	2.30	2.28	2.24	2.23
Hayward	10.13	10.46	10.77	11.03	11.26
Hillsborough	1.85	1.82	1.78	1.73	1.66
Menlo Park	2.01	2.06	2.11	2.15	2.18
Mid-Peninsula	1.62	1.59	1.57	1.53	1.49
Millbrae	1.30	1.40	1.34	1.49	1.63
Milpitas	3.74	3.78	3.83	3.85	3.83
Mountain View	4.88	4.98	5.01	5.04	5.05
North Coast	1.33	1.30	1.28	1.24	1.19
Palo Alto	5.71	5.68	5.61	5.57	5.49
Purissima Hills	1.18	1.17	1.15	1.13	1.10
Redwood City	4.80	4.76	4.71	4.63	4.53
San Bruno	1.83	1.80	1.75	1.70	1.63
San José	2.55	2.52	2.45	2.38	2.29
Santa Clara	2.55	2.52	2.45	2.38	2.29
Stanford	1.14	1.22	1.28	1.34	1.37
Sunnyvale	5.19	5.21	5.83	6.06	6.16
Westborough	0.49	0.48	0.46	0.45	0.43
Wholesale Total	**82.8**	**82.8**	**82.8**	**82.8**	**82.8**

Table K: Drought Allocations when Total Supplies Available to the Wholesale Customers are Equal to 74.5 MGD

Projected SF RWS Wholesale Purchases	146.0 MGD	147.9 MGD	151.9 MGD	156.3 MGD	162.8 MGD
	Drought Allocation (MGD)				
Agency	**2025**	**2030**	**2030**	**2040**	**2045**
ACWD	3.92	3.87	3.77	3.66	4.17
Brisbane/GVMID	0.46	0.45	0.43	0.42	0.41
Burlingame	2.21	2.21	2.19	2.18	2.15
Coastside	0.71	0.70	0.67	0.64	0.61
CalWater Total	15.30	14.98	14.62	14.43	14.05
Daly City	1.82	1.77	1.71	1.65	1.57
East Palo Alto	0.96	0.98	1.03	1.19	1.32
Estero	2.08	2.07	2.05	2.02	2.00
Hayward	9.11	9.41	9.69	9.92	10.14
Hillsborough	1.66	1.64	1.60	1.55	1.49
Menlo Park	1.81	1.86	1.90	1.94	1.96
Mid-Peninsula	1.46	1.43	1.41	1.38	1.34
Millbrae	1.17	1.26	1.20	1.34	1.47
Milpitas	3.36	3.40	3.45	3.47	3.45
Mountain View	4.39	4.48	4.51	4.53	4.54
North Coast	1.19	1.17	1.15	1.12	1.07
Palo Alto	5.14	5.11	5.04	5.01	4.94
Purissima Hills	1.06	1.05	1.04	1.02	0.99
Redwood City	4.31	4.28	4.24	4.17	4.08
San Bruno	1.65	1.62	1.57	1.53	1.47
San José	2.30	2.27	2.21	2.14	2.06
Santa Clara	2.30	2.27	2.21	2.14	2.06
Stanford	1.03	1.10	1.15	1.21	1.24
Sunnyvale	4.67	4.69	5.25	5.45	5.54
Westborough	0.44	0.43	0.41	0.40	0.39
Wholesale Total	**74.5**	**74.5**	**74.5**	**74.5**	**74.5**

Common Language for Wholesale Customers about Rate Impacts of Water Shortages

The SFPUC includes a variable component to water rates for most customer classes. As a result, as sales decrease, revenues are lost on a per unit basis. Because the marginal cost of water production is relatively small, as production is reduced, the cost of service remains the same. For both retail and wholesale customers, a reduction in water purchases – whether voluntary or mandated – would require the SFPUC to raise rates, cut costs, or use existing fund balance reserves to cover its expenses. The financial planning and rate-setting process is complex and iterative. While major impacts of a water shortage on rates are described below, the full process, especially for large water shortages, would incorporate significant stakeholder discussion about tradeoffs and financial impacts.

The SFPUC's current retail water rates have a provision for a "drought surcharge" that automatically increases adopted rates in the event of a declared water shortage. The drought surcharge is calculated so that, accounting for the expected reduction in retail water usage, total revenues are equal to what they would have been without the reduction. The drought surcharge protects the SFPUC's financial stability during water shortages, and provides customers an incentive to meet conservation targets.

For wholesale customers, the rate-setting process is governed by the terms of the WSA, which provides that, in the event of a water shortage emergency, the Commission may adjust wholesale rates in an expedited way concurrently with the imposition of drought surcharges on retail customers. Beyond drought rate setting and emergency rate setting, rates are set annually in coordination with the SFPUC annual budget process and are based on the forecasted wholesale share of regional water system expenditures and total purchases. If wholesale customer usage is expected to decrease – either voluntarily, or due to shortages – this would be incorporated into the wholesale rate forecast, and rates may increase.

San Francisco Water Power Sewer
Services of the San Francisco Public Utilities Commission

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March 30, 2021

Danielle McPherson
Senior Water Resources Specialist
Bay Area Water Supply and Conservation Agency
155 Bovet Road, Suite 650
San Mateo, CA 94402

Dear Ms. McPherson,

Attached please find additional supply reliability modeling results conducted by the SFPUC. The SFPUC has conducted additional supply reliability modeling under the following planning scenarios:

- Projected supply reliability for years 2020 through 2045, assuming that demand is equivalent to the sum of the projected retail demands on the Regional Water System (RWS) and Wholesale Customer purchase request projections provided to SFPUC by BAWSCA on January 21st (see Table 1 below).
- Under the above demand conditions, projected supply reliability for scenarios both with and without implementation of the Bay-Delta Plan Amendment starting in 2023.

The SFPUC will be using this supply modeling in the text of its draft UWMP and moving the original modeling results into an appendix.

Table 1: Retail and Wholesale RWS Demand Assumptions Used for Additional Supply Reliability Modeling (mgd)

	2020	2025	2030	2035	2040	2045
Retail	66.5	67.2	67.5	68.6	70.5	73.7
Wholesale[1, 2]	132.1	146.0	147.9	151.9	156.3	162.8
Total	**198.6**	**213.2**	**215.4**	**220.5**	**226.8**	**236.5**

[1] Wholesale purchase request projections provided to the SFPUC by BAWSCA on January 21st, 2021
[2] Includes demands for Cities of San Jose and Santa Clara

Please note the following about the information presented in the attached tables:

London N. Breed
Mayor

Sophie Maxwell
President

Anson Moran
Vice President

Tim Paulson
Commissioner

Ed Harrington
Commissioner

Michael Carlin
Acting
General Manager

OUR MISSION: To provide our customers with high-quality, efficient and reliable water, power and sewer services in a manner that values environmental and community interests and sustains the resources entrusted to our care.

- Assumptions about infrastructure conditions remain the same as what was provided in our January 22nd letter.
- The Tier 1 allocations were applied to the RWS supplies to determine the wholesale supply, as was also described in the January 22nd letter; for any system-wide shortage above 20%, the Tier 1 split for a 20% shortage was applied.
- The SFPUC water supply planning methodology, including simulation of an 8.5-year design drought, is used to develop these estimates of water supply available from the RWS for five dry years. In each demand scenario for 2020 through 2045, the RWS deliveries are estimated using the standard SFPUC procedure, which includes adding increased levels of rationing as needed to balance the demands on the RWS system with available water supply. Some simulations may have increased levels of rationing in the final years of the design drought sequence, which can influence the comparison of results in the first five years of the sequence.
- Tables 7 and 8 in the attached document provide RWS and wholesale supply availability for the five-year drought risk assessment from 2021 to 2025. SFPUC's modeling approach does not allow for varying demands over the course of a dry year sequence. Therefore, the supply projections for 2021 to 2025 are based on meeting 2020 levels of demand. However, in years when the Bay-Delta Plan Amendment is not in effect, sufficient RWS supplies will be available to meet the Wholesale Customers' purchase requests assuming that they are between the 2020 and 2025 projected levels. This is not reflected in Tables 7 and 8 because SFPUC did not want to make assumptions about the growth of purchase requests between 2020 and 2025.

In our draft UWMP, we acknowledge that we have a Level of Service objective of meeting average annual water demand of 265 mgd from the SFPUC watersheds for retail and Wholesale Customers during non-drought years, as well as a contractual obligation to supply 184 mgd to the Wholesale Customers. Therefore, we will still include the results of our modeling based on a demand of 265 mgd in order to facilitate planning that supports meeting this Level of Service objective and our contractual obligations. The results of this modeling will be in an appendix to the draft UWMP. As will be shown in this appendix, in a normal year the SFPUC can provide up to 265 mgd of supply from the RWS. The RWS supply projections shown in the attached tables are more accurately characterized as supplies that will be used to meet projected retail and Wholesale Customer demands.

It is our understanding that you will pass this information on to the Wholesale Customers. If you have any questions or need additional information, please do not hesitate to contact Sarah Triolo, at striolo@sfwater.org or (628) 230 0802.

Sincerely,



Paula Kehoe
Director of Water Resources

Table 2: Projected Total RWS Supply Utilized and Portion of RWS Supply Utilized by Wholesale Customers in Normal Years [For Table 6-9]:

Year	2020	2025	2030	2035	2040	2045
RWS Supply Utilized (mgd)	198.6	213.2	215.4	220.5	226.8	236.5
RWS Supply Utilized by Wholesale Customers[a] (mgd)	132.1	146.0	147.9	151.9	156.3	162.8

[a] RWS supply utilized by Wholesale Customers is equivalent to purchase request projections provided to SFPUC by BAWSCA on January 21, 2021, and includes Cities of San Jose and Santa Clara.

Basis of Water Supply Data: With Bay-Delta Plan Amendment

Table 3a: Basis of Water Supply Data [For Table 7-1], Base Year 2020, With Bay-Delta Plan Amendment

Year Type	Base Year	RWS Volume Available (mgd)	% of Average Supply	Wholesale Volume Available (mgd)	Notes on Calculation of Wholesale Supply
Average year	2020	198.6	100%	132.1	
Single dry year		198.6	100%	132.1	
Consecutive 1st Dry year		198.6	100%	132.1	
Consecutive 2nd Dry year		198.6	100%	132.1	
Consecutive 3rd Dry year[1]		119.2	60%	74.5	• At shortages 20% or greater, wholesale allocation is assumed to be 62.5%
Consecutive 4th Dry year		119.2	60%	74.5	• Same as above
Consecutive 5th Dry year		119.2	60%	74.5	• Same as above

[1] Assuming this year represents 2023, when Bay Delta Plan Amendment would come into effect.

Table 3b: Basis of Water Supply Data [For Table 7-1], Base Year 2025, With Bay-Delta Plan Amendment

Year Type	Base Year	RWS Volume Available (mgd)	% of Average Supply	Wholesale Volume Available (mgd)	Notes on Calculation of Wholesale Supply
Average year	2025	213.2	100%	146.0	
Single dry year		149.2	70%	93.3	• At shortages 20% or greater, wholesale allocation is assumed to be 62.5%
Consecutive 1st Dry year		149.2	70%	93.3	• Same as above
Consecutive 2nd Dry year		127.9	60%	80.0	• Same as above
Consecutive 3rd Dry year		127.9	60%	80.0	• Same as above
Consecutive 4th Dry year		127.9	60%	80.0	• Same as above
Consecutive 5th Dry year		127.9	60%	80.0	• Same as above

Table 3c: Basis of Water Supply Data [For Table 7-1], Base Year 2030, With Bay-Delta Plan Amendment

Year Type	Base Year	RWS Volume Available (mgd)	% of Average Supply	Wholesale Volume Available (mgd)	Notes on Calculation of Wholesale Supply
Average year	2030	215.4	100%	147.9	
Single dry year		150.8	70%	94.2	• At shortages 20% or greater, wholesale allocation is assumed to be 62.5%
Consecutive 1st Dry year		150.8	70%	94.2	• Same as above
Consecutive 2nd Dry year		129.2	60%	80.8	• Same as above
Consecutive 3rd Dry year		129.2	60%	80.8	• Same as above
Consecutive 4th Dry year		129.2	60%	80.8	• Same as above
Consecutive 5th Dry year		129.2	60%	80.8	• Same as above

Table 3d: Basis of Water Supply Data [For Table 7-1], Base Year 2035, With Bay-Delta Plan Amendment

Year Type	Base Year	RWS Volume Available (mgd)	% of Average Supply	Wholesale Volume Available (mgd)	Notes on Calculation of Wholesale Supply
Average year	2035	220.5	100%	151.9	
Single dry year		154.4	70%	96.5	• At shortages 20% or greater, wholesale allocation is assumed to be 62.5%
Consecutive 1st Dry year		154.4	70%	96.5	• Same as above
Consecutive 2nd Dry year		132.3	60%	82.7	• Same as above
Consecutive 3rd Dry year		132.3	60%	82.7	• Same as above
Consecutive 4th Dry year		132.3	60%	82.7	• Same as above
Consecutive 5th Dry year		121.3	55%	75.8	• Same as above

Table 3e: Basis of Water Supply Data [For Table 7-1], Base Year 2040, With Bay-Delta Plan Amendment

Year Type	Base Year	RWS Volume Available (mgd)	% of Average Supply	Wholesale Volume Available (mgd)	Notes on Calculation of Wholesale Supply
Average year	2040	226.8	100%	156.3	
Single dry year		158.8	70%	99.2	• At shortages 20% or greater, wholesale allocation is assumed to be 62.5%
Consecutive 1st Dry year		158.8	70%	99.2	• Same as above
Consecutive 2nd Dry year		136.1	60%	85.1	• Same as above
Consecutive 3rd Dry year		136.1	60%	85.1	• Same as above
Consecutive 4th Dry year		120.2	53%	75.1	• Same as above
Consecutive 5th Dry year		120.2	53%	75.1	• Same as above

Table 3f: Basis of Water Supply Data [For Table 7-1], Base Year 2045, With Bay-Delta Plan Amendment

Year Type	Base Year	RWS Volume Available (mgd)	% of Average Supply	Wholesale Volume Available (mgd)	Notes on Calculation of Wholesale Supply
Average year	2045	236.5	100%	162.8	
Single dry year		141.9	60%	88.7	• At shortages 20% or greater, wholesale allocation is assumed to be 62.5%
Consecutive 1st Dry year		141.9	60%	88.7	• Same as above
Consecutive 2nd Dry year		141.9	60%	88.7	• Same as above
Consecutive 3rd Dry year		141.9	60%	88.7	• Same as above
Consecutive 4th Dry year		120.6	51%	75.4	• Same as above
Consecutive 5th Dry year		120.6	51%	75.4	• Same as above

Table 3g: Projected RWS Supply Availability [Alternative to Table 7-1], Years 2020-2045, With Bay-Delta Plan Amendment

Year	2020	2025	2030	2035	2040	2045
Average year	100%	100%	100%	100%	100%	100%
Single dry year	100%	70%	70%	70%	70%	60%
Consecutive 1st Dry year	100%	70%	70%	70%	70%	60%
Consecutive 2nd Dry year	100%	60%	60%	60%	60%	60%
Consecutive 3rd Dry year[1]	60%	60%	60%	60%	60%	60%
Consecutive 4th Dry year	60%	60%	60%	60%	53%	51%
Consecutive 5th Dry year	60%	60%	60%	55%	53%	51%

[1] Assuming that at base year 2020, this year represents 2023, when Bay Delta Plan Amendment would come into effect.

Basis of Water Supply Data: Without Bay-Delta Plan Amendment

Table 4a: Basis of Water Supply Data [For Table 7-1], Base Year 2020, Without Bay-Delta Plan Amendment

Year Type	Base Year	RWS Volume Available (mgd)	% of Average Supply	Wholesale Volume Available (mgd)	Notes on Calculation of Wholesale Supply
Average year	2020	198.6	100%	132.1	
Single dry year		198.6	100%	132.1	
Consecutive 1st Dry year		198.6	100%	132.1	
Consecutive 2nd Dry year		198.6	100%	132.1	
Consecutive 3rd Dry year		198.6	100%	132.1	
Consecutive 4th Dry year		198.6	100%	132.1	
Consecutive 5th Dry year		198.6	100%	132.1	

Table 4b: Basis of Water Supply Data [For Table 7-1], Base Year 2025, Without Bay-Delta Plan Amendment

Year Type	Base Year	RWS Volume Available (mgd)	% of Average Supply	Wholesale Volume Available (mgd)	Notes on Calculation of Wholesale Supply
Average year	2025	213.2	100%	146.0	
Single dry year		213.2	100%	146.0	
Consecutive 1st Dry year		213.2	100%	146.0	
Consecutive 2nd Dry year		213.2	100%	146.0	
Consecutive 3rd Dry year		213.2	100%	146.0	
Consecutive 4th Dry year		213.2	100%	146.0	
Consecutive 5th Dry year		213.2	100%	146.0	

Table 4c: Basis of Water Supply Data [For Table 7-1], Base Year 2030, Without Bay-Delta Plan Amendment

Year Type	Base Year	RWS Volume Available (mgd)	% of Average Supply	Wholesale Volume Available (mgd)	Notes on Calculation of Wholesale Supply
Average year	2030	215.4	100%	147.9	
Single dry year		215.4	100%	147.9	
Consecutive 1st Dry year		215.4	100%	147.9	
Consecutive 2nd Dry year		215.4	100%	147.9	
Consecutive 3rd Dry year		215.4	100%	147.9	
Consecutive 4th Dry year		215.4	100%	147.9	
Consecutive 5th Dry year		215.4	100%	147.9	

Table 4d: Basis of Water Supply Data [For Table 7-1], Base Year 2035, Without Bay-Delta Plan Amendment

Year Type	Base Year	RWS Volume Available (mgd)	% of Average Supply	Wholesale Volume Available (mgd)	Notes on Calculation of Wholesale Supply
Average year	2035	220.5	100%	151.9	
Single dry year		220.5	100%	151.9	
Consecutive 1st Dry year		220.5	100%	151.9	
Consecutive 2nd Dry year		220.5	100%	151.9	
Consecutive 3rd Dry year		220.5	100%	151.9	
Consecutive 4th Dry year		220.5	100%	151.9	
Consecutive 5th Dry year		220.5	100%	151.9	

Table 4e: Basis of Water Supply Data [For Table 7-1], Base Year 2040, Without Bay-Delta Plan Amendment

Year Type	Base Year	RWS Volume Available (mgd)	% of Average Supply	Wholesale Volume Available (mgd)	Notes on Calculation of Wholesale Supply
Average year	2040	226.8	100%	156.3	
Single dry year		226.8	100%	156.3	
Consecutive 1st Dry year		226.8	100%	156.3	
Consecutive 2nd Dry year		226.8	100%	156.3	
Consecutive 3rd Dry year		226.8	100%	156.3	
Consecutive 4th Dry year		226.8	100%	156.3	
Consecutive 5th Dry year		226.8	100%	156.3	

Table 4f: Basis of Water Supply Data [For Table 7-1], Base Year 2045, Without Bay-Delta Plan Amendment

Year Type	Base Year	RWS Volume Available (mgd)	% of Average Supply	Wholesale Volume Available (mgd)	Notes on Calculation of Wholesale Supply
Average year	2045	236.5	100%	162.8	
Single dry year		236.5	100%	162.8	
Consecutive 1st Dry year		236.5	100%	162.8	
Consecutive 2nd Dry year		236.5	100%	162.8	
Consecutive 3rd Dry year		236.5	100%	162.8	
Consecutive 4th Dry year		212.8	90%	139.1	• At a 10% shortage level, the wholesale allocation is 64% of available supply • The retail allocation is 36% of supply, which resulted in a positive allocation to retail of 2.9 mgd, which was re-allocated to the Wholesale Customers
Consecutive 5th Dry year		212.8	90%	139.1	• Same as above

Table 4g: Projected RWS Supply [Alternative to Table 7-1], Years 2020-2045, Without Bay-Delta Plan Amendment

Year	2020	2025	2030	2035	2040	2045
Average year	100%	100%	100%	100%	100%	100%
Single dry year	100%	100%	100%	100%	100%	100%
Consecutive 1st Dry year	100%	100%	100%	100%	100%	100%
Consecutive 2nd Dry year	100%	100%	100%	100%	100%	100%
Consecutive 3rd Dry year	100%	100%	100%	100%	100%	100%
Consecutive 4th Dry year	100%	100%	100%	100%	100%	90%
Consecutive 5th Dry year	100%	100%	100%	100%	100%	90%

Supply Projections for Consecutive Five Dry Year Sequences

Table 5: Projected Multiple Dry Years Wholesale Supply from RWS [For Table 7-4], With Bay-Delta Plan Amendment

	2025	2030	2035	2040	2045
First year	93.3	94.2	96.5	99.2	88.7
Second year	80.0	80.8	82.7	85.1	88.7
Third year	80.0	80.8	82.7	85.1	88.7
Fourth year	80.0	80.8	82.7	75.1	75.4
Fifth year	80.0	80.8	75.8	75.1	75.4

Table 6: Projected Multiple Dry Years Wholesale Supply from RWS [For Table 7-4], Without Bay-Delta Plan Amendment

	2025	2030	2035	2040	2045
First year	146.0	147.9	151.9	156.3	162.8
Second year	146.0	147.9	151.9	156.3	162.8
Third year	146.0	147.9	151.9	156.3	162.8
Fourth year	146.0	147.9	151.9	156.3	139.1
Fifth year	146.0	147.9	151.9	156.3	139.1

Table 7: Projected Regional Water System Supply for 5-Year Drought Risk Assessment [For Table 7-5], With Bay-Delta Plan Amendment. This table assumes Bay Delta Plan comes into effect in 2023.

Year	2021	2022	2023	2024	2025
RWS Supply (mgd)	198.6	198.6	119.2	119.2	119.2
Wholesale Supply (mgd)	132.1	132.1	74.5	74.5	74.5

Table 8: Projected Regional Water System Supply for 5-Year Drought Risk Assessment [For Table 7-5], Without Bay Delta Plan

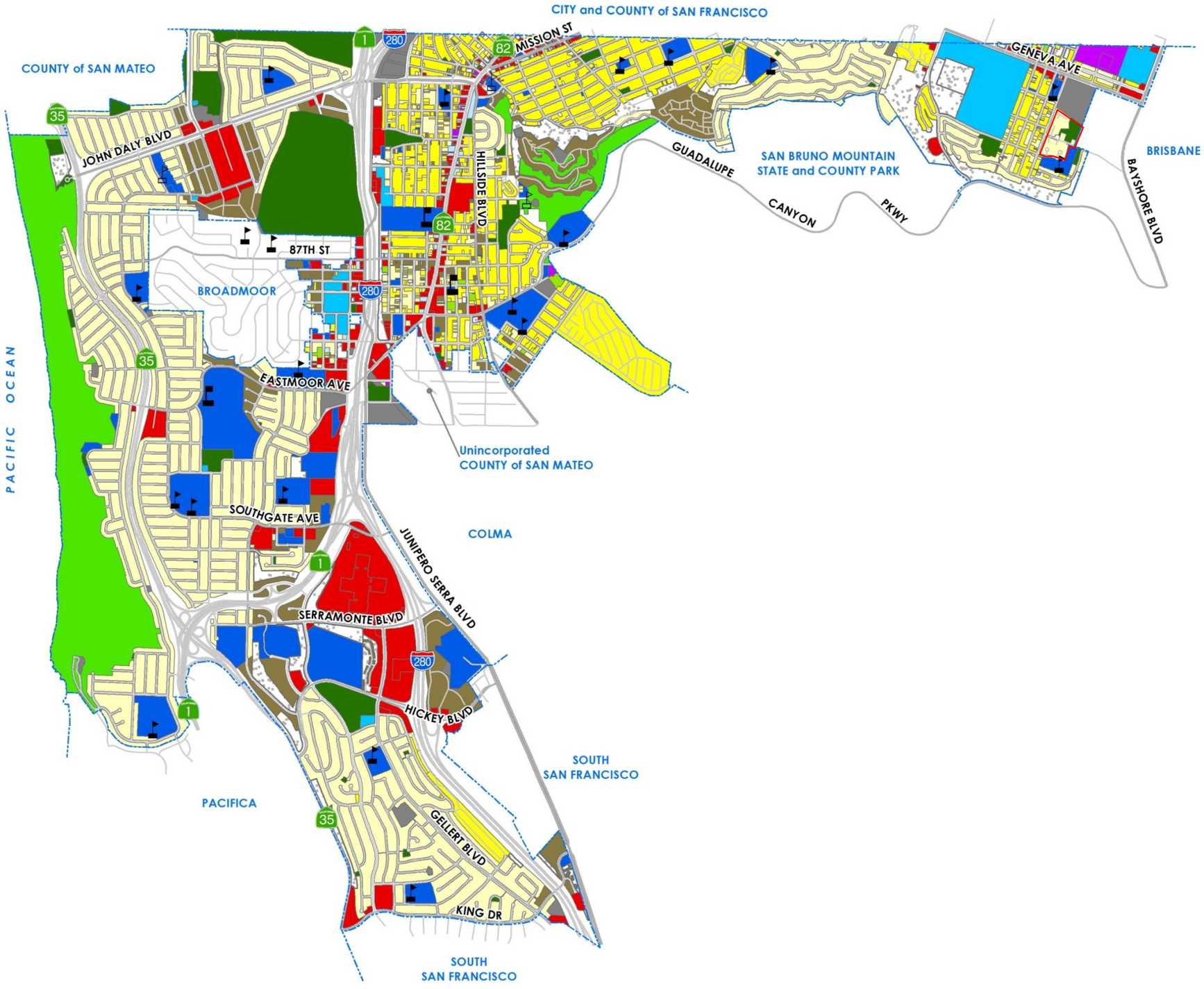
Year	2021	2022	2023	2024	2025
RWS Supply (mgd)	198.6	198.6	198.6	198.6	198.6
Wholesale Supply (mgd)	132.1	132.1	132.1	132.1	132.1

Appendix B: Figure LUE-1, Existing Land Use and Figure LUE-3, Future Land Use, in the Daly City 2030 General Plan

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Figure LUE-1

EXISTING LAND USE



- Residential Low Density
- Residential Medium Density
- Residential High Density
- Agriculture
- Industrial
- Commercial
- Public
- Institutional
- Public Utilities
- Recreation
- Open Space
- Mixed Use
- Neighborhood
- Other

CITY OF DALY CITY

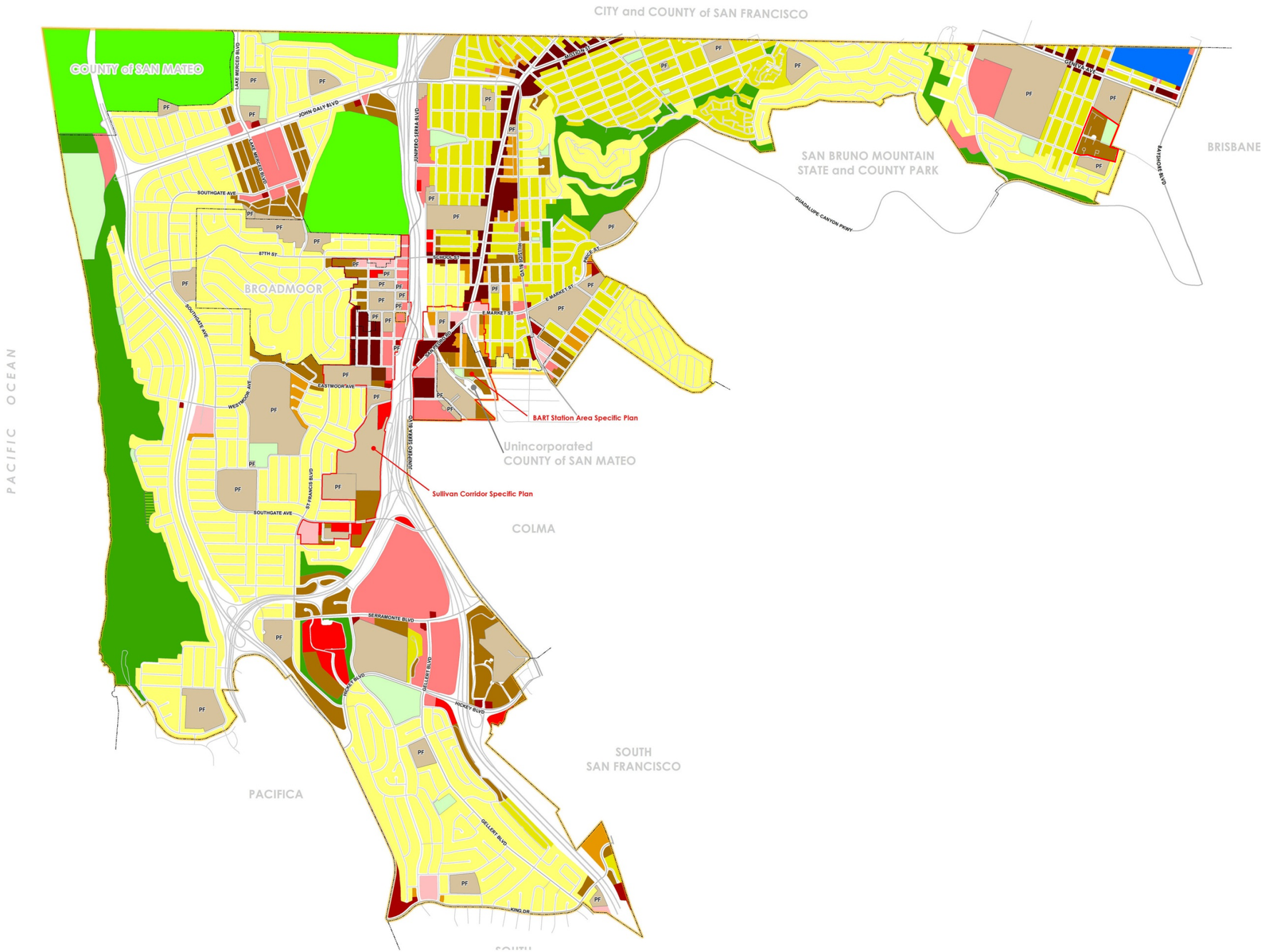
LAND USE ELEMENT

NORTH

0 0.5 1 1.5 miles

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Figure LUE-3
FUTURE LAND USE



Residential

- Residential Open Space (R-OS)
- Low Density (R-LD)
- Medium-Low Density (R-MLD)
- Medium Density (R-MD)
- High Density (R-HD)
- Very High Density (R-VHD)

Recreation and Open Space

- Public Park (PP)
- Private Recreation (PR)
- Open Space Preservation (OSP)

Commercial

- Neighborhood (C-N)
- Retail and Office (C-RO)
- Office (C-O)
- Service (C-S)
- Mixed Use (C-MU)

- Industrial (I)

Public & Institutional Facilities

- B BART (BART)
- CEM Cemeteries (CEM)
- PF Public Facilities (PF)
- H Hospitals (H)

- Sphere of Influence

CITY OF DALY CITY
LAND USE ELEMENT

- Residential Low Density
- Residential Medium Density
- Residential High Density
- Agriculture
- Industrial
- Commercial
- Public
- Institutional
- Public Utilities
- Recreation
- Open Space
- Mixed Use
- Neighborhood
- Other

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Appendix C: JUHSD Phasing Plan

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MEMORANDUM

Date: April 21, 2021 **BKF Job Number:** 20190078

To: To whom it may concern, City of Daly City

Cc: Alan Katz, Brookwood Group

From: Tim Heffernan

Subject: Jefferson Union High School District – Master Plan
Water System Modeling Request

Jefferson Union High School District is planning a Master Plan for the expansion of the Workforce Housing District located at 699 Serramonte Boulevard in the City of Daly City. The project improvements include new high density residential buildings, a mixed-use building, pedestrian pathways, landscaping, surface parking, and utilities. The project will include the removal of an existing school building, modular buildings, and its corresponding existing parking lot and roadways.

Existing Water System

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. Figure 1 shows the existing water system within the development area (refer to Attachment 1 for city maps). The existing domestic water system for the school campus is fed by a 3" service near the main entrance off Serramonte Blvd while the existing fire service for the campus is served from an 8" line from Callan Blvd. The existing Jefferson Union High School District Workforce Housing project is fed from the existing 10 inch main.

Proposed Water System

The onsite water system consists of both public and private water facilities. As part of the approval process the city has been engaged to perform additional studies including a Water Supply Assessment and a System Capacity Study to assess the City's ability to serve the project. Public water mains will be constructed in the private streets and will connect to existing infrastructure recently constructed with the Workforce Housing project, intercept the existing system at Campus Drive, and serve the proposed development.

To accommodate the proposed development the 10" water main constructed with the Workforce Housing project will be relocated to West Drive and provide the same loop between Campus Drive and Serramonte Boulevard. The relocated main will connect to the existing mains in Campus Drive and North Drive and serve Parcel F. The 10" water main in East Drive will connect to the existing mains in Campus Drive and North Drive and Serve Parcels C1, C2 and D.

The Public water mains will be located in a Public Utility Easement to be dedicated to the city. Private onsite water facilities will be owned and maintained by the owner. The public and private water systems will consist of pipes, valves, hydrants, meters, and backflows.

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:

- **Phase I** is the development of Parcel B housing, retail, overlook park, portions of North Drive, north side of North Access Way and associated utility improvements.
- **Phase II** is the development of Parcel C affordable housing, Headstart, 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, the remaining portion of North Drive, and associated utility improvements. Parcel E or Parcel F may develop independently and in any order.

It is anticipated the below grade utilities will be constructed with the associated surface improvements for any given phase. Surface improvements will be constructed to the build-out condition where possible but at a minimum will accommodate a road network to provide pedestrian, bicycle, vehicular, and emergency vehicle access for each parcel. In addition, utility infrastructure, including but not limited to, water, sewer, storm drainage, stormwater treatment will be installed to support the current phase or future phases of development.

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

Water Generation Calculations

We understand the City establishes water demand numbers for different types of building uses. We have provided a summary of the existing and proposed building type, areas, and number of units. Table 1 identifies the existing demands. Table 2 identifies the proposed building type and areas. Table 3 identifies the area of existing irrigated landscape area to be removed and the area of proposed irrigated landscape area to be constructed with the new project. 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.

Table 1 - Existing Demands

Building	Type	Area	Levels
(Description)		(sf)	(ea)
School Site	School	154,046	1
Modular 1	School	7,283	1
Modular 2	School	1,448	1
Modular 3	School	1,451	1
Modular 4	School	4,588	1
Total		**168,816**	

Table 2A – Proposed Demands Low Rise Option

	Building	Type	Approximate Area with Standard Parking	Approximate Area-assuming 50% of the Area is Puzzle Lifts	Unit Count	Levels (Assumes Puzzle Lifts for 1/2 of the parking area)	Construction Type
	(Description)		(sf)	(sf)	(ea)	(ea)	(Type)
Phase 1	Parcel B	Apartment	Not Applicable	231,150	201	5	III-A
		Retail/Restaurant (located at grade in parking structure)		24,427	-	0	I-A
		Parking (including 40 spaces for Retail)(Standard)		54,338	345	2	
		Parking (including 40 spaces for Retail)(Puzzle Lift)		54,338			I-A
	Sub-Total Parcel B			**364,252**		**7**	
Phase 2	Parcels C1/C2	Apartment	115,000	115,000	100	5	III-A
		HeadStart (located either in podium or stand-alone)	1,400	1,400	-	0	I-A / III-A*
		Parking (Standard)	45,000	17,500	100	2	
		Parking (Puzzle Lift)		17,500			I-A
	Sub-Total Parcel C		**161,400**	**151,400**		**7**	
	Parcel D	Apartment	276,000	276,000	240	5	III-A
		Parking (Standard)	149,400	56,700	360	2	
		Parking (Puzzle Lift)		56,700			I-A
	Sub-Total Parcel D		**425,400**	**389,400**		**7**	
Phase 3	Parcel E	Apartment	276,000	276,000	240	5	III-A
		Parking (Standard)	149,400	56,700	360	2	
		Parking (Puzzle Lift)		56,700			I-A
	Sub-Total Parcel E		**425,400**	**389,400**		**7**	
	Parcel F	Apartment	381,800	381,800	332	5	III-A
		Parking (Standard)	206,670	78,435	498	2	
		Parking (Puzzle Lift)		78,435			I-A
	Sub-Total Parcel F		**588,470**	**538,670**		**7**	
	Total Residential		**1,279,950**	**1,279,950**	**1,113**		
	Total Other (Retail/General Office/Preschool)		**25,827**	**25,827**			
	Total Parking		**659,145**	**527,345**	**1,663**		
	Total		**1,964,922**	**1,833,122**			

Table 2B – Proposed Demands High Rise Option

	Building	Type	Approximate Area with Standard Parking	Approximate Area--assuming 50% of the Area is Puzzle Lifts	Unit Count	Levels (Assumes Puzzle Lifts for 1/2 of the parking area)	Construction Type
	(Description)		(sf)	(sf)	(ea)	(ea)	(Type)
Phase 1	Parcel B	Apartment	Refer to Low Rise Option				
		Retail/Restaurant (located at grade in parking structure)					
		Parking (including 40 spaces for Retail)(Standard)					
		Parking (including 40 spaces for Retail)(Puzzle Lift)					
	Sub-Total Parcel B						
Phase 2	Parcels C1/C2	Apartment	Refer to Low Rise Option				
		HeadStart (located either in podium or stand-alone)					
		Parking (Standard)					
		Parking (Puzzle Lift)					
	Sub-Total Parcel C						
	Parcel D	Apartment	309,350	309,350	269	11	I-A
		Parking (Standard)	167,453	63,551	404	3	
		Parking (Puzzle Lift)		63,551			I-A
	Sub-Total Parcel D		**476,803**	**436,453**		**14**	
Phase 3	Parcel E	Apartment	379,500	379,500	330	11	I-A
		Parking (Standard)	205,425	77,963	495	3	
		Parking (Puzzle Lift)		77,963			I-A
	Sub-Total Parcel E		**379,500**	**457,463**		**14**	
	Parcel F	Apartment	391,000	391,000	340	11	I-A
		Parking (Standard)	211,650	80,325	510	3	
		Parking (Puzzle Lift)		80,325			I-A
	Sub-Total Parcel F		**602,650**	**551,650**		**14**	
	Total Residential		**1,426,000**	**1,426,000**	**1,240**		
	Total Other (Retail/General Office/Preschool)		**25,827**	**25,827**			
	Total Parking		**738,203**	**587,353**	**1,854**		
	Total		**2,190,030**	**2,039,180**			

Table 3: Irrigated Landscape Areas

Existing (sf)	Proposed (sf)
221,560	176,900

SERRAMONTE BLVD

CONNECT TO EXIST 6" W

(E) 6" PUBLIC W

CALLAN BLVD

ENTRY DRIVE

[E] APARTMENTS

[E] PARKING

[E] PARKING

[E] PARKING

(E) 10" W (PUBLIC)

[E] COMCAST BLDG

[E] MODULAR 1

[E] MODULAR 2

[E] MODULAR 3

[E] MODULAR 4

(E) 10" W (PUBLIC)

EXIST 12" W (PUBLIC)

EXIST SCHOOL BUILDING

(E) 10" W (PUBLIC)

EXIST 10" W (PUBLIC)

CAMPUS DR

ABBREVIATIONS
(E) EXISTING
(P) PROPOSED
W WATER

DRAWING NAME: K:\2018\180823_Jefferson_UHSD\ENG\EXHIBITS\UHSD-MP-Utl_tr-EX.dwg (W-01)
PLOT TIME: 04-19-21 3:10pm PLOTTED BY: burn

JUHSD PRECISE PLAN
Daly City, California

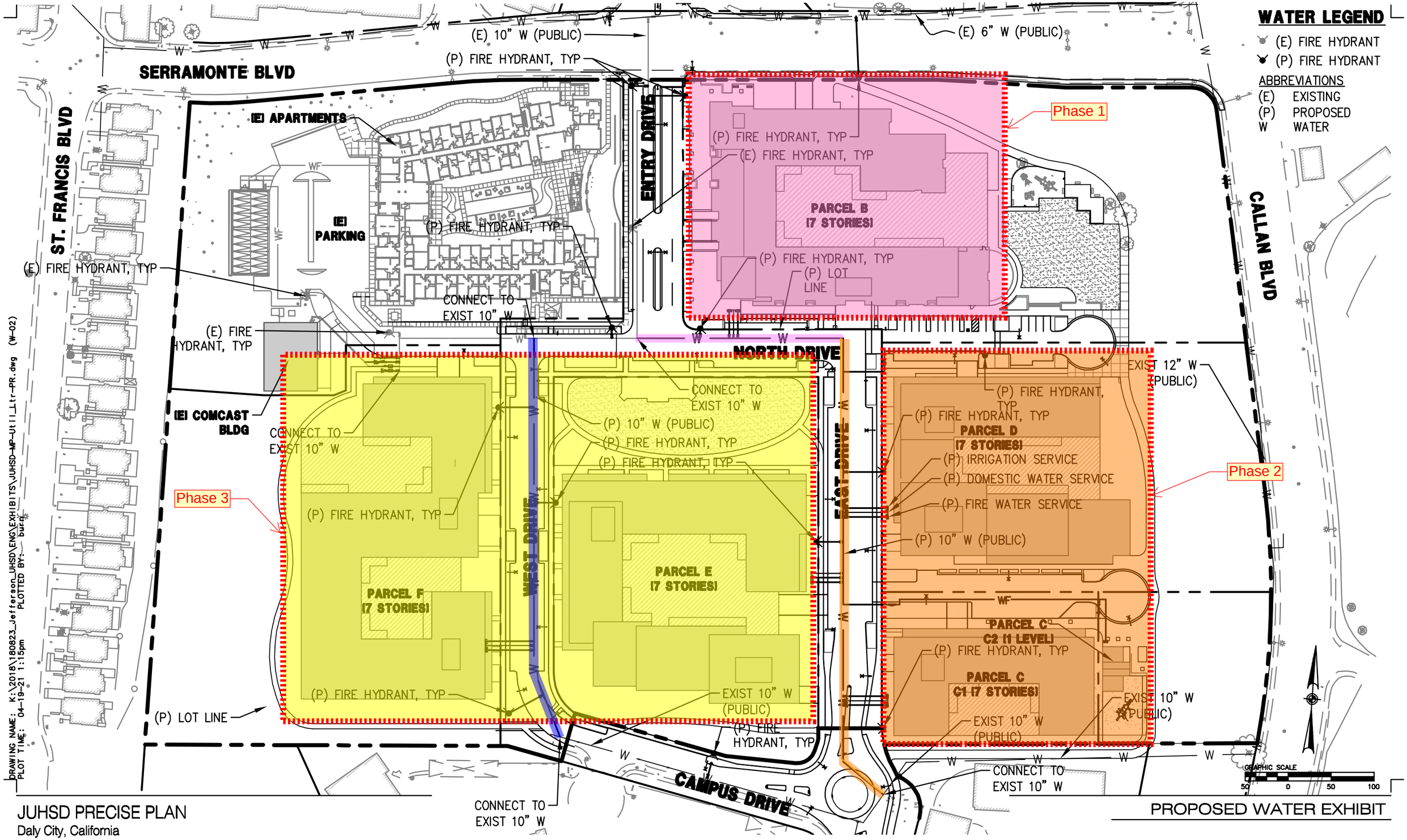
BkF ENGINEERS / SURVEYORS / PLANNERS

255 SHORELINE DRIVE
SUITE 200
REDWOOD CITY, CA 94065

GRAPHIC SCALE
50 0 50 100

EXISTING WATER EXHIBIT

Drawn By	TEAM	Date	04.21.2021
Scale	1"=100'	Sheet No.	FIG-1
Job No.	20180823		



DRAWING NAME: K:\2018\180823_Jefferson_UHSD\ENG\EXHIBITS\JUHSD-MP-Util_tr-PR.dwg (W-02)
PLOT TIME: 04-19-21 1:15pm PLOTTED BY: burg

JUHSD PRECISE PLAN
Daly City, California

BkF ENGINEERS / SURVEYORS / PLANNERS
255 SHORELINE DRIVE
SUITE 200
REDWOOD CITY, CA 94065

PROPOSED WATER EXHIBIT

Drawn By	TEAM	Date	04.21.2021
Scale	1"=100'	Sheet No.	FIG-2
Job No.	20180823		

Appendix D: South Westside Basin GWMP

The *South Westside Basin GWMP (*WRIME, 2012) provides a framework for the sustainable use of the South Westside Basin. The report is also available online at: http://sfwater.org/

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Memorandum of Agreement – September 2017
South Westside Basin Groundwater Sustainability Plan

Parties

This Memorandum of Agreement ("MOA") dated November 8, 2017 is entered into among the Cities of San Bruno and Daly City and the California Water Service Company ("Cal Water"); collectively referred to as the "Parties." Together, the Parties intend to develop a Groundwater Sustainability Plan ("GSP") over a portion of the Westside Basin pursuant to the Sustainable Groundwater Management Act ("Act" or "SGMA").

Recitals

WHEREAS, on September 16, 2014 Governor Jerry Brown signed into law Senate Bills 1168 and 1319 and Assembly Bill 1739, known collectively as the Sustainable Groundwater Management Act; and

WHEREAS, the Act went into effect on January 1, 2015; and

WHEREAS, the legislative intent of the Act is to provide sustainable management of groundwater basins, to enhance local management of groundwater, to establish minimum standards for sustainable groundwater management, and to provide local groundwater agencies with the authority and the technical and financial assistance necessary to sustainably manage groundwater; and

WHEREAS, the Parties are public agencies and a regulated private utility overlying or purveying water to portions of South Westside Basin, the San Mateo County portion of the Westside Basin, a basin defined by California Department of Water Resources' ("DWR") Bulletin 118 and designated as a very low priority basin by DWR; and

WHEREAS, pursuant to the Act, at Water Code Section 10723.6(b), a water corporation regulated by the Public Utilities Commission or a mutual water company may participate in a Groundwater Sustainability Agency ("GSA") through a memorandum of agreement or other legal agreement.

WHEREAS, the Parties are seeking to voluntarily prepare a GSP for coordinated groundwater management and compliance in their designated service area in the Westside Basin; and

WHEREAS, the San Francisco Public Utilities Commission ("SFPUC") has developed a draft GSP for the portion of the Westside Basin within the City and County of San Francisco, assisting in SGMA compliance for that portion of the Westside Basin; and

WHEREAS, the Parties are proactively developing and implementing a single GSP to sustainably manage the portion of the Westside Basin within northern San Mateo County pursuant to section 10727 et seq. of the Act even though the Westside Basin is currently designated as very low priority;

WHEREAS, the City of Daly City received a Local Groundwater Assistance Fund Grant in the amount of $249,998 from DWR pursuant to AB303 Local Groundwater Assistance Grant Agreement No. 4600001810 to fund preparation of the Westside Basin Groundwater Flow Model, version 1.0 and install

three (3) seawater sentinel monitoring wells with DWR acknowledgement of project completion on 05/14/2003; and

WHEREAS, the City of San Bruno received a Local Groundwater Assistance Fund Grant in the amount of $249,870 from DWR pursuant to AB303 Local Groundwater Assistance Grant Agreement No. 4600004141 to fund the installation of groundwater monitoring wells in the South Westside Basin with DWR acknowledgement of project completion on 05/17/2007; and

WHEREAS, the City of San Bruno received a Local Groundwater Assistance Fund Grant in the amount of $209,908 from DWR pursuant to AB303 Local Groundwater Assistance Grant Agreement No. 4600008200 to fund preparation of a groundwater management plan for the South Westside Basin adopted by the City Council of the City of San Bruno by Resolution No. 2012-44 on July 10, 2012 and adopted by the City Council of the Daly City by Resolution No. 12-117 on August 13, 2012; and

WHEREAS, the City of San Bruno received a Local Groundwater Assistance Fund Grant in the amount of $224,694 from DWR pursuant to AB303 Local Groundwater Assistance Grant Agreement No. 4600010353 to fund a shallow groundwater study for the South Westside Basin with DWR acknowledgement of grant obligations being fulfilled on 03/16/17; and

WHEREAS, in furtherance of improved management of the Westside Basin, the Parties, along with the SFPUC, entered into an "Agreement for Groundwater Storage and Recovery from the Southern Portion of the Westside Basin," dated December 16, 2014; and

WHEREAS, in furtherance of improved understanding of the Westside Basin, the Parties, along with the SFPUC , cooperated with the development and distribution of Version 4.1 of the Westside Basin Groundwater Model, dated March 2017; and

WHEREAS, the Parties recognize they will ultimately need to coordinate their respective efforts with the SFPUC to combine their respective GSP's into a single GSP for the Westside Basin;

NOW, THEREFORE, in consideration of the mutual obligations set forth herein, the Parties hereby agree as follows:

Section 1: Purpose and Authorities

This MOA is entered into by the Parties for the purpose of preparing a single GSP for the South Westside Basin and subsequent framework to develop and implement a single GSA to sustainably manage the Westside Basin that complies with the requirements set forth in the Act.

Section 2: Definitions

When used in this MOA, the following terms, whether used in the singular or plural, when used with initial capitalization shall have the meanings set forth below:

1. **Act or SGMA:** refers to the Sustainable Groundwater Management Act, California Water Code section 10720 et seq.

2. **Core Team:** refers to the working group for water purveyors that currently utilize groundwater as a municipal potable water supply in the South Westside Basin, which is created in Section 3 of this MOA.
4. **Groundwater Sustainability Agency ("GSA"):** refers to the Agency, defined by the Act, responsible for implementing the Act's provisions.
5. **Groundwater Sustainability Plan ("GSP"):** refers to the basin plan for the South Westside Basin the Parties to this MOA are seeking to develop and implement pursuant to the Act.
6. **Memorandum of Agreement ("MOA"):** refers to this agreement.
7. **South Westside Basin**: refers to the portion of the groundwater basin within northern San Mateo County the Parties overlie, identified in DWR's Bulletin 118, as part of Groundwater Basin Number 2-35, Westside Groundwater Basin as shown in Attachment 1.

Section 3: Agreement

I. Establishment of the South Westside Basin GSP Core Team.

A. Establishment of the GSP Core Team.

1. The Parties hereby establish the GSP Core Team.
2. The Core Team will consist of one representative from each Party to this MOA that currently uses groundwater in the South Westside Basin as a drinking water supply for retail uses within the South Westside Basin: the City of Daly City, the City of San Bruno, and Cal Water.
3. Each Core Team member's compensation for their service on the Core Team is the responsibility of the appointing Party.
4. Each Core Team member serves at the pleasure of their appointing Party and may be removed by their appointing Party at any time. A Party must notify all other Parties to this MOA in writing within thirty (30) calendar days after that Party elects to replace its Core Team member.
5. The Core Team will meet periodically as needed to carry out the activities described below, and as more fully described in Subpart B, below. The Core Team will prepare and maintain minutes of its meetings.
6. The Core Team shall:
    a. Develop and implement, a stakeholder participation plan that involves the public and area stakeholders in developing and implementing the GSP.
    b. Develop a process to direct and coordinate GSP activities, which may include the development, planning, financing, environmental review, permitting, implementation, and long-term monitoring of the GSP.

B. Core Team Meetings.

1. The Core Team will establish a meeting schedule for regular meetings to discuss the GSP development and implementation activities, assignments, and ongoing work progress.
2. The Core Team may establish and schedule meetings of subcommittees as it sees fit to coordinate development and implementation of the GSP.
3. Attendance at all Core Team meetings may be augmented to include staff or consultants to ensure that the appropriate expertise is available.
4. The Core Team will meet at least bi-annually, or more frequently as needed, to provide status updates and discuss matters covered in this MOA.

C. Establishment of other Advisory Committees.

1. The Parties may establish Advisory Committees as appropriate to obtain technical input to GSP activities from relevant land use authorities and other interested parties within the South Westside Basin. A Stakeholder Coordinating Committee that includes the Parties and additional stakeholders in

the South Westside Basin may be established by a separate agreement and incorporated by reference to this MOA.

II. Roles and Responsibilities of the Parties.

A. The Parties will work jointly to meet the objectives of this MOA.

B. The Parties will appoint representatives to the Core Team as each Party deems appropriate.

C. The Parties are each responsible for implementing the GSP in their respective service areas to the fullest extent allowed by law.

D. The Parties will coordinate all activities related to fulfillment of the objectives of this MOA. The Parties shall cooperate with one another and work as efficiently as possible in the pursuit of all activities and decisions described in this MOA and those that are not particularly described but which are related to or arise out of the activities that are best decided by unanimous approval by the Core Team.

E. Coordinated by the Core Team, the Parties will participate in public outreach and stakeholder engagement in the development and implementation of the GSP.

F. As requested by the Core Team, each of the Parties will provide expertise, guidance, and information on those matters for which it has specific expertise or authority, as needed to carry out the objectives of this MOA.

G. After execution of this MOA, the Core Team shall develop a scope of work ("scope") that describes the anticipated tasks to be performed under this MOA and a schedule for performing said tasks. The scope and schedule shall become part of this MOA through reference. The scope will be referred and amended as necessary to conform to developing information, permitting, and other requirements. Therefore, this scope may be revised from time to time upon unanimous agreement of the Core Team without constituting an amendment to this MOA.

H. The Parties will provide support to the Core Team by contributing staff time, information, and facilities within available resources.

III. MOA Funding.

Upon approval by all of the Core Team members, the Core Team members may elect to mutually develop an amended budget and cost sharing agreement for any additional work to be undertaken by this MOA. The terms and conditions applicable to the budget and cost sharing agreement shall be set forth in an amendment to this MOA. Both the budget and cost sharing agreement shall be unanimously approved by the Parties prior to any financial expenditures or incurrence of any financial obligations or liabilities by the Core Team.

IV. Interagency Communication and Providing Proper Notice.

A. *Interagency Communication.* To provide for consistent and effective communication between Parties, each Party agrees to designate their Core Team representative as their central point of contact on matters relating to this MOA. Additional representatives may be appointed to serve as points of contact on specific actions or issues.

B. *Notices.* All notices and other communications required under this MOA shall be in writing, and shall be deemed to have been duly given upon the date of service, if (a) served personally on the Party to whom notice is being given; (b) sent by electronic mail, and the Party to whom notice is to be given confirms receipt; or (c) on the third day after mailing, if mailed to the Party to whom notice is to be given by first-class mail, postage pre-paid, and properly addressed to the designative representatives as follows:

To Cal Water: California Water Service Company
341 North Delaware Street
San Mateo, CA 94401-1727
Attn: District Manager
Phone: (650) 558-7800

To San Bruno: City of San Bruno
Public Works Department – Engineering Division
567 El Camino Real
San Bruno, CA 94066
Attn: Public Works Director/City Engineer
Phone: (650) 616-7065

To Daly City: City of Daly City
Department of Water and Wastewater Resources
153 Lake Merced Boulevard
Daly City, CA 94015
Attn: Director of Water and Wastewater Resources
Phone: (650) 991-8200

V. Termination and Withdrawal.

A. *Terminating the Agreement.* This MOA may be terminated upon unanimous written consent of all the Parties.

B. *Withdrawal.* A Party may unilaterally withdraw from this MOA without causing or requiring termination of the MOA, effective upon thirty (30) days written notice to the remaining Parties' designated addresses as listed in section IV (B), Notices, above. A withdrawing Party shall be responsible for its share of financial obligations incurred under this MOA and the adopted budget prior to the effective date of withdrawal, unless otherwise approved in writing by the Parties following the receipt of all required approvals.

VI. Amending this MOA.

A. This MOA may be amended only by a subsequent writing, approved and signed by all Parties. Approval from a Party is valid only after that Party's Governing Body or similar or equivalent forum approves the amendment. Core Team Members, and individual Signatory Committee members do not have the authority, express or implied, to amend, modify, waive or in any way alter this MOA of the terms and conditions hereof.

VII. Indemnification.

No Party, nor any officer or employee of a Party, shall be responsible for any damage or liability occurring by reason of anything done or omitted to be done by another Party under or in connection with this MOA. The Parties further agree, that each Party shall fully defend, indemnify and hold harmless each other Party and its agents, officers, employees and contractors from and against all claims, damages, losses, judgments, liabilities, expenses, and other costs, including litigation costs and attorney fees, arising out of, resulting from, or in connection with any work delegated to or action taken or omitted to be taken by such Party under this MOA. The duty to indemnify shall not extend to any claim, suit, or action arising from the active negligence or willful misconduct of the Party seeking the indemnification or its officers, agents, or employees.

VIII. Miscellaneous.

A. *Execution in Counterparts.* The Parties intend to execute this MOA in counterparts. It is the intent of the Parties to hold one (1) counterpart with single original signatures to evidence the MOA and to thereafter forward three other original counterparts on a rotating basis for all signatures. Thereafter, each Party shall be delivered an originally executed counterpart with all Party signatures.

B. *Choice of Law.* This MOA is made in the State of California, under the Constitution and laws of such State and is to be so construed.

C. *Severability.* If any provision of this MOA is determined to be invalid or unenforceable, the remaining provisions will remain in force and unaffected to the fullest extent permitted by law and regulation.

D. *Construction and Interpretation.* This MOA is entered into freely and voluntarily. This MOA has been arrived at through negotiation, and each Party has had a full and fair opportunity to revise the terms of this MOA. Consequently, the normal rule of construction that any ambiguities are to be resolved against the drafting party will not apply in construing or interpreting this MOA.

E. *Complete Agreement.* This MOA constitutes the sole, final, complete, exclusive, and integrated expression and statement of the terms of this MOA among the Parties concerning the subject matter, and supersedes all prior negotiations, representations or agreement, either oral or written, that may be related to the subject matter of this MOA.

F. *Allocation of Liabilities*. The Parties expressly agree that the debts, liabilities, and obligations of each Party shall remain the debts, liabilities, and obligations of each Party and shall not be the debts, liabilities, and obligations of the other parties.

G. *Signatories' Authority*. The signatories to this MOA represents that they have authority to execute this MOA and to bind the Party on whose behalf they execute this MOA.

H. *Reasonable Cooperation*. The Parties will reasonably cooperate with each other, including the execution of all necessary documents required to perform the obligations under this MOA, and to carry out the purpose and intent of this MOA.

I. *Modification.* This MOA may be supplemented, amended, or modified only by a writing signed by all of the Parties.

J. *Waiver.* No covenant, term, or condition, or the breach thereof, shall be deemed waived, except by written consent of the Party against whom the waiver is claimed, and any waiver of the breach of any covenant, term, or condition shall not be deemed to be a waiver of any preceding or succeeding breach of the same or any other covenant, term, or condition.

DATED:

CAL WATER:

CALIFORNIA WATER SERVICES COMPANY,
a California corporation

By: _____

Name: _____

Robert J. Kuta

Title: _____
Vice President, Engineering

SAN BRUNO:

CITY OF SAN BRUNO,
a Municipal Corporation

By: Constance C. Jackson
Name: Constance C. Jackson

Title: City Manager

APPROVED AS TO FORM:
CITY ATTORNEY

Attest:
Vicky S. Vadia Deputy City Clerk
City Clerk

DALY CITY

CITY OF DALY
a Municipal Corporation

By: Patricia E. Martel
Name: Patricia E. Martel

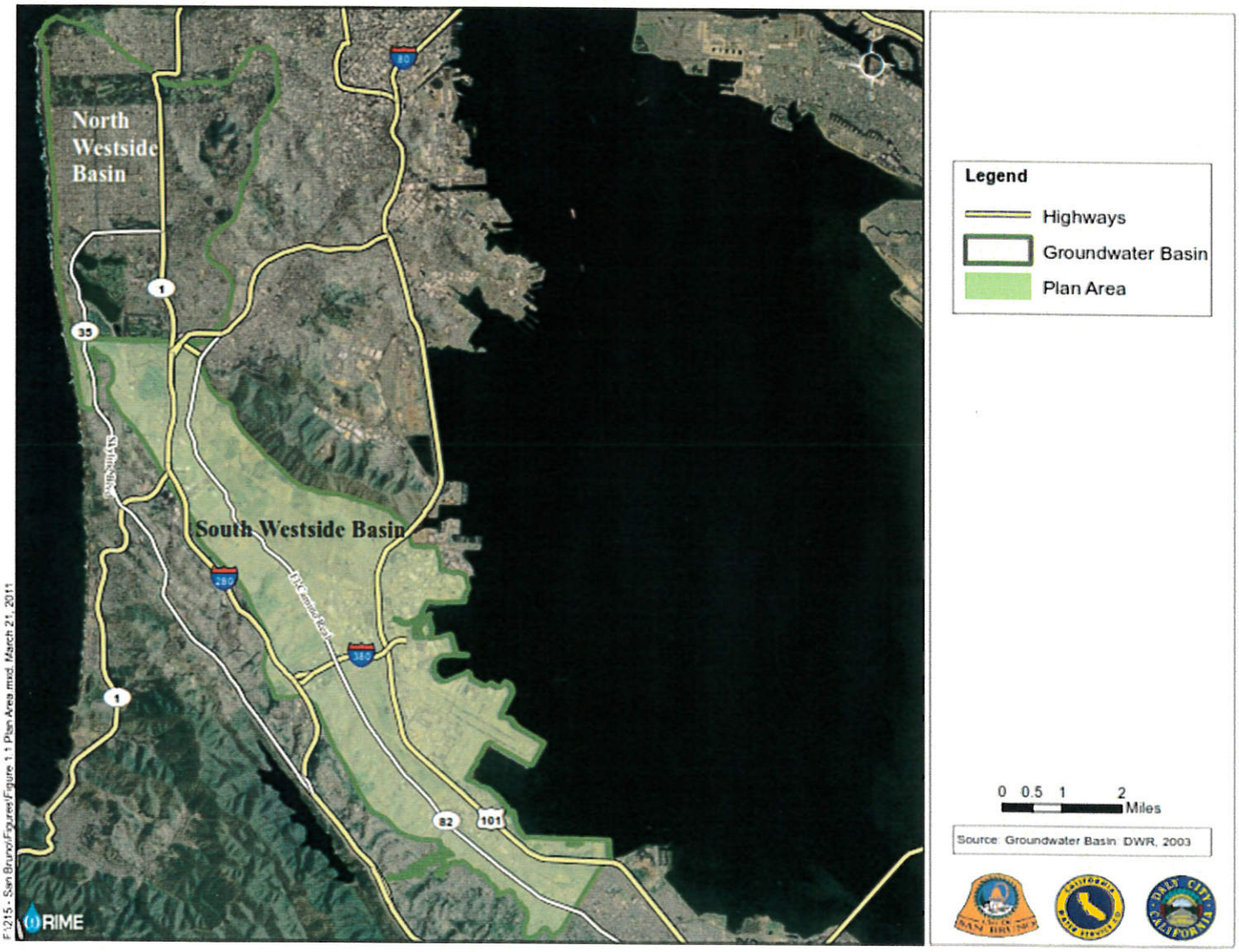
Title: City Manager

CITY OF SAN BRUNO
INCORPORATED
DEC. 23RD
1914
SAN MATEO CO CAL

Approved as to Form:
City Attorney

Attachment 1

Map of South Westside Basin: refers to the portion of the groundwater basin within northern San Mateo County identified in DWR's Bulletin 118, as part of Groundwater Basin Number 2-35, Westside Groundwater Basin.



Appendix E: BAWSCA Tier 2 Drought Implementation Plan

The latest Tier 2 allocations (including Daly City allocations) under normal, dry, and multi-dry year for with Bay-Delta Plan implementation scenario and without. April 1st, 2021.

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Section 1: Basis for Calculations. Projected Wholesale RWS Purchases Through 2045

Table A: Wholesale RWS Actual Purchases in 2020 and Projected Purchases for 2025, 2030, 2035, 2040, and 2045 (mgd)[a]

Agency	2020 Actual	Projected Wholesale RWS Purchases 2025	2030	2035	2040	2045
ACWD	7.87	7.68	7.68	7.68	7.68	9.11
Brisbane/GVMID	0.64	0.89	0.89	0.88	0.89	0.89
Burlingame	3.48	4.33	4.40	4.47	4.58	4.69
Coastside	1.02	1.40	1.38	1.36	1.33	1.33
CalWater Total	29.00	29.99	29.74	29.81	30.27	30.70
Daly City	3.97	3.57	3.52	3.49	3.46	3.43
East Palo Alto	1.57	1.88	1.95	2.10	2.49	2.89
Estero	4.34	4.07	4.11	4.18	4.23	4.38
Hayward	13.92	17.86	18.68	19.75	20.82	22.14
Hillsborough	2.62	3.26	3.25	3.26	3.26	3.26
Menlo Park	2.96	3.55	3.68	3.87	4.06	4.29
Mid-Peninsula	2.66	2.86	2.84	2.88	2.89	2.93
Millbrae	1.90	2.29	2.50	2.45	2.82	3.20
Milpitas	5.92	6.59	6.75	7.03	7.27	7.53
Mountain View	7.67	8.60	8.90	9.20	9.51	9.93
North Coast	2.37	2.34	2.33	2.34	2.34	2.34
Palo Alto	9.75	10.06	10.15	10.28	10.51	10.79
Purissima Hills	1.75	2.09	2.09	2.12	2.13	2.15
Redwood City	8.76	8.46	8.49	8.64	8.74	8.90
San Bruno	0.95	3.24	3.22	3.20	3.20	3.21
San Jose	4.26	4.50	4.50	4.50	4.50	4.50
Santa Clara	3.27	4.50	4.50	4.50	4.50	4.50
Stanford	1.43	2.01	2.18	2.35	2.53	2.70
Sunnyvale	9.33	9.16	9.30	10.70	11.44	12.10
Westborough	0.82	0.86	0.85	0.85	0.84	0.84
Total	**132.22**	**146.01**	**147.87**	**151.90**	**156.31**	**162.76**

[a] Wholesale RWS purchase projections for 2025, 2030, 2035, 2040, and 2045 were provided to BAWSCA between July 2020 and January 2021 by the Member Agencies following the completion of the June 2020 Demand Study.

Table B: Basis for the 5-Year Drought Risk Assessment Wholesale RWS Actual Purchases in 2020 and 2021-2025 Projected Purchases (mgd)

Agency	2020 Actual	Projected and Estimated Wholesale RWS Purchases 2021[b]	2022[b]	2023[c]	2024[c]	2025[c]
ACWD	7.87	9.44	9.46	9.46	9.46	9.46
Brisbane/GVMID	0.64	0.62	0.65	0.65	0.65	0.65
Burlingame	3.48	3.34	3.35	3.35	3.35	3.35
Coastside	1.02	1.54	1.23	1.23	1.23	1.23
CalWater Total	29.00	29.66	29.81	29.81	29.81	29.81
Daly City	3.97	4.00	4.01	4.01	4.01	4.01
East Palo Alto	1.57	1.63	1.69	1.69	1.69	1.69
Estero	4.34	4.48	4.51	4.51	4.51	4.51
Hayward	13.92	14.47	15.12	15.12	15.12	15.12
Hillsborough	2.62	2.95	3.05	3.05	3.05	3.05
Menlo Park	2.96	2.92	2.93	2.93	2.93	2.93
Mid-Peninsula	2.66	2.65	2.80	2.80	2.80	2.80
Millbrae	1.90	1.95	2.15	2.15	2.15	2.15
Milpitas	5.92	5.88	5.34	5.34	5.34	5.34
Mountain View	7.67	7.80	8.05	8.05	8.05	8.05
North Coast	2.37	2.58	2.66	2.66	2.66	2.66
Palo Alto	9.75	9.44	9.66	9.66	9.66	9.66
Purissima Hills	1.75	1.97	2.02	2.02	2.02	2.02
Redwood City	8.76	8.72	9.07	9.07	9.07	9.07
San Bruno	0.95	3.39	3.40	3.40	3.40	3.40
San Jose	4.26	4.31	4.51	4.51	4.51	4.51
Santa Clara	3.27	3.29	3.50	3.50	3.50	3.50
Stanford	1.43	1.40	1.54	1.54	1.54	1.54
Sunnyvale	9.33	9.35	9.45	9.45	9.45	9.45
Westborough	0.82	0.84	0.81	0.81	0.81	0.81
Total	**132.22**	**138.61**	**140.77**	**140.77**	**140.77**	**140.77**

[b] Wholesale RWS purchase projections for 2021 and 2022 were provided to Christina Tang, BAWSCA's Finance Manager, by the Member Agencies in January 2021.

[c] The SFPUC's supply reliability tables assume the Bay-Delta Plan takes effect in 2023. In the event of a shortage, the Tier 2 Plan specifies that each agencies' Allocation Factor would be calculated once at the onset of a shortage based on the previous year's use and remains the same until the shortage condition is over. Therefore, for the purpose of drought allocations for the 5-year Drought Risk Assessment, wholesale RWS demand is assumed to remain static from 2022 through the drought sequence.

Section 2: Drought Allocations *With* Bay-Delta Plan

Table C: RWS Supply Available to the Wholesale Customers (Combined Tables 3a-3f from the SFPUC's March 30th letter) *With* Bay-Delta Plan (mgd)

	2020[e]	2025	2030	2035	2040	2045
Projected Purchases[d]	132.2	146.0	147.9	151.9	156.3	162.8
Consecutive 1st Dry Year	138.6	93.3	94.2	96.5	99.2	88.7
Consecutive 2nd Dry Year	140.8	80.0	80.8	82.7	85.1	88.7
Consecutive 3rd Dry Year	74.5	80.0	80.8	82.7	85.1	88.7
Consecutive 4th Dry Year	74.5	80.0	80.8	82.7	75.1	75.4
Consecutive 5th Dry Year	74.5	80.0	80.8	75.8	75.1	75.4

[d] Values for 2020 are actual purchases. This row aligns with what is labeled as an "Average Year" in Tables 3a-3f in the SFPUC's March 30th letter. However, these values do not represent an average year and instead are actual purchases for 2020 or projected purchases for 2025 through 2045.

[e] In years when the Bay-Delta Plan is not in effect, sufficient RWS supplies will be available to meet the Wholesale Customers' purchase requests assuming that they are between the 2020 and 2025 projected levels. As such, RWS supply available to the Wholesale Customers in the 1st and 2nd consecutive dry years under base year 2020 is equal to the cumulative projected wholesale RWS purchases for 2021 and 2022, respectively.

Table D: Wholesale RWS Demand (Combined Totals from Tables A and B) (mgd)[f]

	2020	2025	2030	2035	2040	2045
Projected Purchases[d]	132.2	146.0	147.9	151.9	156.3	162.8
Consecutive 1st Dry Year	138.6	146.0	147.9	151.9	156.3	162.8
Consecutive 2nd Dry Year	140.8	146.0	147.9	151.9	156.3	162.8
Consecutive 3rd Dry Year	140.8	146.0	147.9	151.9	156.3	162.8
Consecutive 4th Dry Year	140.8	146.0	147.9	151.9	156.3	162.8
Consecutive 5th Dry Year	140.8	146.0	147.9	151.9	156.3	162.8

[f] The SFPUC's modeling approach does not allow for varying demands over the course of a dry year sequence. Additionally, the Tier 2 Plan calculates each agencies' Allocation Factor once at the onset of a drought and it remains the same until the shortage condition is over. When system-wide shortages are projected, wholesale RWS demand is assumed to be static for the remainder of the drought sequence.

Table E: Percent Cutback to the Wholesale Customers *With* Bay-Delta Plan[g]

	2020	2025	2030	2035	2040	2045
Projected Purchases[d]	0%	0%	0%	0%	0%	0%
Consecutive 1st Dry Year	0%	36%	36%	36%	37%	46%
Consecutive 2nd Dry Year	0%	45%	45%	46%	46%	46%
Consecutive 3rd Dry Year	47%	45%	45%	46%	46%	46%
Consecutive 4th Dry Year	47%	45%	45%	46%	52%	54%
Consecutive 5th Dry Year	47%	45%	45%	50%	52%	54%

[g] Agencies that wish to use new or different projected RWS purchases may use the percent cutbacks listed in this table to determine their drought allocation.

Table F1: Basis of Water Supply Data [For Tables 7-1 and 7-5], Base Year 2020, *With* Bay-Delta Plan (mgd)

Year Consecutive Dry Year	2020 Actual	2021 1st	2022 2nd	2023 3rd	2024 4th	2025 5th
Wholesale RWS Demand	132.2	138.6	140.8	140.8	140.8	140.8
Wholesale RWS Supply Available	132.2	138.6	140.8	74.5	74.5	74.5
Percent Cutback	0%	0%	0%	47%	47%	47%

Table F2: Individual Agency Drought Allocations [For Tables 7-1 and 7-5], Base Year 2020, *With* Bay-Delta Plan (mgd)

	2020	Wholesale RWS Drought Allocations				
Agency	Actual	2021	2022	2023	2024	2025
ACWD	7.87	9.44	9.46	5.01	5.01	5.01
Brisbane/GVMID	0.64	0.62	0.65	0.34	0.34	0.34
Burlingame	3.48	3.34	3.35	1.77	1.77	1.77
Coastside	1.02	1.54	1.23	0.65	0.65	0.65
CalWater Total	29.00	29.66	29.81	15.78	15.78	15.78
Daly City	3.97	4.00	4.01	2.12	2.12	2.12
East Palo Alto	1.57	1.63	1.69	0.89	0.89	0.89
Estero	4.34	4.48	4.51	2.39	2.39	2.39
Hayward	13.92	14.47	15.12	8.00	8.00	8.00
Hillsborough	2.62	2.95	3.05	1.61	1.61	1.61
Menlo Park	2.96	2.92	2.93	1.55	1.55	1.55
Mid-Peninsula	2.66	2.65	2.80	1.48	1.48	1.48
Millbrae	1.90	1.95	2.15	1.14	1.14	1.14
Milpitas	5.92	5.88	5.34	2.83	2.83	2.83
Mountain View	7.67	7.80	8.05	4.26	4.26	4.26
North Coast	2.37	2.58	2.66	1.41	1.41	1.41
Palo Alto	9.75	9.44	9.66	5.11	5.11	5.11
Purissima Hills	1.75	1.97	2.02	1.07	1.07	1.07
Redwood City	8.76	8.72	9.07	4.80	4.80	4.80
San Bruno	0.95	3.39	3.40	1.80	1.80	1.80
San Jose	4.26	4.31	4.51	2.39	2.39	2.39
Santa Clara	3.27	3.29	3.50	1.85	1.85	1.85
Stanford	1.43	1.40	1.54	0.82	0.82	0.82
Sunnyvale	9.33	9.35	9.45	5.00	5.00	5.00
Westborough	0.82	0.84	0.81	0.43	0.43	0.43
Total	**132.2**	**138.6**	**140.8**	**74.5**	**74.5**	**74.5**

Table G1: Basis of Water Supply Data [For Tables 7-1 and 7-4], Base Year 2025, *With* Bay-Delta Plan (mgd)

Consecutive Dry Year	1st	2nd	3rd	4th	5th
Wholesale RWS Demand	146.0	146.0	146.0	146.0	146.0
Wholesale RWS Supply Available	93.3	80.0	80.0	80.0	80.0
Percent Cutback	36%	45%	45%	45%	45%

Table G2: Individual Agency Drought Allocations [For Tables 7-1 and 7-4], Base Year 2025, *With* Bay-Delta Plan (mgd)

	Wholesale RWS Drought Allocations				
Consecutive Dry Year	1st	2nd	3rd	4th	5th
ACWD	4.91	4.21	4.21	4.21	4.21
Brisbane/GVMID	0.57	0.49	0.49	0.49	0.49
Burlingame	2.76	2.37	2.37	2.37	2.37
Coastside	0.89	0.77	0.77	0.77	0.77
CalWater Total	19.16	16.43	16.43	16.43	16.43
Daly City	2.28	1.96	1.96	1.96	1.96
East Palo Alto	1.20	1.03	1.03	1.03	1.03
Estero	2.60	2.23	2.23	2.23	2.23
Hayward	11.41	9.78	9.78	9.78	9.78
Hillsborough	2.08	1.79	1.79	1.79	1.79
Menlo Park	2.27	1.95	1.95	1.95	1.95
Mid-Peninsula	1.83	1.57	1.57	1.57	1.57
Millbrae	1.46	1.25	1.25	1.25	1.25
Milpitas	4.21	3.61	3.61	3.61	3.61
Mountain View	5.49	4.71	4.71	4.71	4.71
North Coast	1.49	1.28	1.28	1.28	1.28
Palo Alto	6.43	5.51	5.51	5.51	5.51
Purissima Hills	1.33	1.14	1.14	1.14	1.14
Redwood City	5.40	4.63	4.63	4.63	4.63
San Bruno	2.07	1.77	1.77	1.77	1.77
San Jose	2.88	2.47	2.47	2.47	2.47
Santa Clara	2.88	2.47	2.47	2.47	2.47
Stanford	1.28	1.10	1.10	1.10	1.10
Sunnyvale	5.85	5.02	5.02	5.02	5.02
Westborough	0.55	0.47	0.47	0.47	0.47
Total	**93.3**	**80.0**	**80.0**	**80.0**	**80.0**

Table H1: Basis of Water Supply Data [For Tables 7-1 and 7-4], Base Year 2030, *With* Bay-Delta Plan (mgd)

Consecutive Dry Year	1st	2nd	3rd	4th	5th
Wholesale RWS Demand	147.9	147.9	147.9	147.9	147.9
Wholesale RWS Supply Available	94.2	80.8	80.8	80.8	80.8
Percent Cutback	36%	45%	45%	45%	45%

Table H2: Individual Agency Drought Allocations [For Tables 7-1 and 7-4], Base Year 2030, *With* Bay-Delta Plan (mgd)

	Wholesale RWS Drought Allocations				
Consecutive Dry Year	1st	2nd	3rd	4th	5th
ACWD	4.89	4.20	4.20	4.20	4.20
Brisbane/GVMID	0.56	0.48	0.48	0.48	0.48
Burlingame	2.80	2.40	2.40	2.40	2.40
Coastside	0.88	0.75	0.75	0.75	0.75
CalWater Total	18.94	16.25	16.25	16.25	16.25
Daly City	2.24	1.92	1.92	1.92	1.92
East Palo Alto	1.24	1.07	1.07	1.07	1.07
Estero	2.62	2.24	2.24	2.24	2.24
Hayward	11.90	10.21	10.21	10.21	10.21
Hillsborough	2.07	1.78	1.78	1.78	1.78
Menlo Park	2.35	2.01	2.01	2.01	2.01
Mid-Peninsula	1.81	1.55	1.55	1.55	1.55
Millbrae	1.59	1.37	1.37	1.37	1.37
Milpitas	4.30	3.69	3.69	3.69	3.69
Mountain View	5.67	4.86	4.86	4.86	4.86
North Coast	1.48	1.27	1.27	1.27	1.27
Palo Alto	6.47	5.55	5.55	5.55	5.55
Purissima Hills	1.33	1.14	1.14	1.14	1.14
Redwood City	5.41	4.64	4.64	4.64	4.64
San Bruno	2.05	1.76	1.76	1.76	1.76
San Jose	2.87	2.46	2.46	2.46	2.46
Santa Clara	2.87	2.46	2.46	2.46	2.46
Stanford	1.39	1.19	1.19	1.19	1.19
Sunnyvale	5.92	5.08	5.08	5.08	5.08
Westborough	0.54	0.47	0.47	0.47	0.47
Total	**94.2**	**80.8**	**80.8**	**80.8**	**80.8**

Table I1: Basis of Water Supply Data [For Tables 7-1 and 7-4], Base Year 2035, *With* Bay-Delta Plan (mgd)

Consecutive Dry Year	1st	2nd	3rd	4th	5th
Wholesale RWS Demand	151.9	151.9	151.9	151.9	151.9
Wholesale RWS Supply Available	96.5	82.7	82.7	82.7	75.8
Percent Cutback	36%	46%	46%	46%	50%

Table I2: Individual Agency Drought Allocations [For Tables 7-1 and 7-4], Base Year 2035, *With* Bay-Delta Plan (mgd)

	Wholesale RWS Drought Allocations				
Consecutive Dry Year	1st	2nd	3rd	4th	5th
ACWD	4.88	4.18	4.18	4.18	3.83
Brisbane/GVMID	0.56	0.48	0.48	0.48	0.44
Burlingame	2.84	2.44	2.44	2.44	2.23
Coastside	0.86	0.74	0.74	0.74	0.68
CalWater Total	18.94	16.23	16.23	16.23	14.88
Daly City	2.22	1.90	1.90	1.90	1.74
East Palo Alto	1.33	1.14	1.14	1.14	1.05
Estero	2.66	2.28	2.28	2.28	2.09
Hayward	12.55	10.75	10.75	10.75	9.86
Hillsborough	2.07	1.78	1.78	1.78	1.63
Menlo Park	2.46	2.10	2.10	2.10	1.93
Mid-Peninsula	1.83	1.57	1.57	1.57	1.44
Millbrae	1.56	1.34	1.34	1.34	1.22
Milpitas	4.47	3.83	3.83	3.83	3.51
Mountain View	5.84	5.01	5.01	5.01	4.59
North Coast	1.49	1.27	1.27	1.27	1.17
Palo Alto	6.53	5.60	5.60	5.60	5.13
Purissima Hills	1.34	1.15	1.15	1.15	1.06
Redwood City	5.49	4.70	4.70	4.70	4.31
San Bruno	2.03	1.74	1.74	1.74	1.60
San Jose	2.86	2.45	2.45	2.45	2.25
Santa Clara	2.86	2.45	2.45	2.45	2.25
Stanford	1.49	1.28	1.28	1.28	1.17
Sunnyvale	6.80	5.83	5.83	5.83	5.34
Westborough	0.54	0.46	0.46	0.46	0.42
Total	**96.5**	**82.7**	**82.7**	**82.7**	**75.8**

Table J1: Basis of Water Supply Data [For Table 7-1 and 7-4], Base Year 2040, *With* Bay-Delta Plan (mgd)

Consecutive Dry Year	1st	2nd	3rd	4th	5th
Wholesale RWS Demand	156.3	156.3	156.3	156.3	156.3
Wholesale RWS Supply Available	99.2	85.1	85.1	75.1	75.1
Percent Cutback	37%	46%	46%	52%	52%

Table J2: Individual Agency Drought Allocations [For Tables 7-1 and 7-4], Base Year 2040, *With* Bay-Delta Plan (mgd)

	Wholesale RWS Drought Allocations				
Consecutive Dry Year	1st	2nd	3rd	4th	5th
ACWD	4.87	4.18	4.18	3.69	3.69
Brisbane/GVMID	0.56	0.48	0.48	0.43	0.43
Burlingame	2.91	2.49	2.49	2.20	2.20
Coastside	0.85	0.73	0.73	0.64	0.64
CalWater Total	19.21	16.48	16.48	14.54	14.54
Daly City	2.20	1.88	1.88	1.66	1.66
East Palo Alto	1.58	1.36	1.36	1.20	1.20
Estero	2.69	2.30	2.30	2.03	2.03
Hayward	13.21	11.34	11.34	10.00	10.00
Hillsborough	2.07	1.78	1.78	1.57	1.57
Menlo Park	2.58	2.21	2.21	1.95	1.95
Mid-Peninsula	1.84	1.58	1.58	1.39	1.39
Millbrae	1.79	1.53	1.53	1.35	1.35
Milpitas	4.62	3.96	3.96	3.49	3.49
Mountain View	6.03	5.18	5.18	4.57	4.57
North Coast	1.49	1.27	1.27	1.12	1.12
Palo Alto	6.67	5.72	5.72	5.05	5.05
Purissima Hills	1.35	1.16	1.16	1.03	1.03
Redwood City	5.55	4.76	4.76	4.20	4.20
San Bruno	2.03	1.74	1.74	1.54	1.54
San Jose	2.86	2.45	2.45	2.16	2.16
Santa Clara	2.86	2.45	2.45	2.16	2.16
Stanford	1.61	1.38	1.38	1.22	1.22
Sunnyvale	7.26	6.23	6.23	5.49	5.49
Westborough	0.54	0.46	0.46	0.41	0.41
Total	**99.2**	**85.1**	**85.1**	**75.1**	**75.1**

Table K1: Basis of Water Supply Data [For Tables 7-1 and 7-4], Base Year 2045, *With* Bay-Delta Plan (mgd)

Consecutive Dry Year	1st	2nd	3rd	4th	5th
Wholesale RWS Demand	162.8	162.8	162.8	162.8	162.8
Wholesale RWS Supply Available	88.7	88.7	88.7	75.4	75.4
Percent Cutback	46%	46%	46%	54%	54%

Table K2: Individual Agency Drought Allocations [For Tables 7-1 and 7-4], Base Year 2045, *With* Bay-Delta Plan (mgd)

	Wholesale RWS Drought Allocations				
Consecutive Dry Year	1st	2nd	3rd	4th	5th
ACWD	4.97	4.97	4.97	4.22	4.22
Brisbane/GVMID	0.49	0.49	0.49	0.41	0.41
Burlingame	2.56	2.56	2.56	2.17	2.17
Coastside	0.72	0.72	0.72	0.61	0.61
CalWater Total	16.73	16.73	16.73	14.22	14.22
Daly City	1.87	1.87	1.87	1.59	1.59
East Palo Alto	1.58	1.58	1.58	1.34	1.34
Estero	2.39	2.39	2.39	2.03	2.03
Hayward	12.07	12.07	12.07	10.26	10.26
Hillsborough	1.78	1.78	1.78	1.51	1.51
Menlo Park	2.34	2.34	2.34	1.99	1.99
Mid-Peninsula	1.59	1.59	1.59	1.36	1.36
Millbrae	1.74	1.74	1.74	1.48	1.48
Milpitas	4.11	4.11	4.11	3.49	3.49
Mountain View	5.41	5.41	5.41	4.60	4.60
North Coast	1.28	1.28	1.28	1.09	1.09
Palo Alto	5.88	5.88	5.88	5.00	5.00
Purissima Hills	1.17	1.17	1.17	1.00	1.00
Redwood City	4.85	4.85	4.85	4.12	4.12
San Bruno	1.75	1.75	1.75	1.49	1.49
San Jose	2.45	2.45	2.45	2.08	2.08
Santa Clara	2.45	2.45	2.45	2.08	2.08
Stanford	1.47	1.47	1.47	1.25	1.25
Sunnyvale	6.59	6.59	6.59	5.61	5.61
Westborough	0.46	0.46	0.46	0.39	0.39
Total	**88.7**	**88.7**	**88.7**	**75.4**	**75.4**

Section 3: Drought Allocations *Without* Bay-Delta Plan

Table L: RWS Supply Available to the Wholesale Customers (Combined Tables 4a-4f from the SFPUC's March 30th letter) *Without* Bay-Delta Plan (mgd)[h]

	2020	2025	2030	2035	2040	2045
Projected Purchases[i]	132.2	146.0	147.9	151.9	156.3	162.8
Consecutive 1st Dry Year	132.2	146.0	147.9	151.9	156.3	162.8
Consecutive 2nd Dry Year	132.2	146.0	147.9	151.9	156.3	162.8
Consecutive 3rd Dry Year	132.2	146.0	147.9	151.9	156.3	162.8
Consecutive 4th Dry Year	132.2	146.0	147.9	151.9	156.3	139.1
Consecutive 5th Dry Year	132.2	146.0	147.9	151.9	156.3	139.1

[h] The SFPUC's modeling approach does not allow for varying demands over the course of a dry year sequence. However, the SFPUC has indicated that sufficient supplies are available to meet wholesale RWS demand so long as they reasonably stay within 2020 and 2040 levels. The SFPUC's modeling does not indicate cutbacks will be required till the 4th and 5th consecutive dry year at 2045 levels.

[i] Values for 2020 are actual purchases. This row aligns with what is labeled as an "Average Year" in Tables 4a-4f in the SFPUC's March 30th letter. However, these values do not represent an average year and instead are actual purchases for 2020 or projected purchases for 2025 through 2045.

Table M: Wholesale RWS Demand (Combined Totals from Tables A and B) (mgd)

	2020	2025	2030	2035	2040	2045
Projected Purchases[i]	132.2	146.0	147.9	151.9	156.3	162.8
Consecutive 1st Dry Year	132.2	146.0	147.9	151.9	156.3	162.8
Consecutive 2nd Dry Year	132.2	146.0	147.9	151.9	156.3	162.8
Consecutive 3rd Dry Year	132.2	146.0	147.9	151.9	156.3	162.8
Consecutive 4th Dry Year	132.2	146.0	147.9	151.9	156.3	162.8
Consecutive 5th Dry Year	132.2	146.0	147.9	151.9	156.3	162.8

Table N: Percent Cutback to the Wholesale Customers *Without* Bay-Delta Plan

	2020	2025	2030	2035	2040	2045
Projected Purchases[i]	0%	0%	0%	0%	0%	0%
Consecutive 1st Dry Year	0%	0%	0%	0%	0%	0%
Consecutive 2nd Dry Year	0%	0%	0%	0%	0%	0%
Consecutive 3rd Dry Year	0%	0%	0%	0%	0%	0%
Consecutive 4th Dry Year	0%	0%	0%	0%	0%	15%
Consecutive 5th Dry Year	0%	0%	0%	0%	0%	15%

Table O1: Basis of Water Supply Data [For Tables 7-1 and 7-4], Base Year 2045, *Without* Bay-Delta Plan (mgd)

Consecutive Dry Year	1st	2nd	3rd	4th	5th
Wholesale RWS Demand	162.8	162.8	162.8	162.8	162.8
Wholesale RWS Supply Available	162.8	162.8	162.8	139.1	139.1
Percent Cutback	0%	0%	0%	Tier 2 Plan	Tier 2 Plan

Table O2: Individual Agency Drought Allocations [For Tables 7-1 and 7-4], Base Year 2045, *Without* Bay-Delta Plan (mgd)

	Wholesale RWS Drought Allocations					Tier 2 Drought Cutback
Consecutive Dry Year	1st	2nd	3rd	4th	5th	
ACWD	9.11	9.11	9.11	8.20	8.20	10.0%
Brisbane/GVMID	0.89	0.89	0.89	0.74	0.74	16.8%
Burlingame	4.69	4.69	4.69	4.02	4.02	14.3%
Coastside	1.33	1.33	1.33	1.19	1.19	10.0%
CalWater Total	30.70	30.70	30.70	26.73	26.73	12.9%
Daly City	3.43	3.43	3.43	3.01	3.01	12.4%
East Palo Alto	2.89	2.89	2.89	2.68	2.68	7.3%
Estero	4.38	4.38	4.38	3.94	3.94	10.0%
Hayward	22.14	22.14	22.14	18.67	18.67	15.7%
Hillsborough	3.26	3.26	3.26	2.93	2.93	10.2%
Menlo Park	4.29	4.29	4.29	3.58	3.58	16.5%
Mid-Peninsula	2.93	2.93	2.93	2.63	2.63	10.0%
Millbrae	3.20	3.20	3.20	2.54	2.54	20.7%
Milpitas	7.53	7.53	7.53	6.55	6.55	13.1%
Mountain View	9.93	9.93	9.93	8.91	8.91	10.3%
North Coast	2.34	2.34	2.34	2.11	2.11	10.0%
Palo Alto	10.79	10.79	10.79	9.71	9.71	10.0%
Purissima Hills	2.15	2.15	2.15	1.41	1.41	34.5%
Redwood City	8.90	8.90	8.90	7.92	7.92	11.1%
San Bruno	3.21	3.21	3.21	2.60	2.60	19.1%
San Jose	4.50	4.50	4.50	2.95	2.95	34.5%
Santa Clara	4.50	4.50	4.50	2.95	2.95	34.5%
Stanford	2.70	2.70	2.70	2.27	2.27	16.0%
Sunnyvale	12.10	12.10	12.10	10.11	10.11	16.5%
Westborough	0.84	0.84	0.84	0.76	0.76	10.0%
Total	**162.8**	**162.8**	**162.8**	**139.1**	**139.1**	

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Final Environmental Impact Report

Serramonte Del Rey Campus Redevelopment

SCH# 2023060571



Prepared by

DALY CITY CALIFORNIA

In Consultation with

DAVID J. POWERS & ASSOCIATES, INC.
ENVIRONMENTAL CONSULTANTS & PLANNERS

November 2023

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Section 1.0 Introduction

This document, together with the Draft Environmental Impact Report (Draft EIR), constitutes the Final Environmental Impact Report (Final EIR) for the Serramonte Del Rey Campus Redevelopment project.

1.1 Purpose of the Final EIR

In conformance with the California Environmental Quality Act (CEQA) and CEQA Guidelines, this Final EIR provides objective information regarding the environmental consequences of the proposed project. The Final EIR also examines mitigation measures and alternatives to the project intended to reduce or eliminate significant environmental impacts. The Final EIR is intended to be used by the City of Daly City and any Responsible Agencies in making decisions regarding the project.

Pursuant to CEQA Guidelines Section 15090(a), prior to approving a project, the lead agency shall certify that:

(1) The Final EIR has been completed in compliance with CEQA;
(2) The Final EIR was presented to the decision-making body of the lead agency, and that the decision-making body reviewed and considered the information contained in the final EIR prior to approving the project; and
(3) The Final EIR reflects the lead agency's independent judgment and analysis.

1.2 Contents of the Final EIR

CEQA Guidelines Section 15132 specify that the Final EIR shall consist of:

a) The Draft EIR or a revision of the Draft;
b) Comments and recommendations received on the Draft EIR either verbatim or in summary;
c) A list of persons, organizations, and public agencies commenting on the Draft EIR;
d) The Lead Agency's responses to significant environmental points raised in the review and consultation process; and
e) Any other information added by the Lead Agency.

1.3 Public Review

In accordance with CEQA and the CEQA Guidelines (Public Resources Code Section 21092.5[a] and CEQA Guidelines Section 15088[b]), the City shall provide a written response to a public agency on comments made by that public agency at least 10 days prior to certifying the EIR. The Final EIR and all documents referenced in the Final EIR are available for public review at the City's Planning Division office located at 333 90th Street, Daly City, CA 94015 on weekdays during normal business

hours. The Final EIR is also available for review on the City's website: https://link.edgepilot.com/s/c4d7a134/mxgGDUo1yEKLLB8SOFJHUg?u=http://www.dalycity.org/feir.

Section 2.0 Draft EIR Public Review Summary

The Draft EIR for the Serramonte Del Rey Campus Redevelopment project, dated June 2023, was circulated to affected public agencies and interested parties for a 45-day review period from July 25, 2023 through September 8, 2023. The City of Daly City undertook the following actions to inform the public of the availability of the Draft EIR:

- A Notice of Availability (NOA) of Draft EIR was published on the City's website (https://www.dalycity.org/1153/8941/Serramonte-Del-Rey-Campus-Redevelopment-) and filed at the County Clerk Recorder's Office on July 25, 2023.
- Notification of the availability of the Draft EIR was mailed to property owners and tenants within a 300 foot radius of the project boundary and other members of the public who had indicated interest in the project;
- The Draft EIR was delivered to the State Clearinghouse on July 25, 2023, as well as sent to various governmental agencies, organizations, businesses, and individuals (see Section 3.0 for a list of agencies, organizations, businesses, and individuals that received the Draft EIR); and
- Copies of the Draft EIR were made available on the City's website (https://www.dalycity.org/1153/8941/Serramonte-Del-Rey-Campus-Redevelopment-) and at the City's Planning Division office located at 333 90th Street, Daly City, CA 94015.

Section 3.0 Draft EIR Recipients

CEQA Guidelines Section 15086 requires that a local lead agency consult with and request comments on the Draft EIR prepared for a project of this type from responsible agencies (government agencies that must approve or permit some aspect of the project), trustee agencies for resources affected by the project, adjacent cities and counties, and transportation planning agencies.

The NOA for the Draft EIR was sent to owners and occupants within 300 feet of the project site and to adjacent jurisdictions. The following agencies received a copy of the Draft EIR from the City or via the State Clearinghouse:

- California Air Resources Board
- California Coastal Commission
- California Department of Conservation
- California Department of Education
- California Department of Fish and Wildlife
- California Department of Fish and Wildlife, Bay Delta Region 3
- California Department of Fish and Wildlife, Marin Region 7
- California Department of Forestry and Fire Protection
- California Department of Housing and Community Development
- California Department of Parks and Recreation
- California Department of Transportation, District 4
- California Department of Water Resources
- California Highway Patrol
- California Native American Heritage Commission
- California Natural Resources Agency
- California Public Utilities Commission
- California Regional Water Quality Control Board, San Francisco Bay Region 2
- California State Lands Commission
- Department of General Services
- Department of Toxic Substances Control
- Office of Historic Preservation
- State Water Resources Control Board, Division of Drinking Water
- State Water Resources Control Board, Division of Drinking Water, District 17
- State Water Resources Control Board, Division of Water Quality

Section 4.0 Responses to Draft EIR Comments

In accordance with CEQA Guidelines Section 15088, this document includes written responses to comments received by the City of Daly City on the Draft EIR.

Comments are organized under headings containing the source of the letter and its date. The specific comments from each of the letters and/or emails are presented with each response to that specific comment directly following. Copies of the letters and emails received by the City of Daly City are included in their entirety in Appendix A of this document. Comments received on the Draft EIR are listed below. None of the comments raised on the Draft EIR represent new significant information that would warrant recirculation of the Draft EIR pursuant to CEQA Guidelines Section 15088.5(a).

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4.1 Master Responses

A number of comments received during the public circulation of the Draft EIR raised similar concerns and questions; therefore, master responses have been prepared to respond to those common concerns/questions. The master responses address the following topics:

- Master Response 1: Demonstration Garden
- Master Response 2: Regional Housing Needs Allocation
- Master Response 3: Inclusionary Housing Ordinance and State Affordable Housing Law
- Master Response 4: Project Description
- Master Response 5: Wetlands
- Master Response 6: Recreation
- Master Response 7: Tribal Cultural Resources
- Master Response 8: Alternatives

Master Response 1: Demonstration Garden

Several comments claim the demonstration garden on the project site should qualify as a unique or rare resource that should be protected as part of the CEQA process. CEQA does not define when a garden, park, or other recreational facility should be considered a significant resource, which indicates the lead agency has discretion, based on substantial evidence, in deciding whether to treat a recreational facility as a significant resource. In considering whether the demonstration garden should be treated as a protected resource under CEQA, the City considered whether it is a designated recreational use (i.e. included on official public agency maps), a historical resource (associated with important persons or events or designed by a master designer or featuring a unique design), or a unique biological habitat for special status species. Absent these characteristics or associations, a typical community garden, while understood to be a valuable resource to the community who uses it, would not rise to the standard of a protected resource under CEQA. Examples of gardens in the Bay Area that would presumably be considered significant resources under CEQA include the San José Rose Garden (1927), the Tilden Regional Parks Botanic Garden in Berkeley (1940), and the Japanese Tea Garden in San Francisco (1894), in that each is an officially recognized facility with a long, storied history and/or association with important persons or events and have been considered integral, for nearly a century or more, to the community they are located in.

The demonstration garden on the project site is described in Section 2.2.1.1 of the Draft EIR (page 10). The Jefferson Union High School District (JUHSD) created the approximately 0.5 acre garden 20 years ago as a demonstration garden to be used by the adult education building on-site.[1] Students and members of the public who signed up for gardening classes were allowed to use the

[1] October 11, 2023 Ltr. From Jefferson Union High School District.

demonstration garden. JUHSD has not offered gardening classes since 2007. In 2018, an application to list the demonstration garden as a "community garden" was submitted to the San Mateo County Office of Sustainability; however, the application was sent without JUHSD's knowledge or authorization. The "community garden" designation was removed in 2019 per JUHSD's request. Since the discontinuation of gardening classes in 2007, the demonstration garden has been used sparingly by members of the public on an informal, unsanctioned basis. Security staff for the garden report an average of two to four people per week visiting the garden, and about half of these individuals visit for durations of 10 minutes or less. In addition, JUHSD has made it clear to the public that use of the demonstration garden is temporary and provisional. For these reasons, the demonstration garden is not an environmental resource that is rare or unique to the region. The Draft EIR has described the garden's size, history, characteristics, and status so that the public and decision-makers are informed of the loss of the demonstration garden, should the project be approved and implemented.

Master Response 2: Regional Housing Needs Allocation

The proposed project is adding 1,235 residential units to the City, including 20 percent affordable units (13.5 percent low-income and 6.5 percent moderate-income), which is double the City required 10 percent affordable units. Thus, the proposed project would contribute towards the City's Regional Housing Needs Allocation (RHNA) target for both market-rate and affordable housing. The City's current RHNA targets are 1,971 market-rate units and 2,867 affordable units). Requiring the project to provide additional affordable units beyond what is required by City's Inclusionary Housing Ordinance is not relevant to the project's environmental impacts under CEQA and, therefore, is not discussed in the Draft EIR. Additional information regarding the project and the City's RHNA targets will be included in the City's staff report. It is not expected or a requirement that each residential development project would provide a range of units in the precise distribution to match the City's overall RHNA unit requirements for various income levels and types of units. Some projects will provide the minimum affordable units specified by the City's Inclusionary Ordinance, while others, including both this project and those projects designed to be 100% affordable housing developments, will exceed the minimum, and the City would monitor implementation of the Housing Element over this RHNA cycle to ensure the various unit income targets are met.

Master Response 3: Inclusionary Housing Ordinance and State Affordable Housing Law

The project's compliance with the City's Inclusionary Housing Ordinance is discussed under Impact LU-2 in Section 3.11 Land Use of the Draft EIR (page 124). The project complies with the Inclusionary Housing Ordinance by providing a 20 percent affordable housing component, which is double the required 10 percent. It also offers units at affordability levels that are deeper than what is required by law, allowing for a more diverse population of project residents than what otherwise might be provided. Further after the publication of the Draft EIR, and in response to community input, it has been clarified that the amount of affordable housing required for the project is 20 percent of all constructed dwelling units. These additional units will be dispersed through all project parcels. The Draft EIR takes into account the inclusion of at least 10 percent affordable units into

its analysis of environmental impacts, and additional required affordable housing was foreseen in the project description. The clarification of a 20 percent affordability component would not cause or increase an environmental impact. The timing and distribution of the affordable units across the project site, however, are not CEQA issues. All project units will be subject to the same restrictions on physical development, including density maximums. Moreover, both the project's market-rate and affordable units will have the same amenities, meaning there would not be any land use incompatibilities or other physical discrepancies that would impact the environment. The City's Inclusionary Housing Ordinance requires that "[t]he quality of design and overall quality of construction of the inclusionary units shall be consistent with the design of all market-rate units in the residential development … have the same amenities as the market-rate units, including the same access to and enjoyment of common open space and facilities in the residential development." (See City Ordinance Sec. 17.47.100.) The Affordable Housing Agreement for the Project will require that the inclusionary units on Parcels C-F shall be comparable to the other units on Parcels A through F of the Project, in terms of appearances, finishes, and features, and the inclusionary units shall be provided, or have access to, the same neighborhood amenities as the other units on Parcels A through F of the Project (e.g., parks and recreation trails). Assertions that units will be concentrated in a single portion of the project site, and that such units will be inferior in quality when compared to market-rate units, are not based on any facts or evidence in the record.

Some comments suggest that the Parcel B building amenities described in the DEIR must be made available to all residents of the Precise Plan area in order to comply with Health and Safety Code section 17929 (enacted by Assembly Bill 491). This is not required under State law, and does not raise any physical impacts with the potential to affect the environment. Health and Safety Code section 17929 requires that occupants of affordable units within a residential structure must have access to the same entrances, common areas, and amenities of that structure that are available to market rate occupants. (Health and Safety Code § 17929 (a)(1)). All units within the Parcel B development will have similar access and, as explained above, the project will ensure parity across all parcels. Accordingly, buildings on Parcels C-F will have access to the same entrances, common areas, and amenities of that building that are available to market rate occupants of that building, in accordance with Health and Safety Code section 17929. From an environmental standpoint, accessibility of units to a particular entrance, common areas, or amenity would not have any implications regarding emissions, noise, or other environmental topics. Regardless, as explained above, the project will ensure all units in all buildings be situated similarly.

Some commentors suggest that placement of majority of affordable units on a single parcel would violate the Unruh Civil Rights act and Fair Employment Housing Act (Cal. Civil Code § 51; Gov. Code § 12900 et seq), and could interfere with the City's obligation to affirmatively further fair housing under State housing element law and avoid discrimination in any program or activity funded by the state of California. (See Gov. Code §§ 65584(e), 11135). These statutes are designed to prevent discrimination on the basis of recognized protected classes. The laws address important social issues and, as with similar local and other state rules identified above, do not implicate environmental issues under CEQA. Moreover, as stated above, all affordable units will be

comparable to the market-rate units on Parcels A through F of the Project, in terms of appearances, finishes, and features, and the inclusionary units shall be provided, or have access to, the same neighborhood amenities as the other units on Parcels A through F of the Project. There is no basis for any claim that the Project's affordable housing units will discriminate against any person on the basis of a protected class. In addition to avoiding discrimination, the State mandates that cities take further "meaningful actions that, taken together, address significant disparities in housing needs and in access to opportunity." (Gov. Code §§ 65584(e).) The Project helps the City accomplish this by providing affordable housing well in excess of the 10% inclusionary housing requirement imposed under the Daly City Municipal Code, and ensuring the school district's student population, which is the least-funded population in San Mateo County, have better access to educational opportunities. A fundamental objective of the Project is to "advance an innovative land use master plan to attract investment, stabilize District finances, increase funding for student education and attract and retain highly qualified teachers and staff." (Draft EIR, page 18.)

The assertions the commentors make about non-compliance with certain City ordinances or state laws are not environmental in nature, but rather consist of claims pertaining to legal and/or social issues, and are not discussed in the Draft EIR. Such issues are important, nevertheless, and additional information regarding the project's compliance with the Inclusionary Housing Ordinance will be included in the City's staff report.

Master Response 4: Project Description

Several comments contested the adequacy of the project description included in Section 2.2 of the Draft EIR (pages 3-18), specifically the description of the proposed Precise Plan and development on Parcels C-F. Specific development plans for these parcels have not been developed yet; however, the Draft EIR describes the maximum allowed development for each parcel in Table 2.2-1 and the maximum height allowed on each parcel (see page 4 of the Draft EIR). Analysis in the Draft EIR is based on the assumption that the maximum allowed residential units at the site of 1,235, and the maximum allowed commercial uses of 14,000 square feet, will be constructed. This provides the most conservative environmental analysis. In order to complete the Air Quality and GHG Assessment (Appendix C of the Draft EIR) and Noise and Vibration Assessment (Appendix K of the Draft EIR), JUHSD provided assumptions for the number of units to be built on Parcels C-F. Future building placements on Parcels C-F were based on figures provided in the proposed Precise Plan (see Appendix B of the Draft EIR). Based on this project information, the Draft EIR conservatively analyzed the proposed project's impacts on the environment, including development on Parcels C-F, utilizing the maximum development assumptions noted above. Insofar as commenters suggest the development of Parcels C-F must be described in the same detail as Parcel B, such is not required under any law, including CEQA. While development of some portions of the Project site include greater design level detail, the project is a precise plan, meaning it is a zoning entitlement. While the exact buildout of this zoning district has not been designed, the precise plan contains detailed development standards, design guidelines, and other restrictions that provide the decisionmakers with a clear idea of the project's scope and potential impacts on the environment. Further design details for Parcel C-F would not add any meaningful information, including without

limitation because the project, because of its infill location, is exempt from evaluation of its aesthetic impacts under state law.

Master Response 5: Wetlands

Several comments disagreed with the Draft EIR's conclusion that the meadow and arroyo willows on-site do not qualify as state or federally protected wetlands. Checklist question c) under Biological Resources in Appendix G of the CEQA Guidelines specifically asks if a project would have a substantial adverse effect on state or federally protected wetlands. The City, as the Lead Agency, has the discretion, based on substantial evidence, to make a CEQA determination about whether there are wetlands protected under federal or state law on the project site. Other public agencies with independent regulatory authority over wetlands may reach their own, potentially different, conclusions when the project applicant proceeds to seek a determination, permit, or other approval from those agencies later in the development process. But as the Lead Agency, the City may consider thresholds of significance based on environmental standards that other agencies have adopted but which are generally applicable. As discussed under Impact BIO-3 of the Draft EIR (page 67), the City agrees with, and based the Draft EIR's conclusions on, the findings of the Wetland Assessment (Appendix E of the Draft EIR) and the Biological Peer Review (Appendix F of the Draft EIR), both of which constitute substantial evidence as defined by CEQA, that the meadow on-site does not appear to qualify as a jurisdictional wetland; thus, it would not be considered a state or federally protected wetland. However, the City, as CEQA lead agency, is not in the Draft EIR making a jurisdictional determination under the US Clean Water Act, Porter-Cologne Water Quality Control Act, or Fish & Game Code, as those determinations, if the applicant were to proceed to implement the project, will ultimately be made later in the development process by separate public agencies charged with implementing those laws. The U.S. Army Corps of Engineers, the Regional Water Quality Control Board (RWQCB), and California Department of Fish & Wildlife may exert jurisdiction through their own procedural requirements separate from the CEQA process.

In addition, while the Draft EIR concludes that there are no state or federally protected wetlands on-site, the Draft EIR discusses impacts to special-status species, which may be present in the meadow, under Impact BIO-1 of the Draft EIR (pages 64-66).

Master Response 6: Recreation

The Demonstration Garden on the project site is not considered a recreation resource by the City of Daly City, as it is not identified in the City's Park and Open Space Master Plan as a recreational use, and the garden is not being relied upon by the City to meet the recreation needs of the current and planned population of the City, as demonstrated in the General Plan EIR's discussion of the future recreation needs from planned population growth, which omits any discussion of the garden. In addition, as discussed above in Master Response 1, JUHSD never officially sanctioned the public use of the garden, and a very limited number of community members (i.e., two to four) have been using the garden informally and without an expectation such use would be permanent. For these reasons, the garden was not considered a significant, recognized recreational resource and its removal was not considered a significant impact.

The gymnasium on the project site is similarly not considered a recreational resource by the City. The gymnasium is not open to the public for everyday use and current programs utilizing the gym have obtained permission from JUHSD. Specifically, JUHSD has indicated there are two groups who have permission to use its facilities for limited purposes, and that these program operators are allowed on the site on a month-to-month basis, and access is limited to the program operators and the individuals they invite to participate. Moreover, the gymnasium on the site is not relied upon in the City's Parks and Open Space Master Plan as a resource relied upon to meet the City's recreational needs. Finally, similar gymnasiums at public schools and recreational centers exist within the City; therefore, the removal of the gymnasium at the project site would not eliminate or significantly reduce this type of use from the City.

In addition, CEQA requires the Draft EIR to analyze whether a project would cause an increase in the use of existing recreational facilities such that substantial deterioration would occur, or if a project includes recreational facilities, would the construction of those facilities cause adverse impacts on the environment (see Section 3.16.2.1 of the Draft EIR, page 165). As discussed under Impact REC-1, the project proposes new park space for future residents to use and would be required to pay park in-lieu fees to offset recreational demand. Thus, impacts to gymnasiums within the City would be reduced to a less than significant level. As discussed under Impact REC-2, the demolition of the existing gymnasium and construction of new park space on-site would not result in any significant environmental impacts.

Master Response 7: Tribal Cultural Resources

Several comment letters contend that the Demonstration Garden on the project site should be considered a tribal cultural resource; however, these comment letters were not from designated tribal representatives. As discussed in Section 3.3 Cultural Resources (pages 71-77) and 3.18 Tribal Cultural Resources (191-193) in the Draft EIR, a Cultural Resources Study was prepared for the project that did not identify any known tribal cultural resources on-site. In addition, a Sacred Lands File search was requested from the Native American Heritage Commission (NAHC) and results came back negative. The NAHC provided a list of tribes associated with the project area, and those tribes (Amah Mutsun Tribal Band of Mission San Juan Bautista, Costanoan Rumsen Carmel Tribe, Indian Canyon Mutsun Band of Costanoan, Muwekma Ohlone Indian Tribe) were contacted by the City on June 30, 2021 for further consultation, per Assembly Bill (AB) 52 and Senate Bill (SB) 18. The City received no responses from designated tribal representatives; therefore, the City concluded consultation and determined that no known tribal cultural resources exist on-site.

In addition, tribal cultural resources are typically associated with pre-contact history, i.e. resources important to a tribe at the time of the arrival of Europeans, and not sites, features, objects developed by modern society. The Demonstration Garden was constructed in the last 20 years and is a modern day feature, and as such, would not meet the definition of a tribal cultural resource as defined by Section 15064.5 of the CEQA Guidelines. Finally, the Demonstration Garden does not exist in a natural landscape. The entire project site was graded and redeveloped for school uses decades ago, and in fact there is a tennis court and drainage infrastructure underlaying at least a

significant portion of the Demonstration Garden. The setting is therefore a disturbed, urban environment. Accordingly, there are no historical, natural facilities, topography, or other features existing within the footprint of the Demonstration Garden.

Master Response 8: Alternatives

Section 7.0 of the Draft EIR (pages 209-216) discusses alternative to the proposed project. As required by CEQA, alternatives to the project should be identified to avoid or substantially lessen any significant effects of the project and still meet the project's basic objective. As discussed throughout the Draft EIR, the proposed project would not result in any significant and unavoidable impacts. The project would only result in less than significant impacts with mitigation incorporated for the following environmental resource areas:

- Air Quality (construction criteria pollutants, TAC health risk)
- Biological Resources (bats, nesting birds)
- Cultural Resources (archaeological resource/human remains)
- Geology and Soils (paleontological resources)
- Hazards and Hazardous Materials (underground/aboveground storage tanks)
- Noise (construction noise)
- Transportation (vehicle miles traveled, construction traffic, pedestrian/bicycle safety, emergency access)
- Tribal Cultural Resources (unknown buried tribal cultural resources)

Of the impacts identified above, any type of development project requiring site/ground disturbance would result in similar impacts related to biological resources, cultural resources, geology and soils, hazards and hazardous materials, and tribal cultural resources. As such, alternatives to lessen these impacts were not considered in the Draft EIR. An alternative to preserve the Demonstration Garden was not included in the Draft EIR as the removal of the garden is not considered an environmental impact (see Master Responses 5, 6, and 7 above), and alternatives related the City's Inclusionary Housing Ordinance and RHNA targets were not included as they are not CEQA impacts (see Master Response 2 and 3 above).

The Draft EIR considered alternatives that could substantially lessen the project's air quality, noise, and vehicle miles traveled (VMT) impacts. Section 7.4.1 of the Draft EIR (211-212) identifies three alternatives that were considered but rejected due to either infeasibility (Location Alternative) or because they would not substantially lessen the project's impact (Mixed-Use Alternative and Reduced Housing Alternative). No other feasible alternatives were identified by the City; therefore, the Draft EIR included the No Project Alternative and the No Project – Existing Zoning Alternative as the only analyzed alternatives. As discussed in Section 7.4.2.2 of the Draft EIR (pages 214-215), the No Project – Existing Zoning Alternative also acted as a reduced development alternative given the total square footage at build-out under existing zoning is anticipated to be 500,000 square feet less than the proposed project.

Federal and State Agencies

A. California Department of Transportation (dated September 6, 2023)

Comment A.1: Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Serramonte Del Rey Campus Redevelopment Project. We are committed to ensuring that impacts to the State's multimodal transportation system and to our natural environment are identified and mitigated to support a safe, sustainable, integrated and efficient transportation system.

The Local Development Review (LDR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities. The following comments are based on our review of the July 2023 DEIR.

Project Understanding
This project proposes to redevelop the site of the Jefferson Union High School District office buildings into a mix use development. It would have up to 1,235 units of affordable housing and market-rate rental housing with 14,000 square feet of retail and commercial use space. The project site is located across the on- and off-ramps at Serramonte Blvd.

> **Response A.1:** This is an introductory statement; therefore, no further response is required.

Comment A.2: Travel Demand Analysis
With the enactment of Senate Bill (SB) 743, Caltrans is focused on maximizing efficient development patterns, innovative travel demand reduction strategies, and multimodal improvements. For more information on how Caltrans assesses Transportation Impact Studies, please review Caltrans' Transportation Impact Study Guide (link).

The project VMT analysis and significance determination are undertaken in a manner consistent with the Office of Planning and Research's (OPR) Technical Advisory. Per the DEIR, this project is found to have less than significant impacts with mitigation. Caltrans commends the Lead Agency in developing the Transportation Demand Management (TDM) Plan to reduce employee and guest VMT, therefore working towards meeting the State's goal of a 15-percent reduction. The proposed measures identified in the TDM plan should be documented with annual monitoring reports to demonstrate effectiveness.

Please reach out to Caltrans for further information about TDM measures and a toolbox for implementing these measures in land use projects. Additionally, refer to the California Air Pollution Control Officers Association (CAPCOA) Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity (link).

Response A.2: Mitigation measure MM TRN-2.1 (page 179 of the Draft EIR) requires annual monitoring for the first six years of project occupancy.

Comment A.3: State Projects within Vicinity

The following Caltrans' projects are planned and included in the State Highway Operation and Protection Program (SHOPP), the State's "fix-it-first" program that funds the repair, safety improvements, some highway operational improvements, and preservation of the State Highway System (SHS).

County	Route	Post Mile(s)	Target Program	EA	Description	Project Cost ($K)	Construction Date
SM	1/280	SM R44/ R48	2020 SHOPP	0Q440	Install Best Management Practices (Stormwater and Trash Devices) along SM-1 and SM-280 within Significant Trash Generation Area (STGA). This is to meet Caltrans D4 obligations under the Trash Cease and Desist Order (CDO).	7575	2022/23
SM	1	SM 29.034/ 46.716	Middle Mile Broadband Network	1Y960	Install broadband conduit and fiber optic as part of the Broadband Middle Mile Network.	8540	2024/25

Response A.3: These state highway improvement projects are noted. Both were not listed as cumulative projects in the Draft EIR as the first one involves stormwater and trash management efforts on the state highways and would be completed prior to the construction start of proposed project, and the second one would involve negligible construction. This comment does not raise any issues about the adequacy of the Draft EIR; therefore, no further response is required.

Comment A.4: Transportation Impact Fees

Please identify project-generated travel demand and estimate the costs of transit and active transportation improvements necessitated by the proposed project; viable funding sources such as development and/or transportation impact fees should also be identified. We encourage a sufficient allocation of fair share contributions toward multi-modal and regional transit improvements to fully mitigate cumulative impacts to regional transportation. We also strongly support measures to increase sustainable mode shares, thereby reducing VMT.

Response A.4: The Draft EIR estimates that project would generate 170 new transit users (see page 176 of the Draft EIR). These transit users are expected to use BART and SamTrans routes 24 and 120. The Draft EIR concluded that the additional 170 transit users would not exceed the capacity of existing bus or BART services within the project area; thus, no additional transit improvements are proposed as part of the project. The project would implement mitigation measure MM TRN-2.1, which includes Transportation Demand Management (TDM) strategies to increase mode share. As part of the Development Agreement (DA), the applicant shall pay for and

implement the majority of the off-site improvement identified on page 11 of the Draft EIR: in addition, the applicant shall make two separate cash contributions to the City. One to implement off-site park, bicycle, and/or pedestrian improvements at the City's discretion, and another to help fund the Clarinda Avenue/Highway 1 intersection signalization. The City has determined that these contributions address any project-specific impacts and in fact confer, pursuant to the project's development agreement, community benefits that leave the local circulation network in a condition that is superior when compared to existing conditions.

Comment A.5: Construction-Related Impacts
Potential impacts to the State Right-of-Way (ROW) from project-related temporary access points should be analyzed. Mitigation for significant impacts due to construction and noise should be identified. Project work that requires movement of oversized or excessive load vehicles on State roadways requires a transportation permit that is issued by Caltrans. To apply, please visit Caltrans Transportation Permits (link).

Response A.5: The need for a transportation permit for oversize construction vehicles is noted. Impacts related to construction of the proposed project are discussed throughout the Draft EIR, including potential impacts on State ROWs. MM AIR-2.1 requires the project to implement Bay Area Air Quality Management District's (BAAQMD's) recommended best management practices (BMPs) and additional measures to reduce construction equipment exhaust emissions. MM AIR-2.2 requires the project to meet emissions standards for certain construction equipment. Impacts specific to noise are discussed in Section 3.13 of the Draft EIR (pages 128-148), and MM NOI-1.1 requires that project to develop a construction noise control plan for each construction phase. The Draft EIR includes a specific analysis of the impacts of construction traffic on existing vehicle traffic near the project site (page 180), and MM TRN-3.1 requires the project to prepare and implement a Construction Traffic Management Plan to minimize impacts of project construction on the transportation system. Each of the aforementioned mitigation measures will reduce construction impacts to a less-than-significant level.

Comment A.6: Prior to construction, coordination may be required with Caltrans to develop a Transportation Management Plan (TMP) to reduce construction traffic impacts to the STN.

Response A.6: The project shall implement mitigation measure MM TRN-3.1, which requires the project to prepare a Construction Traffic Management Plan. The City is open to coordinating with Caltrans on implementation of the plan.

Comment A.7: Lead Agency
As the Lead Agency, the City of Daly City is responsible for all project mitigation, including any needed improvements to the State Transportation Network (STN). The project's fair share

contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

> **Response A.7:** The Draft EIR evaluated impacts on off-site circulation networks, including State facilities, with respect to both CEQA topics (e.g., vehicle miles traveled and safety considerations) and non-CEQA topics (e.g., traffic congestion). This latter category of impact was included for information only. The DEIR determined there would be no impacts to any pertinent portion of the State Transportation Network, and therefore appropriately does not include any mitigation measures that.

Comment A.8: Equitable Access
If any Caltrans facilities are impacted by the project, those facilities must meet American Disabilities Act (ADA) Standards after project completion. As well, the project must maintain bicycle and pedestrian access during construction. These access considerations support Caltrans' equity mission to provide a safe, sustainable, and equitable transportation network for all users.

> **Response A.8:** As discussed under Impact TRN-1 in Section 3.17 Transportation of the Draft EIR (page 177), all pedestrian facilities improved by the project would be ADA compliant. In addition, the project would implement mitigation measure MM TRN-3.1, which requires the project to provide safe and adequate pedestrian and bicycle access during project construction.

Comment A.9: Encroachment Permit
In Section 3.17, two planned improvements are mentioned involving the intersection of State Route (SR)-1/ Clarinada and of SR-1/ Serramonte Boulevard. Please be advised that any permanent work or temporary traffic control that encroaches onto Caltrans' ROW requires a Caltrans-issued encroachment permit. As part of the encroachment permit submittal process, you may be asked by the Office of Encroachment Permits to submit a completed encroachment permit application package, digital set of plans clearly delineating Caltrans' ROW, digital copy of signed, dated and stamped (include stamp expiration date) traffic control plans, this comment letter, your response to the comment letter, and where applicable, the following items: new or amended Maintenance Agreement (MA), approved Design Standard Decision Document (DSDD), approved encroachment exception request, and/or airspace lease agreement. Your application package may be emailed to D4Permits@dot.ca.gov.

To obtain information about the most current encroachment permit process and to download the permit application, please visit Caltrans Encroachment Permits (link).

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Marley Mathews, Transportation Planner, via LDR-D4@dot.ca.gov.

For future early coordination opportunities or project referrals, please contact LDR-D4@dot.ca.gov.

Response A.9: The need for an encroachment permit for work within Caltrans right-of-way is noted. This comment does not raise any issues about the adequacy of the Draft EIR; therefore, no further response is required.

Regional and Local Agencies

B. San Francisco International Airport (dated August 10, 2023)

Comment B.1: Thank you for notifying the San Francisco International Airport (SFO or the Airport) of the availability of the Draft Environmental Impact Report (DEIR) for the Serramonte Del Rey Campus Redevelopment Project (Proposed Project), located in the City of Daly City (City). We appreciate this opportunity to review and provide comments on the DEIR.

As described in the DEIR, the Proposed Project is located on the south side of Serramonte Boulevard between the intersections of Callan Boulevard/Serramonte Boulevard and St. Francis Boulevard/Serramonte Boulevard on an approximately 22-acre site (Assessor's Parcel Number 091-211-230). The site is occupied by the following land uses: a 1960s-era building containing nonprofit organizations and offices for the Jefferson Union High School District (JUHSD); some temporary buildings; surface parking; and a construction staging area for the JUHSD faculty and staff housing project.

In 1985, the City approved the Serramonte Del Rey Precise Plan (1985 Precise Plan) for a larger 50-acre area that includes the Proposed Project site. Phase I of the 1985 Precise Plan, which covered the 28-acre area to the south of the Proposed Project site, has been implemented, and Phase II allows for the development of up to 175 residential units and approximately 700,000 square feet of office space on the Proposed Project site.

The Proposed Project consists of a new Serramonte Del Rey Precise Plan (2023 Precise Plan) and a specific development project at the northeast corner of the site. The 2023 Precise Plan would replace Phase II of the 1985 Precise Plan; it would divide the Proposed Project site into six parcels and allow for the development of up to 1,235 residential units, approximately 14,000 square feet of retail space, a 1,400-square-foot childcare facility, and various infrastructure improvements. Allowable building heights under the 2023 Precise Plan would range from 77 feet to 150 feet.

The specific development project, which would be on Parcel B at the northeast corner of the site, consists of demolishing the existing temporary education building and surface parking lot and constructing a seven-story building containing 201 residential units and approximately 8,000 square feet of retail space.

> **Response B.1:** This is an introductory comment and restates the proposed project. No further response is required.

Comment B.2: The Proposed Project site is within two Airport Influence Areas (AIAs): Area A – Real Estate Disclosure Area (all of San Mateo County) and Area B – Policy/Project Referral Area (a smaller subarea in the northern part of San Mateo County), as defined by the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (SFO ALUCP). Within Area A, the real estate disclosure requirements of state law apply (see attachment). A property

owner offering a property for sale or lease must disclose the presence of planned or existing airports within two miles of the property. Within Area B, the Board of Directors of the City/County Association of Governments of San Mateo County, acting as the designated Airport Land Use Commission (ALUC), shall review proposed land use policy actions, including new general plans, specific plans, zoning ordinances, plan amendments and rezonings, and land development proposals (see attachment). The real estate disclosure requirements in Area A also apply in Area B.

The Proposed Project site is located outside of the 65-decibel Community Noise Equivalent Level (CNEL) contour and all safety compatibility zones and, therefore, the Proposed Project would not appear to be inconsistent with the Noise and Safety Compatibility Policies adopted in the SFO ALUCP.

As described in Exhibit IV-17 of the SFO ALUCP (see attachment), the critical aeronautical surfaces at the Proposed Project location are at an elevation of approximately 800 feet above mean sea level (AMSL) as defined from the origin of the North American Vertical Datum of 1988. The elevation of the Proposed Project site is approximately 485 feet AMSL. The maximum building height proposed under the Precise Plan is 150 feet above ground level (AGL), and the height of the Parcel B development project is 85 feet AGL, measured to the top of the elevator penthouse. Both of these heights would be below the height of the lowest critical aeronautical surfaces (315 feet AGL), and the Proposed Project would not appear to be inconsistent with the Airspace Protection Policies of the SFO ALUCP, subject to the issuance of a Determination of No Hazard from the Federal Aviation Administration (see below) for any proposed structures and determinations from the City/County Association of Governments of San Mateo County as the designated ALUC.

> **Response B.2:** This comment does not raise any issues about the adequacy of the Draft EIR; therefore, no further response is required.

Comment B.3: This evaluation does not waive the requirement for the Proposed Project sponsor to undergo Federal Aviation Administration airspace review as described in 14 Code of Federal Regulations Part 77 for both (1) the permanent structures and (2) any equipment taller than the permanent structures required to construct those structures.

> **Response B.3:** On September 9, 2021, both the proposed Precise Plan and Parcel B Development Project were reviewed by the San Mateo County Airport Land Use Commission and were approved for consistency with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francsico International Airport.

Comment B.4: The Airport recommends the following revisions (deletions shown in ~~strikethrough~~ and new text shown in double underline) on page 102 of the DEIR:

> ~~San Mateo County~~ Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport

Daly City is within the jurisdiction of the ~~San Francisco Airport (SFO) Land Use Plan component of the San Mateo County~~ Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (SFO ALUCP), adopted ~~in December 1996 and updated in 2001~~ November 2012. Established in the ~~CLUP~~ SFO ALUCP are procedures used by the San Mateo City and County Association of Governments (C/CAG) to review land use decisions in the vicinity of San ~~Mateo County airports~~ Francisco International Airport. Airport planning boundaries define where height, noise and safety standards, policies, and criteria are applied to certain proposed land use policy actions.

The Airport recommends the following revisions (deletions shown in ~~strikethrough~~ and new text shown in double underline) to the last paragraph on page 104 of the DEIR:

The project site is located within the SFO ~~CLUP~~ ALUCP Airport Influence Area B, which requires projects to be consistent with the goals and policies of the ~~CLUP~~ SFO ALUCP. The project site is approximately five miles northwest from the runway termination point of the San Francisco International Airport, beyond the outer boundary of safety compatibility zones and outside of the Community Noise Equivalent Level (CNEL) noise contours for the airport, as delineated in the ~~CLUP~~ SFO ALUCP.

The text at the bottom of page 128 of the DEIR includes a cross reference to Section 4.10, Land Use, but Section 4.10 does not exist. Furthermore, the Land Use section of the DEIR does not discuss airport land use compatibility issues. The Airport recommends the following revisions (deletions shown in ~~strikethrough~~ and new text shown in double underline) to the text at the bottom of page 128 and the top of page 129 of the DEIR:

Comprehensive Airport Land Use Compatibility Plan for the Environs of ~~the~~ San Francisco International Airport

~~As discussed in more detail in Section 4.10 Land Use, t~~The project site is located within the Airport Influence Area (AIA) of the San Francisco International Airport (SFO). Properties within the AIA may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (e.g., noise, vibration, and odors). The airport/land use compatibility of a proposed development or land use policy action shall be determined by comparing the proposed development or land use policy action with the safety compatibility criteria, noise compatibility criteria, and airspace protection/height limitation criteria in the SFO ALUCP. The site is located outside of the SFO 65 dB CNEL noise contour.

Response B.4: The City agrees with the suggested clarifications to the land use plan name and typos. Please refer to Section 5.0 Draft EIR Text Revisions below for revised text.

C. San Francisco Bay Regional Water Quality Control Board (dated September 8, 2023)

Comment C.1: We have reviewed Draft Environmental Impact Report (DEIR) (State Clearinghouse No. 2023060571) for the Serramonte Del Rey Campus Redevelopment (Project). The Project consists of development of a new approximately 22-acre Serramonte Del Rey Precise Plan and a specific development proposal for the approximately 4.3-acre Parcel B within a portion of the new Precise Plan.

We appreciate the importance of redevelopment projects that include affordable and market-rate rental housing as well as infrastructure improvements. However, we have concerns about the existing wetlands on-site and the corresponding Wetland Assessment provided in Appendix E of the DEIR. Specifically, we are concerned that there has been a wetlands jurisdictional determination made without consultation with the Water Board. Moving forward that jurisdictional determination, without securing Waste Discharge Requirements (WDRs), via the Porter-Cologne Act, from the Water Board, or a concurrence that no state regulated wetlands exist at the site, is not recommended because we do not agree with the assertion made in the DEIR that waters of the State do not exist that the Project site.

Comments on Appendix E, Wetland Assessment
The memo in Appendix E states that the Porter-Cologne Act's jurisdiction does not extend to the site, but the reasons provided in Appendix E are not sufficient to determine whether jurisdictional waters of the State exist at the site. Furthermore, the Water Board, as the agency that issues WDRs, has not been consulted about this jurisdictional determination.

The Water Board does not agree with the basis used in determining whether the on-sites wetlands are waters of the State. The jurisdictional determination made regarding the wetlands on-site is premised on the assumptions that 1) the wetland does not meet the U.S. Army Corps of Engineers'(Corps) three-wetland parameter test, and 2) the wetlands are artificial and transient. First, a jurisdictional wetland determination (JD) does not appear to have been conducted. Instead, the memo in Appendix E references excerpts from the Exhibits therein, which do not make any definitive determinations regarding whether wetlands exist. Both Exhibits in Appendix E were conducted to assess the site drainage. A JD must be conducted to verify whether there are hydric soils, wetland vegetation, and wetland hydrology. Additionally, Procedures for Discharges of Dredged of Fill Material to Waters of the State (Dredge and Fill Procedures) states that only two of the three Corps parameters must be fulfilled to qualify as a State regulated wetland. Second, Appendix E focuses on excerpts from Dredge and Fill Procedures that are taken out of context and misinterprets the terms "transient" and "artificial" regarding regulated waterbodies. For example, seasonal wetlands, intermittent streams, and ephemeral streams, are all transient waterbodies that are waters of the State. Under the Dredge and Fill Procedures, an area is defined as wetland as follows: "An area is wetland if, under normal circumstances, (1) the area has continuous or recurrent saturation of the upper substrate caused by groundwater, or shallow surface water, or both; (2) the duration of such saturation is sufficient to cause anaerobic conditions in the upper substrate; and (3) the area's vegetation is dominated by hydrophytes or the area lacks vegetation."

This definition is further elaborated on in the Dredge and Fill Procedures, but the on-site wetland can still be a water of the State if it was formed from a lack of maintenance over the years and is currently functioning as a wetland without intervention, which appears to be the case on-site. We encourage you to coordinate with the Water Board to further examine the on-site wetlands to verify whether or not State wetlands exist and determine whether WDRs are required to fill the wetlands.

Projects with potential fill-related impacts to State waters, such as the Project, must first demonstrate their design avoids and minimizes those impacts to the extent practicable. As part of the WDRs process, we will require a thorough analysis of all the proposed alternatives, including their long-term indirect effects. The Water Board adopted U.S. Environmental Protection Agency's Section 404(b)(1), "Guidelines for Specification of Disposal Sites for Dredge or Fill Material," dated December 24, 1980, in its Basin Plan and Dredge and Fill Procedures for determining the circumstance under which filling of waters of the State may be permitted. The Section 404(b)(1) Guidelines and Dredge and Fill Procedures prohibit discharges of fill material into waters of the United States and in the case of the Dredge and Fill Procedures, waters of the State, unless a discharge, as proposed, constitutes the least environmentally damaging practicable alternative that will achieve the project purpose. To accomplish this, the Guidelines and Procedures sequence the order in which proposals must be approached: 1) Avoid - avoid impacts to waters; 2) Minimize – once impacts have been avoided to the maximum extent practicable, modify the project to minimize impacts to waters; and 3) Compensate – once impacts have been fully minimized, compensate for unavoidable impacts to waters.

Summary
We are supportive of the Project's intent, but the determination regarding jurisdictional waterbodies at the Project site must be made by the Water Board. The arguments for why the wetlands on-site are not considered waters of the State is insufficient, and a JD must be conducted, and the Water Board must be consulted about potentially jurisdictional features to determine whether WDRs are needed. We look forward to hearing from and working on this Project as it moves forward. If you have any questions, please do not hesitate to reach out.

Response C.1: Please refer to Master Response 5: Wetlands above.

D. Nancy Lacsamana (dated July 30, 2023)

Comment D.1: pg 161

Serramonte condominiums/ Daly City is noted as being in the Brisbane School district.
It is not. location 525-595 Serramonte Blvd. on table 3.0-1

> **Response D.1:** The Serramonte Condominiums project is located within the Jefferson Elementary School District. This error has been corrected. Please refer to Section 5.0 Draft EIR Text Revisions for corrected discussion.

E. Sabrina Brennan (dated July 31, 2023)

Comment E.1: Please provide a current draft of the SOR development agreement. Based on the DEIR it appears the JUHSD project has changed since the City Council last discussed it at a public meeting. We would like to know what's included in the development agreement. Please also provide the time line for completing the development agreement.

> **Response E.1:** The development agreement is in draft form as it is being negotiated between the City and applicant. The off-site improvements contemplated in the development agreement are described in the Draft EIR Section 2.2.2.1., and the EIR has been written to cover the development agreement as one of the discretionary actions required for the project. The terms under negotiation do not involve physical improvements, but concern legal terms regarding risk allocation and other non-tangible issues. There is no potential for these negotiations to alter the physical scope of the project and affect the project's environmental analysis.

Comment E.2: I noticed that the links provided in NOP letters are not working in the DEIR. Please provide working links here:https:ljlink.edgepilot.com/s/38461664/bBzNCQrJdkCXS4pt-hPSzA?u=https://www.dalycity.org/DocumentCenter/View/7812/Appendix-ANOP-Comments?bidId%3D.

I mean the links included in various NOP letters are not working, they are published here: https://link.edgepilot.com/s/38461664/bBzNCQrJdkCXS4pt-hPSzA?u=https://www.dalycity.org/DocumentCenter/View/7812/Appendix-A-NOPComments?bidId%3D.

The public should be able to click on working links provided in NOP letters. It appears you stripped out all the links so we cannot read the letters as they were intended by the sender.

> **Response E.2:** Links in the NOP letters on the City's website were fixed.

Comment E.3: The links appear to be working now.

Are you planning to include letters from the NAACP, other organizations and individuals?

Link to Sierra Club Letters:
https://link.edgepilot.com/s/cffab6ee/csUuYiF8BkmXPnlroHo1WA?u=https://www.communitygardenalliance.org/sierra-club-letters

Link to NAACP Letters:
https://link.edgepilot.com/s/4547fa78/MbR_Btrfn0GwUUU4G5b5Uw?u=https://www.communitygardenalliance.org/naacp-letters

Link to Pacifica Social Justice Letter:
https://link.edgepilot.com/s/f91f3444/nm5Xdq9mYU6tqDI4Mcm0sg?u=https://www.communitygardenalliance.org/pacifica-social-justice

Response E.3: The Sierra Club letter mentioned in the comment above is included in Appendix A of the Draft EIR. The two other letters from the NAACP and Pacifica Social Justice were sent a year after the initial NOP period between May 7, 2021 and June 7, 2021; therefore, they are not included in Appendix A, but are part of the public record for the project. None of the above letters include comments about the Draft EIR as they were written before the Draft EIR was circulated; therefore, no further response is required.

F. Grassetti Environmental Consulting (dated August 21, 2023)

Comment F.1: Grassetti Environmental Consulting (GECo) is submitting this comment letter on the Serramonte Del Rey Project Draft EIR on behalf of Pacifica Social Justice. As GECo's Principal, I have reviewed the document and offer comments on three issue areas: Project Description, Inclusionary Housing, and Alternatives. My experience includes over 40 years of preparing, reviewing, and teaching about the California Environmental Quality Act (CEQA) processes and documents. My qualifications are attached to this letter.

As detailed below, the DEIR is deficient in fully and accurately describing the project, its analysis of inclusionary housing policy conformance, and the range of alternatives considered in the document. In addition, the DEIR fails to correctly describe and characterize the use of, and potential impacts on, the approximately 1-2-acre community garden on the project site.

Response F.1: This is an introductory comment that summarizes the comment letters main concerns. Please refer to the responses below regarding specific issues raised by comment letter.

Comment F.2: Discussion

Project Description Issues

An “accurate, stable, and finite project description” “is the sine qua non of an informative and legally sufficient EIR.” (Save Our Capitol! v. Department of General Services (2023) 87 Cal.App.5th 655, 673.). Further, The project description shouldn’t supply extensive detail beyond that needed to evaluate the project’s environmental impacts, but should contain a sufficient degree of analysis to allow decisionmakers to make an informed decision intelligently considering environmental consequences; impact evaluation needn’t be exhaustive, and is reviewed in light of what is reasonably feasible, with courts looking not for perfection, but adequacy, completeness, and a good faith effort at full disclosure. (Tiburon, at 738, 726; CEQA Guidelines, §§ 15124, 15151.)

The DEIR’s Project Description describes in detail an entirely unrelated project (the District Offices Project – Figure 2.2-6) yet fails to identify any potential development plans on Areas C-F of the project site. That said, the hydrology section includes impervious/pervious surface calculations down to the exact square foot. Similarly, the noise analysis identifies each specific piece of equipment and duration of operation for each of the project phases.

Response F.2: The JUHSD District Office and Adult Education site plan shown on Figure 2.2-6 of the Draft EIR was included to disclose that the existing demonstration garden would be replaced at JUHSD’s new adult education building. The proposed Precise Plan is described in Section 2.2.1 of the Draft EIR (pages 3-10) and development plans for Parcels C-F are shown in Table 2.2-1 of the Draft EIR (page 4). The post-construction impervious/pervious surfaces calculations are based on preliminary open space, infrastructure, and building layouts provided by the applicant. Construction equipment identified in the air quality and noise analyses are based on CalEEMod defaults for the proposed project type (e.g., residential, commercial), size, and acreage. The project applicant provided the anticipated construction phasing and duration of the project. Please also refer to Master Response 4: Project Description above.

Comment F.3: The Precise Plan is available on the District’s website (https://www.juhsd.net/site/handlers/filedownload.ashx?moduleinstanceid=5196&dataid=8067&FileName=Serramonte%20Del%20Rey%20Precise%20Plan_Draft%20Precise%20Plan.pdf) yet it is not described in the DEIR, which includes only the parcel plan (Figure 2.2-5) and Area B plans from the Precise Plan. The DEIR fails to show even the most basic development plans other than for Areas A and B – no access improvements, no infrastructure improvements, no general site layout, no maximum building heights, nothing.

Response F.3: Please refer to Master Response 4: Project Description above.

Comment F.4: Further, the Precise Plan shows most of the trees surrounding the site being retained (see, for example, Figures 3.4, Street Frontage, and 4.2, Vehicular Circulation in the Precise Plan). In fact, the Precise Plan states,

> "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."

However, the EIR analyses appear to assume that most of the existing trees (and the community garden) will be removed. Similarly, the visual simulations contained in the Precise Plan also show them being removed. The DEIR Project Description is mute on the topic. These contradictions and lack of detail in the DEIR result in an unstable Project Description, which is inadequate for the environmental analysis.

Response F.4: The proposed Precise Plan does not include detailed site plans for Parcels C-F; therefore, the number of trees to be removed or preserved is currently unknown, but will be defined as applications for specific buildings are filed for each parcel. Specific tree removal and planting details are available for the Parcel B Development Project and is described in Section 2.2.2.2 of the Draft EIR (page 16). The Draft EIR assumes some tree removal will be necessary to construct the proposed project and impacts related to tree removal are discussed under Impact BIO-5 in Section 3.4 Biological Resources of the Draft EIR (page 68). As described in the Draft EIR, pursuant to Municipal Code Chapter 12.40 – Urban Forestry, the City does not regulate the removal of trees except those within the public right-of-way, therefore the removal of trees on the school campus would not conflict with a local tree preservation policy. The Draft EIR further describes that the project is committed to replacing any removed trees at a 2:1 ratio.

It is not clear what visual simulation the comment is referring to; however, on page 19 of Appendix B (draft Precise Plan) to the Draft EIR, a visual simulation shows the proposed project with the existing trees transparent in order to provide a better understanding of the project. The project does not propose to remove all existing trees surrounding the site.

Comment F.5: Failure to Accurately Consider the Land Use Impacts of the Community Garden and Groves of Mature Trees Surrounding the Site.

A review of comments submitted to the City in response to the Notice of Preparation and prior to that time indicates that the Community Garden that has occupied a portion of Parcel D for decades is an important land use. Representatives of the Native American community have also stated that it is important as a cultural resource (https://www.change.org/p/juslyn-manalo-save-mystic-community-garden), and over 4,000 community members have identified it as a unique and valued

land use. Yet the DEIR fails entirely to accurately characterize this land use and therefore fails to correctly identify the significance of its loss. The proposed extirpation of the garden represents a significant land use impact.

> **Response F.5:** Please refer to Master Response 1: Demonstration Garden, Master Response 5: , Master Response 6: Recreation, and Master Response 7: Tribal Cultural Resources above regarding impacts related to removal of the Demonstration Garden.

Comment F.6: The EIR blindly uses only the Initial Study Checklist as its significance criteria. However, the Courts have ruled that even if a project impact is not identified in the Checklist questions, it must be considered (see: Protect the Historic Amador Waterways v. Amador Water Agency, 116 Cal.App.4th 1099, 2004). Therefore, loss of important land uses also should be considered as a land use impact, as it is a physical impact on the environment. In this case, there is substantial evidence on the record that the garden comprises a unique and highly valued community open space, cultural, and educational resource. The EIR must fully identify and consider the land use, cultural, educational, and agricultural value of the garden and forest of mature trees surrounding the site, and the significance of their loss as a land use impact. Further, as discussed below, one or more alternatives that preserve the garden must be added to the EIR.

> **Response F.6:** Please refer to Master Response 1: Demonstration Garden, Master Response 6: Recreation, Master Response 7: Tribal Cultural Resources, and Master Response 8: Alternatives above. Impacts related to agriculture and trees are discussed in Sections 3.2 and 3.4 of the Draft EIR.

Comment F.7: Failure to Adequately Consider Wetlands Habitats

The DEIR states (p.67):

> While the Biological Resource Assessment identifies the presence of wetland features, it does not reach a definitive conclusion about the meadow qualifying as a jurisdictional wetland and recommends a formal wetland delineation be performed prior to project implementation to allow the US Army Corp and/or the Regional Water Quality Control Board to determine whether to assert jurisdiction over the meadow as a wetland. The Biological Peer Review, however, agrees with the findings of the Wetland Assessment and concludes that the meadow would not qualify as a jurisdictional wetland under the Clean Water Act or Porter-Cologne Act.

CEQA does not care about legal definitions of jurisdictional wetlands. It cares about the habitat values afforded by the wetlands. The DEIR finds no impact on wetlands solely on the basis of legal administrative classifications. Please revise to address the impacts associated with the actual habitats.

> **Response F.7:** Please refer to Master Response 5: Wetlands above.

Comment F.8: Project Non-Conformance with RHNA and City Inclusionary Housing Ordinance

As noted in numerous comments on the NOP, including comments from the City's Director of Economic and Community Development, Housing and Community Development Supervisor, and Housing Coordinator (Memo from the above to the Mayor, Affordable Housing Community, and Councilmember Glenn Sylvester, November 15, 2021) the project fails to conform with the City's 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 market rate units. Subsequent to the development of housing for District staff on Parcel A, the JUHSD proposal envisions completion of 201 market rate 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 are Parcel C are constructed.
> 2. The City's Inclusionary Housing Ordinance requires that affordable units are physically distributed equally through a development. In the JUHSD proposal, the majority of the affordable units would be concentrated on one of six parcels.

The EIR must address this non-conformance, which brings the project further into conflict with its own objectives, discussed above.

Further, the project would do nothing to achieve, the City's compliance with its RHNA objectives. According to RHNA Plan, Daly City is allocated a total of 4,838 total housing units. This includes 1,336 very-low-income units, 769 low-income units, 762 moderate-income units, and 1,971 above-moderate-income units. The proposed project's minimal provision of affordable units makes it nearly impossible for the City to achieve its overall RHNA requirement of about 43% very-low and low-income units. The project's 1235 units comprise about 26 % of the 4838 total units, but it proposes to provide only 6% of the required affordable units. This means that future residential development in the City would be required to exceed 50% affordable units in order to meet its RHNA/Housing Element requirements. Table HE 49a in the Draft Housing Element shows this shortfall. Instead of helping the City meet its RHNA requirements, the project further impedes this. The EIR should describe conformance with the RHNA/Housing Element this would be achieved.

> **Response F.8:** Please refer to Master Response 2: Regional Housing Needs Allocation and Master Response 3: Inclusionary Housing Ordinance and State Affordable Housing Law above.

Comment F.9: Project Objectives Deficiencies

Project objectives inform, in part, the selection of project alternatives. Alternatives are intended to reduce potentially significant project impacts while achieving most of the project objectives (Guidelines Section 15126.6 (a)). One of the project objectives is to maximize affordable housing, yet, as discussed above, the project includes the minimum number of affordable units per the City's Inclusionary Housing ordinance, fails to comply with the unit distribution and timing components of that ordinance, and substantially impedes the City's compliance with its own RHNA requirements. Further, as detailed above, the project makes it nearly impossible for the City to achieve its RHNA affordable housing requirements. In this case, the project does not meet its own objective.

Response F.9: The project objectives are defined by the applicant JUHSD's goals for the proposed project. The objective the commenter appears to be referring to is to "Maximize the number of new high-quality market-rate and affordable housing units as a well-designed, economically feasible, urban residential neighborhood with sufficient density to create a safe, active neighborhood, with development phasing subject to market conditions that provides flexibility with the sequence of construction of buildings, open space, streets, and infrastructure." (page 210). The project provides 20 percent affordable units, twice the City's minimum requirement that 10 percent of the units be affordable, therefore, the comment is incorrect in stating the project provides the minimum amount of affordable housing, and would not contribute to the City's RHNA goals. Please also refer to Master Response 2: Regional Housing Needs Allocation and Master Response 3: Inclusionary Housing Ordinance and State Affordable Housing Law above.

Comment F.10: Inadequate Range of Alternatives

The project includes only the no-project alternative, with variants for existing conditions and future development conditions. It then identifies the latter no-project alternative variant as the CEQA-mandated environmentally superior alternative. Per CEQA Guidelines Section 15126.6(e)(2), the two variants comprise the CEQA-mandated No Project Alternative. This minimal range of alternatives fails to meet CEQA's requirement of a reasonable range of potentially feasible alternatives that may reduce project impacts and meet most of the project objectives (Guidelines Section 15126.6(a)). Project-related impacts to vehicular emissions, noise, VMT, biological resources, and land use (i.e., impacts from removal of the community park and non-conformance with the RNHA) must be considered in selecting alternatives. At a minimum, given the potential land use and plan non-conformance issues discussed above, one or more alternatives that preserve the community garden (i.e. no development or reduced development in Parcel D), preserve the mature trees surrounding the property, and meet the City's Inclusionary Housing Ordinance and RNHA affordable housing mandates must be included.

Response F.10: Please refer to Master Response 8: Alternatives above.

Comment F.11: In addition, the City of Daly City is highly unbalanced in terms of jobs/housing, with under 0.5 jobs/resident. This means that residents need to travel longer distances to their jobs,

resulting in relatively high VMT levels. A project alternative that included a larger employment component (and also preserved the garden and trees) would further reduce project impacts, and should be added to the EIR.

Response F.11: Section 7.4.1.2 of the Draft EIR (page 212) considers but rejects a mixed-use alternative that included 230,000 square feet of office space and 1,035 residential units. This alternative would result in the same VMT per resident as the proposed project and result in a higher VMT per employee than the countywide threshold; thus, creating a new VMT impact compared to the proposed project. For these reasons, such an alternative would not be environmentally superior, and would not reduce project impacts as suggested by the commentor, and was rejected in the Draft EIR.

Comment F.12: Impermissible Environmentally Superior Alternative

CEQA further requires that an EIR to identify an environmentally superior alternative "among the other alternatives" if the no-project alternative is otherwise the environmentally superior alternative to the project (Guidelines section 15126.6(e)(2)). In this case there are no other alternatives from which to pick. One or more actual "environmentally superior" alternatives must be developed and analyzed in the EIR.

Response F.12: The environmentally superior alternative is picked from among the range of analyzed alternatives. As discussed in Master Response 8: Alternatives above, the City considered but rejected three alternatives and only found two alternatives to be feasible. The Draft EIR concludes the No Project Alternative, which assumes the site remains in its current condition, is the environmentally superior alternative. However, as noted in the comment, CEQA requires that when the No Project Alternative is determined to be the environmentally superior alternative, that an environmentally superior alternative be identified. Thus, the Draft EIR identifies the No Project – Existing Zoning Alternative, which assumes development of the site as allowed under current plans and policies and considering available infrastructure, as the 'next best' environmentally superior alternative. This alternative does not assume the site remains in its current condition, as opposed to the No Project -No Development alternative which retains the site as is. Developing the site in accordance with the existing zoning would be environmentally superior to the proposed project, for the reasons provided in Draft EIR Section 7.4.2.2.

Comment F.13: Conclusions

It is my professional opinion, supported by the facts summarized above, that the DEIR is inadequate to meet basic CEQA requirements, particularly with respect to its treatment of project alternatives. In addition, the project fails to meaningfully contribute to the City's RHNA affordable housing

allocation as described in the City's Draft Housing Element. The City should revise and re-circulate the DEIR for the statutory 45-day minimum review period.

> **Response F.13:** This is a concluding statement that references issues that were raised in prior comments, and were each responded to previously in detail; therefore, no further response is required.

G. Anonymous 1 (dated September 1, 2023)

Comment G.1: I am a resident of the Serramonte Ridge Apartments and will be greatly affected by the destruction of the Community Garden and the 15-year timeline in construction of this phased development.

Please SAVE The Garden
- Where the community grows herbs, fruits and vegetables
- lt is home to over 100 trees and many different animals, birds, butterflies
- The location has special significance and recognition for Native Ohlone Indians
- It is an area that is shared and respected by people from all over Daly City along with students at Shasta High School by peacefully being in Nature

> **Response G.1:** This comment advocates for preservation of the demonstration garden and does not raise any issues about the adequacy of the Draft EIR; therefore, no further response is required. Please refer to Master Response 1: Demonstration Garden. The comment also expresses an opinion about cultural resources, but does not raise any issues about the adequacy of the Draft EIR analysis of such resources. Please refer to Master Response 1: Demonstration Garden, Master Response 6: Recreation, Master Response 7: Tribal Cultural Resources above.

Comment G.2: The Long Construction Timeline
- Last over 15 years? This is not fair to our community for quality of living.
- Air Quality with the fog and dust will linger on our cars and walkways
- Constant Noise of Construction on weekdays 8-5pm with many of us working remotely or trying to get day sleep for those of us who work in the service industry?

I understand that this is the Environmental Review of the Project --- but my health and Safety living and renting thru this project development should be a consideration.

> **Response G.2:** As discussed under Impact AIR-2 and Impact AIR-3 in Section 3.3 Air Quality of the Draft EIR (pages 38-50), air quality impacts as a result of project construction would be below BAAQMD thresholds for construction period emissions and health risk with implementation of mitigation measures MM AIR-2.1 through MM AIR-2.3 and MM AIR-3.1, and the construction of the project would therefore have a less than significant impact on air quality. This analysis conservatively

assumed a six-year construction period, since compressing the total construction activity into a shorter period of time results in higher daily emissions than if the project were built over a longer period of time, Accordingly, assuming six years rather than fifteen years overstates the construction emissions, making the analysis in the Draft EIR inherently conservative. (page 41). While implementation of the campus redevelopment could take as long as 15 years, there would not be continuous heavy construction activity over that time, and emissions would be expected to be at a lower daily emission level than forecast in the Draft EIR. As each phase is implemented, there would be periods of intense construction activity specific to that phase for that portion of the site.

As discussed under Impact NOI-1 in Section 3.13 Noise of the Draft EIR (pages 135-141), the proposed project's construction noise could exceed ambient noise levels by five dBA or more; however, construction noise levels would not exceed the significance thresholds of 90 dBA Leq at any residential land uses or 100 dBA Leq at any commercial land uses surrounding the project site. In addition, the project shall implement mitigation measure MM NOI-1.1, which requires the project to implement additional best management practices to further reduce construction noise to a less than significant level.

H. Anonymous 2 (dated September 1, 2023)

Comment H.1: I am a resident of the Serramonte Ridge Apartments and will be greatly affected by the destruction of the Community Garden and the 15-year timeline in construction of this phased development.

Please SAVE The Garden
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• lt is home to over 100 trees and many different animals, birds, butterflies
• The location has special significance and recognition for Native Ohlone Indians
• It is an area that is shared and respected by people from all over Daly City along with students at Shasta High School by peacefully being in Nature

Response H.1: This comment does not raise any issues about the adequacy of the Draft EIR; therefore, no further response is required. Please refer to Response G.1 above.

Comment H.2: The Long Construction Timeline
• Last over 15 years? This is not fair to our community for quality of living.
• Air Quality with the fog and dust will linger on our cars and walkways
• Constant Noise of Construction on weekdays 8-5pm with many of us working remotely or trying to get day sleep for those of us who work in the service industry?

I understand that this is the Environmental Review of the Project --- but my health and Safety living and renting thru this project development should be a consideration.

> **Response H.2:** Please refer to Response G.2: above regarding air quality and noise impacts.

I. Anonymous 3 (dated September 1, 2023)

Comment I.1: I am a resident of the Serramonte Ridge Apartments and will be greatly affected by the destruction of the Community Garden and the 15-year timeline in construction of this phased development.

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- It is an area that is shared and respected by people from all over Daly City along with students at Shasta High School by peacefully being in Nature

> **Response I.1:** This comment does not raise any issues about the adequacy of the Draft EIR; therefore, no further response is required. Please refer to Response G.1 above.

Comment I.2: The Long Construction Timeline
- Last over 15 years? This is not fair to our community for quality of living.
- Air Quality with the fog and dust will linger on our cars and walkways
- Constant Noise of Construction on weekdays 8-5pm with many of us working remotely or trying to get day sleep for those of us who work in the service industry?

I understand that this is the Environmental Review of the Project --- but my health and Safety living and renting thru this project development should be a consideration.

> **Response I.2:** Please refer to Response G.2: above regarding air quality and noise impacts.

J. Anonymous 4 (dated September 1, 2023)

Comment J.1: I am a resident of the Serramonte Ridge Apartments and will be greatly affected by the destruction of the Community Garden and the 15-year timeline in construction of this phased development.

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• It is an area that is shared and respected by people from all over Daly City along with students at Shasta High School by peacefully being in Nature

> **Response J.1:** This comment does not raise any issues about the adequacy of the Draft EIR; therefore, no further response is required. Please refer to Response G.1 above.

Comment J.2: The Long Construction Timeline
• Last over 15 years? This is not fair to our community for quality of living.
• Air Quality with the fog and dust will linger on our cars and walkways
• Constant Noise of Construction on weekdays 8-5pm with many of us working remotely or trying to get day sleep for those of us who work in the service industry?

I understand that this is the Environmental Review of the Project --- but my health and Safety living and renting thru this project development should be a consideration.

Save the garden!

> **Response J.2:** Please refer to Response G.2: above regarding air quality and noise impacts.

K. Chloe Costa Amado (dated September 1, 2023)

Comment K.1: I am a resident of the Serramonte Ridge Apartments and will be greatly affected by the destruction of the Community Garden and the 15-year timeline in construction of this phased development.

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• It is an area that is shared and respected by people from all over Daly City along with students at Shasta High School by peacefully being in Nature

> **Response K.1:** This comment does not raise any issues about the adequacy of the Draft EIR; therefore, no further response is required. Please refer to Response G.1 above.

Comment K.2: The Long Construction Timeline
• Last over 15 years? This is not fair to our community for quality of living.
• Air Quality with the fog and dust will linger on our cars and walkways

• Constant Noise of Construction on weekdays 8-5pm with many of us working remotely or trying to get day sleep for those of us who work in the service industry?

I understand that this is the Environmental Review of the Project --- but my health and Safety living and renting thru this project development should be a consideration.

> **Response K.2:** Please refer to Response G.2: above regarding air quality and noise impacts.

L. Christina Francisco (dated September 1, 2023)

Comment L.1: I am a resident of the Serramonte Ridge Apartments and will be greatly affected by the destruction of the Community Garden and the 15-year timeline in construction of this phased development.

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> **Response L.1:** This comment does not raise any issues about the adequacy of the Draft EIR; therefore, no further response is required. Please refer to Response G.1 above.

Comment L.2: The Long Construction Timeline
• Last over 15 years? This is not fair to our community for quality of living.
• Air Quality with the fog and dust will linger on our cars and walkways
• Constant Noise of Construction on weekdays 8-5pm with many of us working remotely or trying to get day sleep for those of us who work in the service industry?
I understand that this is the Environmental Review of the Project --- but my health and Safety living and renting thru this project development should be a consideration.

I personally have been enjoying the garden since I moved in 2019. The welcoming vibe is amazing. Keep the good work Erick your work makes the difference.

> **Response L.2:** Please refer to Response G.2: above regarding air quality and noise impacts.

M. Casey Quon (dated September 1, 2023)

Comment M.1: I am a resident of the Serramonte Ridge Apartments and will be greatly affected by the destruction of the Community Garden and the 15-year timeline in construction of this phased development.

Please SAVE The Garden
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• It is an area that is shared and respected by people from all over Daly City along with students at Shasta High School by peacefully being in Nature

> **Response M.1:** This comment does not raise any issues about the adequacy of the Draft EIR; therefore, no further response is required. Please refer to Response G.1 above.

Comment M.2: The Long Construction Timeline
• Last over 15 years? This is not fair to our community for quality of living.
• Air Quality with the fog and dust will linger on our cars and walkways
• Constant Noise of Construction on weekdays 8-5pm with many of us working remotely or trying to get day sleep for those of us who work in the service industry?

I understand that this is the Environmental Review of the Project --- but my health and Safety living and renting thru this project development should be a consideration.

This is a great environment.

> **Response M.2:** Please refer to Response G.2: above regarding air quality and noise impacts.

N. Catherine Van Etten (dated September 1, 2023)

Comment N.1: I am a resident of the Serramonte Ridge Apartments and will be greatly affected by the destruction of the Community Garden and the 15-year timeline in construction of this phased development.

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Response N.1: This comment does not raise any issues about the adequacy of the Draft EIR; therefore, no further response is required. Please refer to Response G.1 above.

Comment N.2: The Long Construction Timeline
• Last over 15 years? This is not fair to our community for quality of living.
• Air Quality with the fog and dust will linger on our cars and walkways
• Constant Noise of Construction on weekdays 8-5pm with many of us working remotely or trying to get day sleep for those of us who work in the service industry?

I understand that this is the Environmental Review of the Project --- but my health and Safety living and renting thru this project development should be a consideration.

Please don't destroy this environmental gem.

Response N.2: Please refer to Response G.2: above regarding air quality and noise impacts.

O. Eduardo Silva Amado (dated September 1, 2023)

Comment O.1: I am a resident of the Serramonte Ridge Apartments and will be greatly affected by the destruction of the Community Garden and the 15-year timeline in construction of this phased development.

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• The location has special significance and recognition for Native Ohlone Indians
• It is an area that is shared and respected by people from all over Daly City along with students at Shasta High School by peacefully being in Nature

Response O.1: This comment does not raise any issues about the adequacy of the Draft EIR; therefore, no further response is required. Please refer to Response G.1 above.

Comment O.2: The Long Construction Timeline
• Last over 15 years? This is not fair to our community for quality of living.
• Air Quality with the fog and dust will linger on our cars and walkways
• Constant Noise of Construction on weekdays 8-5pm with many of us working remotely or trying to get day sleep for those of us who work in the service industry?

I understand that this is the Environmental Review of the Project --- but my health and Safety living and renting thru this project development should be a consideration.

Response O.2: Please refer to Response G.2: above regarding air quality and noise impacts.

P. Erick Campbell (dated September 1, 2023)

Comment P.1: I am a resident of the Serramonte Ridge Apartments and will be greatly affected by the destruction of the Community Garden and the 15-year timeline in construction of this phased development.

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Response P.1: This comment does not raise any issues about the adequacy of the Draft EIR; therefore, no further response is required. Please refer to Response G.1 above.

Comment P.2: The Long Construction Timeline
- Last over 15 years? This is not fair to our community for quality of living.
- Air Quality with the fog and dust will linger on our cars and walkways
- Constant Noise of Construction on weekdays 8-5pm with many of us working remotely or trying to get day sleep for those of us who work in the service industry?

I understand that this is the Environmental Review of the Project --- but my health and Safety living and renting thru this project development should be a consideration.

Response P.2: Please refer to Response G.2: above regarding air quality and noise impacts.

Q. Javier Lopez (dated September 1, 2023)

Comment Q.1: I am a resident of the Serramonte Ridge Apartments and will be greatly affected by the destruction of the Community Garden and the 15-year timeline in construction of this phased development.

Please SAVE The Garden
- Where the community grows herbs, fruits and vegetables
- lt is home to over 100 trees and many different animals, birds, butterflies
- The location has special significance and recognition for Native Ohlone Indians

• It is an area that is shared and respected by people from all over Daly City along with students at Shasta High School by peacefully being in Nature

> **Response Q.1:** This comment does not raise any issues about the adequacy of the Draft EIR; therefore, no further response is required. Please refer to Response G.1 above.

Comment Q.2: The Long Construction Timeline
• Last over 15 years? This is not fair to our community for quality of living.
• Air Quality with the fog and dust will linger on our cars and walkways
• Constant Noise of Construction on weekdays 8-5pm with many of us working remotely or trying to get day sleep for those of us who work in the service industry?

I understand that this is the Environmental Review of the Project --- but my health and Safety living and renting thru this project development should be a consideration.

Save the Garden!

> **Response Q.2:** Please refer to Response G.2: above regarding air quality and noise impacts.

R. Kerry Quendens-Bonham (dated September 1, 2023)

Comment R.1: I am a resident of the Serramonte Ridge Apartments and will be greatly affected by the destruction of the Community Garden and the 15-year timeline in construction of this phased development.

Please SAVE The Garden
• Where the community grows herbs, fruits and vegetables
• lt is home to over 100 trees and many different animals, birds, butterflies
• The location has special significance and recognition for Native Ohlone Indians
• It is an area that is shared and respected by people from all over Daly City along with students at Shasta High School by peacefully being in Nature

> **Response R.1:** This comment does not raise any issues about the adequacy of the Draft EIR; therefore, no further response is required. Please refer to Response G.1 above.

Comment R.2: The Long Construction Timeline
• Last over 15 years? This is not fair to our community for quality of living.
• Air Quality with the fog and dust will linger on our cars and walkways
• Constant Noise of Construction on weekdays 8-5pm with many of us working remotely or trying to get day sleep for those of us who work in the service industry?

I understand that this is the Environmental Review of the Project --- but my health and Safety living and renting thru this project development should be a consideration.

My dogs and I enjoy relaxing in the gorgeous park when I get home from work. It's a shame that someone wants to ruin this awesome park.

Response R.2: Please refer to Response G.2: above regarding air quality and noise impacts.

S. Monica Costa Amado (dated September 1, 2023)

Comment S.1: I am a resident of the Serramonte Ridge Apartments and will be greatly affected by the destruction of the Community Garden and the 15-year timeline in construction of this phased development.

Please SAVE The Garden
• Where the community grows herbs, fruits and vegetables
• lt is home to over 100 trees and many different animals, birds, butterflies
• The location has special significance and recognition for Native Ohlone Indians
• It is an area that is shared and respected by people from all over Daly City along with students at Shasta High School by peacefully being in Nature

Response S.1: This comment does not raise any issues about the adequacy of the Draft EIR; therefore, no further response is required. Please refer to Response G.1 above.

Comment S.2: The Long Construction Timeline
• Last over 15 years? This is not fair to our community for quality of living.
• Air Quality with the fog and dust will linger on our cars and walkways
• Constant Noise of Construction on weekdays 8-5pm with many of us working remotely or trying to get day sleep for those of us who work in the service industry?

I understand that this is the Environmental Review of the Project --- but my health and Safety living and renting thru this project development should be a consideration.

Response S.2: Please refer to Response G.2: above regarding air quality and noise impacts.

T. Monica Bidegain (dated September 1, 2023)

Comment T.1: I am a resident of the Serramonte Ridge Apartments and will be greatly affected by the destruction of the Community Garden and the 15-year timeline in construction of this phased development.

Please SAVE The Garden
• Where the community grows herbs, fruits and vegetables
• lt is home to over 100 trees and many different animals, birds, butterflies
• The location has special significance and recognition for Native Ohlone Indians
• It is an area that is shared and respected by people from all over Daly City along with students at Shasta High School by peacefully being in Nature

Response T.1: This comment does not raise any issues about the adequacy of the Draft EIR; therefore, no further response is required. Please refer to Response G.1 above.

Comment T.2: The Long Construction Timeline
• Last over 15 years? This is not fair to our community for quality of living.
• Air Quality with the fog and dust will linger on our cars and walkways
• Constant Noise of Construction on weekdays 8-5pm with many of us working remotely or trying to get day sleep for those of us who work in the service industry?

I understand that this is the Environmental Review of the Project --- but my health and Safety living and renting thru this project development should be a consideration.

I love the garden, it's a place where I find myself, when I need to lose myself! TO PLANT A GARDEN IS TO BELIEVE IN TOMORROW. SAVE THIS GARDEN.

Response T.2: Please refer to Response G.2: above regarding air quality and noise impacts.

U. Matthew Piccardo (dated September 1, 2023)

Comment U.1: I am a resident of the Serramonte Ridge Apartments and will be greatly affected by the destruction of the Community Garden and the 15-year timeline in construction of this phased development.

Please SAVE The Garden
• Where the community grows herbs, fruits and vegetables
• lt is home to over 100 trees and many different animals, birds, butterflies
• The location has special significance and recognition for Native Ohlone Indians
• It is an area that is shared and respected by people from all over Daly City along with students at Shasta High School by peacefully being in Nature

Response U.1: This comment does not raise any issues about the adequacy of the Draft EIR; therefore, no further response is required. Please refer to Response G.1 above.

Comment U.2: The Long Construction Timeline
• Last over 15 years? This is not fair to our community for quality of living.
• Air Quality with the fog and dust will linger on our cars and walkways
• Constant Noise of Construction on weekdays 8-5pm with many of us working remotely or trying to get day sleep for those of us who work in the service industry?

I understand that this is the Environmental Review of the Project --- but my health and Safety living and renting thru this project development should be a consideration.

Daly City resident for 49 years.

> **Response U.2:** Please refer to Response G.2: above regarding air quality and noise impacts.

V. Patrick Robertson (dated September 1, 2023)

Comment V.1: I am a resident of the Serramonte Ridge Apartments and will be greatly affected by the destruction of the Community Garden and the 15-year timeline in construction of this phased development.

Please SAVE The Garden
• Where the community grows herbs, fruits and vegetables
• lt is home to over 100 trees and many different animals, birds, butterflies
• The location has special significance and recognition for Native Ohlone Indians
• It is an area that is shared and respected by people from all over Daly City along with students at Shasta High School by peacefully being in Nature

> **Response V.1:** This comment does not raise any issues about the adequacy of the Draft EIR; therefore, no further response is required. Please refer to Response G.1 above.

Comment V.2: The Long Construction Timeline
• Last over 15 years? This is not fair to our community for quality of living.
• Air Quality with the fog and dust will linger on our cars and walkways
• Constant Noise of Construction on weekdays 8-5pm with many of us working remotely or trying to get day sleep for those of us who work in the service industry?
I understand that this is the Environmental Review of the Project --- but my health and Safety living and renting thru this project development should be a consideration.

I've been coming to this beautiful garden for the past 15 years. I've seen a beautiful place grow. Kids growing…

How much money is really enough… When you need to get away from the work where do you go… Come by the garden with your lunch and some music and enjoy the real garden experience.

Response V.2: Please refer to Response G.2: above regarding air quality and noise impacts.

W. Shasta Student 1 (dated September 1, 2023)

Comment W.1: I am a resident of the Serramonte Ridge Apartments and will be greatly affected by the destruction of the Community Garden and the 15-year timeline in construction of this phased development.

Please SAVE The Garden
• Where the community grows herbs, fruits and vegetables
• lt is home to over 100 trees and many different animals, birds, butterflies
• The location has special significance and recognition for Native Ohlone Indians
• It is an area that is shared and respected by people from all over Daly City along with students at Shasta High School by peacefully being in Nature

Response W.1: This comment does not raise any issues about the adequacy of the Draft EIR; therefore, no further response is required. Please refer to Response G.1 above.

Comment W.2: The Long Construction Timeline
• Last over 15 years? This is not fair to our community for quality of living.
• Air Quality with the fog and dust will linger on our cars and walkways
• Constant Noise of Construction on weekdays 8-5pm with many of us working remotely or trying to get day sleep for those of us who work in the service industry?

I understand that this is the Environmental Review of the Project --- but my health and Safety living and renting thru this project development should be a consideration.

Response W.2: Please refer to Response G.2: above regarding air quality and noise impacts.

X. Shasta Student 2 (dated September 1, 2023)

Comment X.1: I am a resident of the Serramonte Ridge Apartments and will be greatly affected by the destruction of the Community Garden and the 15-year timeline in construction of this phased development.

Please SAVE The Garden
• Where the community grows herbs, fruits and vegetables

• It is home to over 100 trees and many different animals, birds, butterflies
• The location has special significance and recognition for Native Ohlone Indians
• It is an area that is shared and respected by people from all over Daly City along with students at Shasta High School by peacefully being in Nature

> **Response X.1:** This comment does not raise any issues about the adequacy of the Draft EIR; therefore, no further response is required. Please refer to Response G.1 above.

Comment X.2: The Long Construction Timeline
• Last over 15 years? This is not fair to our community for quality of living.
• Air Quality with the fog and dust will linger on our cars and walkways
• Constant Noise of Construction on weekdays 8-5pm with many of us working remotely or trying to get day sleep for those of us who work in the service industry?

I understand that this is the Environmental Review of the Project --- but my health and Safety living and renting thru this project development should be a consideration.

> **Response X.2:** Please refer to Response G.2: above regarding air quality and noise impacts.

Y. Andrew Sielen (dated September 3, 2023)

Comment Y.1: My family and I moved to Daly City in 2020, we bought a house in Westlake and we plan on making it our forever home. One disappointment though is that this city does not seem to invest in community spaces and the school district is hostel to the community. Locking its gates to families who would benefit from some extra space for their kids to run around (and in the case of Westlake, the neighborhood was specifically built around the elementary school grounds as a park for neighborhood children, now it is just locked up and only used by the school a couple times a year) and now looking to destroy the only community garden in the city.

It is important to me that my son has exposure to where our food comes from, community gardens are a great opportunity to show him this. We have been attempting to grow vegetables in our backyard (photos attached) and frequent the seed bank at Westlake Library. Our foggy weather makes this difficult and we would benefit from a meeting ground such as this garden where we can meet and learn from our neighbors who have been doing this for years.
The school district has already taken out other community space when they decided to develop the land next to Westmoor High. Don't let them take this one away also. They are not a private corporation, and they should be accountable to us the tax payers. It is great we are building so much more housing, but without the community, we are just housing people who may live here but spend their lives in our neighbor cities like SF or South City. Let's make our city a place to thrive.

This city has so much promise, great neighbors and community but it needs some new energy, taking aways these spaces is going in the wrong direction. We don't want to go in the direction of SF.

As my family and I establish our roots in this city, we look forward to getting more engaged.

Response Y.1: This comment does not raise any issues about the adequacy of the Draft EIR; therefore, no further response is required.

Z. Emma Hartung (dated September 4, 2023)

Comment Z.1: I am writing to comment on the Serramonte Del Rey Redevelopment DEIR and to urge you to oppose the demolition of Daly City's only community garden. The DEIR makes it clear that this project would have detrimental impact to local habitat that is already severely limited by negatively impacting foliage, wetlands, wildlife habitat and the creek. This community garden is a resource that is crucial to the local community. I hope that Daly City will reflect on these negative impacts found and act swiftly to preserve the garden in recognition of the critical environmental and social resources that it provides.

Response Z.1: Please refer to Master Response 1: Demonstration Garden above.

Further, as discussed in Section 3.4 Biological Resources of the Draft EIR (pages 54-70), the project would result in a less than significant impact on special-status species through implementation of mitigation measures MM BIO-1.1 and MM BIO-1.2. In addition, the Draft EIR concluded, based on biological studies, that there is substantial evidence that there are no wetlands or riparian areas on the project site that are protected under federal or state law. Please refer to Master Response 5: Wetlands above.

AA. Melissa Kallstrom (dated September 6, 2023)

Comment AA.1: Visualize the place that you go that brings you peace and helps calm your mind and soul, the Daly City Community Garden is that place for me and many people and their families. This garden is the only community garden in Daly City which has less than 5% of the urban canopy of trees that cover our city (Excellence, 2020). This unique garden is located across from the Jefferson High School District building and is part of the Serramonte Del Rey Campus Development. This only green space includes over 100 redwood trees, 100 fruit trees, and native trees that include Douglas Firs, Madrones, Buckeyes, Live Oak, White Oak, Catalina, and Ironwood trees.

Response AA.1: This comment does not raise any issues about the adequacy of the Draft EIR; therefore, no further response is required. Please refer to Master Response 1 above.

Comment AA.2: The Mission Blue Butterfly has also found a home in our garden and because of habitat loss in response to land degradation as a result of housing and retail development, this beautiful species is almost extinct and, on the Fish and Wildlife website is categorized in red as endangered (Endangered Species, 2023). I have seen these butterflies' multiple times in the garden with Erik, the caretaker. What will happen to the ecosystem if the small piece of land is destroyed to build more apartments which are for market rate and more retail stores, has the city noticed that retail industry has taken a financial hit which will just be more stores that are empty, once the development is finished. Daly City residents will also not be able to afford to live in these for market rate apartments and the affordable housing that we are promised is under the requirements of percentage that is necessary. They will also have one building out of the five that will house all the affordable housing, that should be considered discrimination.

Response AA.2: Please refer to Response DD.6: below, and Master Response 3: Inclusionary Housing Ordinance and State Affordable Housing Law above.

Comment AA.3: I have lived at the Serramonte Ridge Apartments since January 2015, and I have been going to the garden soon after I moved in. My son attends Summit Shasta High School, he started his freshman year at Shasta High School in 2020 during Covid and the garden became our sanctuary since we could not leave our apartment. He currently is a senior and is in his last year of high school. Throughout the time that we lived at Serramonte Ridge, together we planted potatoes, sun flowers, peas, green beans, beets, rosemary, and sage. I am a single mom, and this food source helps with our food expenses. People from the community that go to the garden, leave with fresh fruit, vegetables, and herbs that are completely free and so fresh, garden to table.

The garden is a place for kids of all ages to go and spend time with friends and family, this is especially important for high school kids. My son goes and hangs out with friends or works in the garden, he has helped build fences, learned about landscaping, and even has a plot where he has planted different types of lettuce. It puts my mind at ease knowing that he is in the garden and not out running the streets causing trouble. Shasta High School also has a plot for the students to grow a variety of plants, vegetables, and herbs. This opportunity gives them hands on learning that they will take with them long after graduation. Global warming is a threatening presence, and the youngest generations are dealing with how to help, and the garden will teach them the importance of ecology and conservation.

Change.org has a petition of over 4,500 signatures of people agreeing to Daly City's need of this community garden, mother nature has an amazing resilience to the harm humans have caused but the time to help her is of extreme importance for all things living. Nature is a healing spiritual resource for anyone that can enjoy the magic and the healing nature of places like the Daly City Community Garden. The earth has an adaptable nature but if all of nature has been turned into developments of apartments and office space with an area on top of a parking garage, that does not have the resource of over twenty years of growth in that location, and nature will not have the ability to heal itself or us. I request that you read this letter and all the letters you receive, in the Daly City Community Garden. It might open your mind and the minds of the people that are in

support of this development. Instead of following the dollar signs, listen to the community that is seeing the signs that this earth will not be able to continue in its destruction.

Thank you for your time working with us and for reading my letter.

> **Response AA.3:** This comment does not raise any issues about the adequacy of the Draft EIR; therefore, no further response is required. Please refer to Master Response 1 above.

BB. Catalina Gomes (dated September 6, 2023)

Comment BB.1: My name is Catalina Gomes and I am a descendant of the Ramaytush people from Timigtac Village site near Calera Creek. I am writing to express the need to protect the Daly City Community Garden which is situated nearby the land my ancestors lived. There has been a long Indigenous history on that land - most of which has been obscured, erased, and violently destroyed. Given the historical context and what little remains, it is of the utmost importance that this garden not also be destroyed for the benefit of a private development opportunity.

> **Response BB.1:** The demonstration garden has no relationship to the pre-contact tribal habitation of the area, as the demonstration garden is a recent, modern feature installed by the JUHSD, as discussed in Master Response 7: Tribal Cultural Resources above.

Comment BB.2: Being the only community garden in Daly city, it provides much needed green space (most of which is rapidly disappearing) while also acting as a food source for people who are food compromised. Filled with native trees, established fruit trees, soil that has been built over years, and a diverse array of wildlife that has built complex interspecies relationships, replacing this would certainly not be achievable with a few raised beds as it would take decades to replace the mature trees that would be destroyed by this proposed development.

> **Response BB.2:** Please refer to Master Response 1: Demonstration Garden above.

Comment BB.3: Daly City is in great need of an urban forest. There are several other phases of this project that could take place without the destruction of this vital, thriving, living asset to the community! Not only as a green oasis, in an urban setting, but also as a place of cultural relevance. As the site of decades, if not thousands of years of Indigenous ceremonies. I am hopeful that you take advantage of this opportunity to protect this garden that is of great value to the community at large!

> **Response BB.3:** There is no evidence to suggest the site of the demonstration garden was used for pre-contact Native American ceremonies, as the site had been a sloping hillside prior to the extensive grading that was completed to construct the school campus. Please refer to Master Response 7: Tribal Cultural Resources above.

This comment does not raise any issues about the adequacy of the Draft EIR; therefore, no further response is required.

CC. Cossart-Daly Law, A.P.C. (dated September 7, 2023)

Comment CC.1: Cossart-Daly Law, A.P.C. represents the Loma Prieta Chapter of the Sierra Club ("Sierra Club") with respect to the Serramonte Del Rey Campus Redevelopment Draft Environmental Impact Report.

The Loma Prieta Chapter of the Sierra Club offers local members and supporters opportunities to actively contribute to the environmental work of the Sierra Club, which promotes the responsible use of the earth's ecosystems and resources, and aims to protect and restore the quality of the natural and human environment. Sierra Club has a strong interest in addressing the environmental and environmental justice impacts of development projects, including the proposed Serramonte Del Rey Campus Redevelopment in Daly City (the "Project"). Cossart-Daly Law, A.P.C. submits the following comments on the Draft Environmental Impact Report ("DEIR") on Sierra Club's behalf.

The Project is a massive undertaking that will result in significant environmental impacts. In order to construct the Project, the City of Daly City ("City") developed an approximately 22- acre Serramonte Del Rey Precise Plan ("Precise Plan") unique to the Project, as well as a specific development proposal for an approximately 4.3-acre Parcel B within a portion of the Precise Plan. (DEIR p. iv.)

The Project, as proposed, would include a project site area with "up to" 1,235 units of affordable and market-rate rental housing. (DEIR p. iv.) Affordable housing would primarily be segregated into Parcels A and C. (DEIR Appendix A, p. 14; Jefferson Union High School District, The Serramonte Del Rey Neighborhood, available at https://serramontedelrey.org/masterplan/.) The Project would also include "up to" 14,000 square feet of retail or commercial use area. (Ibid.) 22 acres of the Project site would be used to construct "up to" 1,113 units of affordable and market- rate rental housing, in addition to the 122 currently-existing units on Parcel A. (Ibid.) It would also include the construction of a mixed-use building with 201 residential units and approximately 8,000 square feet of retail space including two levels of parking on a 4.3 acre portion of the site. (Ibid.) There is a long standing Community Garden, a wetland, many trees, and greenspace, including a meadow, located on the Project site. (DEIR, pp. 10, 67, Figs. 2.2-5, 3.4-1.) The Community Garden and a majority of the parcel's green space is located on Parcel F. (See DEIR Fig. 2.2-5.) According to the DEIR, "[t]he proposed Precise Plan would remove the existing garden and use the space as a construction staging area until Parcel F is fully developed with up to 400 units and 6,000 square feet of retail uses." (DEIR, p. 10.) This would result in the destruction of the Community Garden, the wetland, and a majority, if not all, of the green space located around the Community Garden.

This Project will create significant environmental impacts, and thus requires a careful, complete and thorough environmental analysis under the California Environmental Quality Act ("CEQA"). "CEQA was enacted to advance four related purposes: to (1) inform the government and public about a proposed activity's potential environmental impacts; (2) identify ways to reduce, or avoid,

environmental damage; (3) prevent environmental damage by requiring project changes via alternatives or mitigation measures when feasible; and (4) disclose to the public the rationale for governmental approval of a project that may significantly impact the environment." (Union of Medical Marijuana Patients, Inc. v. City of San Diego ["Union of Medical Marijuana Patients"] (2019) 7 Cal.5th 1171, 1184, citing California Building Industry Assn. v. Bay Area Air Quality Management Dist. (2015) 62 Cal.4th 369, 382.) "CEQA embodies a central state policy to require state and local governmental entities to perform their duties 'so that major consideration is given to preventing environmental damage.'" (Union of Medical Marijuana Patients, supra 7 Cal.5th at 1185, citing Friends of the Eel River v. North Coast Railroad Authority (2017) 3 Cal.5th 677, 711- 712.)

As explained herein, the DEIR mischaracterizes the Project setting, relies on an unstable Project description, and does not provide an adequate analysis or mitigation for impacts to Biological Resources, Recreation, or Land Use. Most importantly, the DEIR alternatives analysis is insufficient because it does not include nor adopt an alternative that would disperse affordable housing throughout the Project and preserve the Community Garden, wetland, and surrounding green space. Please remedy these deficiencies as outlined and requested below in order to ensure that the environmental review documents for the Project comply with CEQA.

> **Response CC.1:** This is an introductory comment and restates the proposed project. The comment raises general concerns regarding the Draft EIR that are the subject of more detailed comments that follow, for which responses are provided. No further response is required.

Comment CC.2: I. The DEIR's Description of the Project Site is Inaccurate, As it Mischaracterizes the On-Site Community Garden, Wetland, and Greenspace.

According to the CEQA Guidelines, an EIR must correctly describe the environmental setting for the project. (14 Cal Code Regs § 15125(a), (c); San Joaquin Raptor/Wildlife Rescue Center v. County of Stanislaus (1994) 27 Cal. App. 4th 713, 726 [voiding EIR for failure to contain accurate site description].) The description of the environmental setting should include "the area in which significant effects would occur either directly or indirectly as a result of the project." (Id. at § 15360.) These existing physical conditions "will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant." (See Neighbors for Smart Rail v Exposition Metro Line Constr. Auth. (2013) 57 C4th 439, 448, Communities for a Better Env't v South Coast Air Quality Mgmt. Dist. (2010) 48 C4th 310, 320.) "[S]pecial emphasis should be placed on environmental resources that are rare or unique to the region and that would be affected by the project." (14 Cal Code Regs §15125(c).) "The purpose of this requirement is to give the public and decision makers the most accurate and understandable picture practically possible of the project's likely near-term and long-term impacts." (Id. at §15125(a).) Courts and lead agencies "must interpret the Guidelines to afford the fullest possible protection to the environment." (Kings County Farm Bureau v. City of Hanford (1990) 221 Cal.App.3d 692, 720.)

Environmental conditions must be described as they exist. (Id. at §15125(a).) Including a correct and pertinent description of existing environmental resources is critical for a DEIR to comply with CEQA. (See San Joaquin Raptor/Wildlife Rescue Center v. County of Stanislaus (1994) 27 Cal. App. 4th 713, 726; Sierra Watch v County of Placer (2021) 69 Cal. App. 5th 86; League to Save Lake Tahoe Mtn. Area Preservation Found. v County of Placer (2022) 75 CA5th 63, 97.) Without correct and comprehensive information of environmental resources that will be potentially impacted, the lead agency cannot correctly assess significant impacts nor what measures, if any, could mitigate these impacts. (See ibid.)

As described herein, the DEIR mischaracterizes the Project site. It states that no sensitive plant or animal species have been observed onsite, when several endangered or special status species have been observed on and around the Community Garden, wetland, and open space located on Parcel F. (Compare DEIR p. 61, 62 with Exhibit A, Althouse and Meade, Inc. Correspondence, pp. 2-4.) The DEIR indicates that there is a wetland onsite, but fails to describe how this wetland may or may not support riparian habitat, what it entails, and what wetland- specific species exist on site. (Compare DEIR, p. 59 with Exhibit A, Althouse and Meade, Inc. Correspondence, pp. 2-4.)

> **Response CC.2:** The issues raised by the comment concerning the environmental conditions on the site are based on detailed comments provided by another party who commented on the Draft EIR, for which responses have been provided below. Please refer to Response DD.4: through Response DD.9: below regarding wetlands and special-status species.

Comment CC.3: The DEIR also does not adequately describe the Community Garden. The Biological Resources Environmental Setting only briefly mentions the Community Garden, and does not discuss its function or importance in supporting sensitive species. (See DEIR, p. 59 [“although native plant species are present in the Demonstration Garden as a result of being planted by gardeners…”]). But, as further explained herein, the Community Garden and the surrounding trees and open space serve as important habitat for sensitive species, an important wildlife corridor, and important urban “green space [which] supports a diverse array of nesting habitat with varied vegetation strata to support cavity-, ground-, shrub-, and canopy-nesting birds.” (See Exhibit A, Althouse and Meade, Inc. Comment Letter, p. 10.)

> **Response CC.3:** The issues raised by the comment concerning the biological habitat value of the demonstration garden are based on detailed comments provided by another party who commented on the Draft EIR, for which responses have been provided below. Please refer to Response DD.2: and Response DD.13: below regarding sensitive natural communities and wildlife movement corridors.

Comment CC.4: What’s more, the DEIR downplays the important recreational, historic, and community functions of the Community Garden. The DEIR’s only full description of the Community Garden states:

> There is an approximately 0.5-acre school demonstration garden located in the southwest corner of the Precise Plan area. This garden was started 20 years ago and used by JUHSD for adult education as a demonstration garden. In 2019, the garden was listed as a "community garden" by the County of San Mateo; however, the listing occurred without the knowledge or permission of JUHSD leadership, and therefore the garden was removed from the list. (DEIR, p. 10.)

The Community Garden has not been used as a "demonstration garden," as claimed by the DEIR, but has existed as a community garden, open to the public, for an extended period of time. (See Exhibit B, video from CBS Bay Area, Daly City Housing Development Squeezing out Beloved Community Garden, available at https://www.cbsnews.com/sanfrancisco/news/daly-city-housing-development-plans-squeezing-out-beloved-community-garden/?intcid=CNM-00-10abd1h; see also Exhibit C, Petition, Help Save Daly City's Only Community Garden.) Residents of the Serramonte Ridge Apartment Homes, adjacent to the Project Site, have used the Community Garden since the construction of Serramonte Ridge in the 1980s. (See Figure 3.17-1; Serramonte Ridge Renters Association September 26, 2021 Comment Letter, available at https://static1.squarespace.com/static/52a4b6b8e4b020f5799aacd9/t/623f69221e2f0172f42a9e8/1648322851095/Serramonte+Ridge+Renters+Association+Letter+to+City+of+Daly+City+v.3.pdf.) The DEIR, likewise, does not discuss or disclose that the Community Garden is Daly City's only community garden, or that the Community Garden provides a unique space which permits community members to grow culturally relevant foods, provides access to gardening for those who would not otherwise have it, and provides on open space for indigenous community members to hold religious ceremonies. (See Exhibit C, Petition, Help Save Daly City's Only Community Garden; Sierra Club August 12, 2021 Comment Letter, available at https://www.sierraclub.org/sites/www.sierraclub.org/files/sce/loma-prieta chapter/conserveletters/Letter%20to%20David%20Canepa%208.13.21.pdf.)

> **Response CC.4:** Please refer to Master Response 1: Demonstration Garden above.

Comment CC.5: As discussed herein, removal of the Community Garden will result in significant impacts to habitat for sensitive and endangered species and on recreation. Because the DEIR mischaracterizes the Community Garden, it does not analyze the removal of the Community Garden as having a significant impact on Biological Resources, and does not provide appropriate mitigation for such impacts.

> **Response CC.5:** Please refer to Response DD.2: below regarding sensitive natural communities and Response DD.3: through Response DD.9: below regarding special-status species. In addition, please refer to Master Response 6: Recreation above.

Comment CC.6: If the City adopts the DEIR without updating the description and analysis of the wetland, open space, and Community Garden, it will violate CEQA. In order to comply with CEQA, please update the DEIR to accurately reflect the function, history, and use of the Community Garden, and conduct adequate studies on and identify the sensitive species that currently exist

within the wetland, open space, and Community Garden. Please also characterize the impact of removing the Community Garden on biological resources as significant, and fashion mitigation and/or an alternative that preserves the Community Garden space, wetland, and open space in Parcel F as discussed in this correspondence's Alternatives discussion, in order to avoid significant environmental impacts.

Response CC.6: Please refer to Master Response 1: Demonstration Garden, Master Response 6: Recreation, and Master Response 8: Alternatives above. In addition, please refer to Response DD.2: below regarding sensitive natural communities and Response DD.3: through Response DD.9: below regarding special-status species.

Comment CC.7: II. The DEIR Does Not Include an Accurate or Finite Project Description.

"Only through an accurate view of the project may affected outsiders and public decision- makers balance the proposal's benefit against its environmental cost, consider mitigation measures, assess the advantage of terminating the proposal (i.e., the 'no project' alternative), and weigh other alternatives in the balance." (County of Inyo v. City of Los Angeles (1977) 71 Cal.App.3d 185, 192-193 ["County of Inyo"].) "An accurate, stable and finite project description is the sine qua non of an informative and legally sufficient EIR." (Id. at p. 193 [italics omitted].)

The Project description is anything but finite or stable. The Project includes both "the development of a new approximately 22-acre Serramonte Del Rey Precise Plan" and "a specific development proposal for the approximately 4.3-acre Parcel B within a portion of the new Precise Plan." (DEIR, p. iv.) The majority of the Project description does not designate specific plans, numbers of buildings to be constructed, or other relevant information for the Project. Most of the Project description hedges as to what the Project will actually include. For example, the Precise Plan would permit "up to" a certain amount of units, "up to" a certain amount of retail/commercial uses on several parcels. (DEIR, p. iv.) Likewise, except for Parcels A and B, the Project would allow "up to" or a "maximum" of a certain number of units on each individual parcel. (Id. at pp. 3-4.) The DEIR explains that Parcels C-F "may" provide retail/commercial space. (Id. at p. 4.) The Precise Plan, appended in Appendix D, provides development guidelines, but does not provide more clarity or information on specifically what will be developed on the Project site, including what type of development will be constructed, when and if additional facilities will be constructed, etc.

As the DEIR relies on a nebulous Project description, it does not and cannot provide an accurate analysis of the Project's impacts to Biological Resources, Land Use, Traffic and Circulation, Global Climate Change, Air Quality, or a complete discussion of Project alternatives. Please update the DEIR to provide a specific number, square footage, size, and location of facilities and buildings that will be included in the Project, and reflect how this data alters the evidence, project impacts, mitigation and alternatives in a Recirculated DEIR.

Response CC.7: Please refer to Master Response 4: Project Description above.

Comment CC.8: III. The DIER's Conclusions Regarding Biological Resources Are Based on Insufficient Research and Analysis, and thus Are Not Supported by Substantial Evidence.

When conducting an environmental impact analysis, an agency's findings must be supported by evidence in the record. (Cal. Code Civ. Proc. § 1094.5 [providing that agency findings must be supported by record evidence]; Cal. Pub. Resources Code § 21168 [applying the Section 1094.5 standard to CEQA actions].) An agency's failure to do so constitutes an abuse of discretion and must be reversed by a reviewing court. (See ibid.)

A. A. The DEIR's conclusion that there are no sensitive natural communities onsite is not supported by substantial evidence.

The DEIR asserts that there are no sensitive natural communities, including riparian or wetland communities, present within the project site. (DEIR, p. 59.) This is not based on substantial evidence, or an accurate description of the wetland habitat. The DEIR does not adequately describe nor provide any study of such wetland habitat, though the DEIR mentions a wetland, community group Community Garden Alliance has provided evidence of a wetland onsite, and, according to expert biologists from Althouse and Meade, Inc., the Native Arroyo Willow thickets "clearly indicates that surface and shallow groundwater is present in sufficient quantities to support hydrophytic plants." (See DEIR, p. 67; Exhibit A, Althouse and Meade, Inc. Correspondence, p. 3; See Community Garden Alliance, Wetland, available at https://www.communitygardenalliance.org/wetland [videos of wetland onsite].) Expert Biologists Ms. Guttilla and Mr. Magney explain "[w]etland habitats are documented as present onsite," and provide numerous significant wetland functions. (Id. at p. 4.) The DEIR likewise states "The Biological Resource Assessment (see Appendix D), Biological Peer Review (see Appendix F), and Wetland Assessment (see Appendix E) all agree that the approximately 865 square foot meadow in the southwest corner of the project site appears to contain wetland features." (DEIR, p. 67.)

Yet the DEIR fails to conduct any study of the wetland because they claim that any such wetland must be manmade. However, "While the recent Supreme Court decision about Clean Water Act jurisdiction may have eliminated U.S. Army Corps of Engineers (Corps) jurisdiction on the wetlands onsite, wetland habitat is still present and represents a sensitive habitat that provides numerous functions (Brinson 19931, Brinson et al. 19952) and would be considered significant." (Exhibit A, Althouse and Meade, Inc. Correspondence, p. 4.) "[A]ll wetland habitats, including willow wetlands, in California are considered sensitive habitats because they have been reduced in area by over 90% and because they provide habitat for a wide variety of native species of wildlife." (Exhibit A, Althouse and Meade, Inc. Correspondence, p. 3.) As such, the DEIR should characterize this area as a sensitive natural community, accurately state that the Project will impact such a natural community, and mitigate such impacts by relocating proposed construction and development away from the wetland.

Response CC.8: Please refer to Master Response 5: Wetlands above and Response DD.2: below regarding sensitive natural communities.

Comment CC.9: B. The DEIR findings that there are no sensitive, threatened, or endangered plant or animal species on site is not supported by substantial evidence.

The DEIR's conclusion that there are no sensitive, threatened, or endangered plant or animal species on site, and therefore, that the Project will not have significant biological resources impacts is not supported by the evidence, and is based upon incomplete biological analyses. (See Exhibit A, Althouse and Meade, Inc. Correspondence.) The DEIR's botanical surveys do not provide sufficient evidence to support a finding that there are no impacts to sensitive, threatened, or endangered plant or animal species on site. The DEIR's timed botanical surveys occurred outside the bloom period for native plants known to occur onsite and found in wetland and riparian communities. (Id. at p.3) It does not appear that DEIR biologists reviewed "sensitive plant species listed in CNDDB and CNPS rare plant inventory to determine if they would be in bloom during January, April, and June site visits to proposed project site." (Ibid.) Without the analysis, outlined herein and in Ms. Gutilla and Mr. Magney's comment letter, the DEIR cannot accurately conclude that there are no sensitive plant species on site.

Likewise, the DIER states that the Project will not have significant impacts on special status wildlife. (DEIR, p. 64.) But the DEIR's biological surveys were incomplete and did not target specific sensitive species likely to occur on site. The DEIR's "April and June field surveys were focused on the willow and meadow habitats. It does not appear that seasonal surveys for plants or wildlife were conducted to detect all potential plant or wildlife species that could occur onsite." (See Description in Exhibit A, Althouse and Meade, Inc. Correspondence, p. 13.) The Biological Resources Analysis mentions only a few species, and lacks "any lists of plants or wildlife observed onsite." (See ibid.) Without a list of species observed, the public and decisionmakers have no means to determine if the field surveys were sufficient. (Ibid.) DEIR biologists also did not conduct field studies specific to the Western Bumble Bee, Mission Blue Butterfly, special status mollusks, and red-legged frog, which, as described in Ms. Gutilla and Mr. Magney's letter, are likely to occur onsite. (See analysis in Exhibit A, Althouse and Meade, Inc. Correspondence, pp. 4-9.) Without such studies, the DEIR cannot accurately represent that such species are not present onsite. In addition, the DEIR mischaracterizes the Western Bumble Bee as having no protection status and states that it does not have habitat onsite. (Id. p. 62.) This is incorrect. "California Fish and Game Commission elevated its status, and the status of three other bumble bee species to be candidates as Endangered under the California Endangered Species Act since 2019," and suitable habitat for such species occurs at the Project site. (See Exhibit A, Althouse and Meade, Inc. Correspondence, p. 4.) The DEIR's conclusion that the Project will not have significant impacts on special status wildlife, therefore, is not supported by substantial evidence.

In fact, the evidence demonstrates that sensitive species exist, or have a high probability of existing onsite in the Community Garden, the wetland, and the open space located on and around Parcel F. (Compare DEIR Fig. 3.4-1 with 2.2-5.) A plethora of Mission Blue Butterflies, which are on the Federal Endangered Species list, have been observed onsite; the site is rife with its host plant, Lupinus albifrons; and Mission Blue Butterfly are known to be present within a mile of the Project site. (Exhibit A, Althouse and Meade, Inc. Correspondence, p. 5; Exhibit D, California Department of

Fish and Wildlife, Threatened or Endangered Species Animal Species List; Garden Alliance Member Photos of Mission Blue Butterflies, available at https://spaces.hightail.com/space/Rnj8vgpFV0/files#pageThumbnail-1.) The site is also within the range of the California red-legged frog, which likewise are listed on the California Endangered Species List, and riparian habitat is present. (Exhibit A, Althouse and Meade, Inc. Correspondence, p. 5; Exhibit D California Department of Fish and Wildlife, Threatened or Endangered Species Animal Species List.) Special-status mollusks are also likely to occur on the Project site. (Id. p. 5, Table 3.) Community Garden Alliance volunteers have observed numerous species in and around the Community Garden which are candidates for, or included on, California and Federal threatened or endangered species, including the California Monarch Butterflies, Mission Blue Butterflies, Garter snakes, Bald Eagles, and Mountain Lions. (See Exhibit A, Althouse and Meade, Inc. Correspondence, Table 2.)

As such, destruction of the Community Garden, wetland, and surrounding greenspace on Parcel F will result in destruction of the habitat (whether man made or naturally occurring) for and harm to sensitive species and would result in a significant impact such species.

> **Response CC.9:** Please refer to Response DD.3: through Response DD.9: below regarding special-status species.

Comment CC.10: C. The DEIR's conclusion that the Project will not significantly interfere with wildlife corridors is not supported by substantial evidence.

What's more, contrary to the conclusions of the DEIR, destruction of this habitat will significantly interfere with wildlife corridors. (See description in Exhibit A, Althouse and Meade, Inc. Correspondence, p. 13.) According to Ms. Guttilla and Mr. Magney:

> that wildlife corridor function of open space/green belts in urban settings becomes significantly more important as natural habitats are reduced to disparate islands across the landscape. Keeping only mature trees on edge of property reduces cover for wildlife, making them vulnerable to predation, increased risk of collisions with vehicles, and pets. Increased infrastructure and resulting lighting and associated noise interferes with bat foraging activity and nocturnal wildlife. It reduces breeding and foraging habitat. (Ibid.)

The elimination of this greenspace will result in significant impacts to wildlife in an area with already limited open space and safe wildlife passages. The DEIR's conclusion that the Project will not impact wildlife corridors, therefore, is not supported by substantial evidence.

> **Response CC.10:** Please refer to Response DD.13: below regarding wildlife movement corridors.

Comment CC.11: D. The DEIR's does not provide appropriate, effective mitigation for impacts to nesting birds and special species bats.

As described in Ms. Guttilla and Mr. Magney's correspondence, the DEIR's conclusions that the Project would have a less than significant impact on nesting birds and bats with mitigation are also not supported by the evidence. (See Exhibit A, Althouse and Meade, Inc. Correspondence, pp. 10-12.) What's more, the mitigation provided in the DEIR is insufficient.

An agency "shall provide that measures to mitigate or avoid significant effects on the environment are fully enforceable through permit conditions, agreements, or other measures," and must have a monitoring program to ensure the implementation of mitigation. (Cal. Pub. Resources Code, § 21081.6 (a) and (d).) "The purpose of these requirements is to ensure that feasible mitigation measures will actually be implemented as a condition of development, and not merely adopted and then neglected or disregarded." (California Clean Energy Committee v. City of Woodland (2014) 225 Cal.App.4th 173, citing Federation of Hillside & Canyon Associations v. City of Los Angeles (2000) 83 Cal.App.4th 1252, 1260-1261, Cal. Pub. Resources Code, § 21002.1(b) [emphasis in original].)

The DEIR provides that construction and demolition can proceed with no restrictions outside of nesting season and if there are no active nests identified during a construction survey period. (Id. at pp. 10-12.) As birds build nests outside of the typical nesting season and often do so on and around active construction sites, the DEIR's mitigation should be updated, as described in Ms. Guttilla and Mr. Magney's correspondence to protect nesting birds. (Ibid.) Likewise, the DEIR's mitigation to protect special status bats should be updated per Ms. Guttilla and Mr. Magney's recommendations. (See id. at p. 12-13.)

> **Response CC.11:** Please refer to Response DD.11: and Response DD.12: below regarding the suggested revisions to the Draft EIR's mitigation measures.

Comment CC.12: E. In order to comply with CEQA, the DEIR must be amended to recognize and mitigate the Project's significant impacts to Biological Resources.

Please conduct additional studies, consistent with the recommendations outlined herein and in Ms. Guttilla and Mr. Magney's correspondence, updated the DEIR to reflect the presence of sensitive species on site, update the DEIR's conclusions to recognize significant impacts to sensitive natural communities as well as sensitive plant and animal species, and provide mitigation that would preserve the Community Garden, greenspace, and wetland habitat.

> **Response CC.12:** The specific issues raised by Ms. Guttilla and Mr. Magney are addressed below in Responses DD.1 through DD.20.

Comment CC.13: IV. The DIER's Conclusion that the Project Will Not Have a Significant Impact on Recreation Is Not Supported by the Evidence.

The DEIR concludes the Project will have a less than significant impact on Recreation is also not supported by the evidence. (DEIR, pp. 165-166.) The Community Garden provides unique

recreational resources to the City of Daly City. The Community Garden on site is the only community garden in Daly City. (Exhibit [Petition].) According to the Community Garden Alliance:

> Community gardens function as ecological green space, a gathering place for neighbors, as well as a place for solitude, reflection and study. They also make a positive contribution to the community by reducing food insecurity, providing access to culturally relevant foods, promoting healthier eating through education programs, and providing access to gardening for those who otherwise could not have a garden, such as families with young children, the elderly, recent immigrants, multifamily dwellers, and or the homeless. (Ibid.)

The record is full of letters and comments from citizens espousing the unique recreational value of the Community Garden and imploring the City not to destroy such a valued resource. (See e.g. Sept. 3, 2023 Email to Michael Van Lonkhuysen from Andrew Sielen.) A recent Petition to save the Community Garden garnered more than 4,000 signatures because of the unique, important recreational value the Community Garden provides. (Exhibit [Petition].)

The DEIR suggests that it will mitigate the loss of the Community Garden with a small set of raised planter beds off site. (See DEIR p. 10 ["JUHSD is providing raised planter beds at their new adult education building located at 123 Edgemont Drive…"].) The DEIR does not discuss this alternative in any additional detail, except to show approximately six raised garden beds in an extremely small space off site. (Id. Fig. 2.2-6.)

The proposed off site garden beds will not provide the public with the same resources nor recreational opportunities as the existing Community Garden, and are insufficient mitigation for the destruction of such an important resource. (Compare DEIR, Figure 2.2-6 with Photos of Garden, available at https://spaces.hightail.com/space/Rnj8vgpFV0/files#pageThumbnail-1.) The raised beds are not located adjacent to greenspace, will not provide habitat for sensitive species, will not permit community gardeners to cultivate plants, will not provide sufficient space for indigenous religious ceremony, and will not provide the same recreational opportunity as the existing space. Please update the DEIR to reflect that the removal of the Community Garden will have significant impacts to recreation, and provide mitigation and/or an alternative which preserves the Community Garden.

> **Response CC.13:** Please refer to Master Response 1: Demonstration Garden and Master Response 6: Recreation above.

Comment CC.14: V. The DEIR Fails to Analyze Relevant Land Use Plans, Policies, and Regulations, and Therefore, Its Conclusion that the Project Will Not Have Significant Land Use Impacts is Not Supported by the Evidence.

The DEIR concludes that the Project will have less than significant impacts on relevant land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental

effect. (DEIR, p. 123.) Yet, in its analysis, it incorrectly asserts that the Project complies with the City's Inclusionary Housing Ordinance and ignores relevant land use policies. (See DEIR.)

The Project does not comply with the Inclusionary Housing Ordinance, which, as explained in the DEIR, mitigates negative effects on the environment. (DEIR, p. 124.) In Project proposals, the City has indicated that affordable housing units will be separated from the rest of the Project. (See November 15, 2021 Memorandum to the Mayor, Affordable Housing Committee, and Councilmember Glenn Sylvester.) Though the Precise Plan asserts that affordable housing will be "mixed throughout the site," it indicates that an "affordable housing development is planned… at the southeast corner of the Plan Area." (DEIR Appendix B, p. 14.) The Project website shows "workforce housing" segregated onto Parcel C. (Jefferson Union High School District, The Serramonte Del Rey Neighborhood, available at https://serramontedelrey.org/masterplan/.) If the Project, in fact, will segregate all or the majority of low income housing onto specific parcels, away from the rest of the Project, this should be explicitly noted in the DEIR. (See Discussion of CEQA Requirements for an Accurate Description of the Project, above.)

If the Project in fact segregates such housing, the Project will fail to comply with the Inclusionary Housing Ordinance. The Inclusionary Housing Ordinance was enacted to "provide for integration of low- and moderate-income households with households in market-rate neighborhoods." (Daly City Municipal Code ["DCMC"] § 17.47.010(c).) The Ordinance mandates: "[M]ultifamily Inclusionary Units shall be located so as not to create a geographic concentration of Inclusionary Units within the Residential Development." (DCMC § 17.47.100 (A).) Such a conflict constitutes a significant land use impact. Please update the DEIR to reflect and mitigate this impact by dispersing the low-income housing throughout the Project, and/or fashion a project alternative that would do so.

Response CC.14: Please refer to Master Response 3: Inclusionary Housing Ordinance and State Affordable Housing Law above. The location of affordable housing within the project in no way implicates an environmental impact, beyond those impacts already disclosed in the DEIR related to the construction and occupancy of the units planned for the site. Nothing provided in the comment supports the claim that the specific location of affordable units within the site (i.e. dispersal among several buildings or concentration within one or more buildings) would translate to a change in the nature or severity of any particular environmental impacts, such as to biological resources, noise, air pollution, water demand, energy use, vehicle trips, etc., beyond what is disclosed in the Draft EIR. An affordable unit, whether located on any particular portion of the site (e.g. Parcel B-F), would result in the same impacts as disclosed in the Draft EIR.

Comment CC.15: As the Project would segregate low-income housing from market-rate housing, it would also impermissibly discriminate against Black, Latino, and Indigenous residents. (See accord NAACP's June 10, 2022 and October 6, 2022 Letters to Daly City Mayor, available at https://www.communitygardenalliance.org/naacp-letters.) Empirical evidence demonstrates that Black, Latino, and Indigenous families have lower income, less wealth, and are more likely to be

extremely low-income, and thus are more likely to utilize affordable housing. Black, Latino, and Indigenous households "are more likely than white households to be extremely low-income renters." (Exhibit E, National Low Income Housing Coalition, Racial Disparities Among Extremely Low Income Renters (Apr. 2019).) Because of decades of racist policies and practices, "[f]or every $1 that white families earn, Black families earn $0.60 and Latino families earn $0.52." (Exhibit F, Public Policy Institute of California Fact Sheet, Income Inequality in California (March 2023); see also Exhibit E, National Low Income Housing Coalition, Racial Disparities Among Extremely Low Income Renters (Apr. 2019.) The data also demonstrates that Black and Latino families have significantly less wealth than white families. According to the U.S. Department of the Treasury, "the median white family had $184,000 in wealth in 2019 compared to just $38,000 and $23,000 for the median Hispanic and Black families, respectively." (See Exhibit G, U.S. Department of the Treasury, Racial Differences in Economic Security: The Racial Wealth Gap (Sept. 2022); see also Exhibit H, de Costa, Pedro, Economic Policy Institute, Housing Discrimination Underpins The Staggering Wealth Gap Between Blacks and Whites (Apr. 2019).) As Black, Latino, and Indigenous people are more likely to utilize affordable housing, and the Project, as proposed, would segregate affordable housing from market rate housing, the Project would, therefore, segregate Black, Latino, and Indigenous residents in the Serramonte Del Rey Development.

Approval of the Project thus would enable the Project to discriminate on the basis of race and ethnic background, and violates General Plan Policy HE-16, which provides that the City must "[p]revent housing discrimination based on age, race, religion, sex, ethnic background, or familial status, and work..."

Likewise, if the City approves the Project, it would fail to comply with General Plan Task HE-16.1. General Plan Task HE-16.1 mandates: "[t]he City shall assist in the implementation and enforcement of State and federal fair housing and civil rights laws." State Civil Rights laws, including the Unruh Civil Rights Act and Fair Employment and Housing Act ("FEHA") prohibit discrimination on the basis of race, color, or ancestry in housing. (See Cal. Civil Code § 51; Gov. Code §§ 12900 et seq.) This would also contravene the City's obligation to affirmatively further fair housing, and the prohibition on discrimination in any program or activity funded by the state of California. (See Gov. Code §§ 65584(e), 11135.)6 If the City were to approve the Project, it would permit the violation of the Unruh Civil Rights Act and FEHA and would contravene Government Code sections 11135 and 65584. The City, therefore, would thus fail to comply with General Plan Task HE-16.1.

Response CC.15: Economic and socioeconomic topics are not considered CEQA issues unless they are a result of environmental impacts caused by a project. The commentor specifically references General Plan Policy HE-16 and the associated General Plan Task HE-16.1. General Plan Policy HE-16 is a housing element policy directing the City to prevent housing discrimination in accordance with State law and does not constitute a land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, it does not need to be analyzed under the Draft EIR. Furthermore, as discussed above in Response CC.14 and in Master Response 3: Inclusionary Housing Ordinance and

State Affordable Housing Law, the specific location of affordable units within the project would not translate to any change in the nature or severity of the project's environmental impacts, therefore, the Draft EIR does not include discussion of economic or social impacts. For discussion of the Project's compliance with State law, please refer to Master Response 3: Inclusionary Housing Ordinance and State Affordable Housing Law. A footnote in commentor's letter cites several studies regarding the environmental impacts that may result from the siting of housing in certain areas. To the extent the commenter suggests that future project users will be exposed to significant impacts, CEQA statutes and cases are clear that impacts on future project users are not properly subject to CEQA review in these circumstances. Nevertheless, for informational purposes, the Draft EIR fully analyzed health risks, including impacts on future project users, and determined impacts would be less-than-significant after mitigation. Specifically, the Draft EIR demonstrates that future project users will not be exposed to significant environmental impacts, and that ambient health risks are orders of magnitude below the local air district's risk thresholds. For instance, surrounding pollution sources are estimated to have $PM_{2.5}$ concentrations of 0.04 $\mu g/m^3$ (compared to a threshold of 0.8 $\mu g/m^3$); a hazard index of <0.04 (compared to a threshold of 10.0); and a cancer risk of 10.64 per million (compared to a threshold of 100 per million). (Draft EIR, page 51). To the extent Parcel C may have a greater share of affordable units, it is important to note that Parcel C sits farther from the nearest highway and gas station, which are located to the north of the project site and nearest to Parcel B's market-rate units (which, like the remainder of future project users, have been studied and shown not to experience any substantial exposure above local air district thresholds). Commentor has not demonstrated any environmental impact of the project that has not already been addressed and analyzed in Chapters 3.3 and 3.8 discussing Air Quality and Greenhouse Gas Emissions respectively.

Comment CC.16: The Project also does not comply with Daly City General Plan Policy LU-18, which provides:

Development activities shall not be allowed to significantly disrupt the natural or urban environment and all reasonable measures shall be taken to identify and prevent or mitigate potentially significant effects.

Despite this Policy, as discussed herein, the Project will significantly disrupt the natural environment – it will destroy the Community Garden, as well as essential urban habitat for sensitive species, resulting in significant environmental effects. (DEIR, p. 10.) The Project also fails to take all reasonable measures to prevent such effects. The Project, therefore, would have significant land use impacts.

The DEIR, however, does not recognize these inconsistencies with the City's Ordinance, City General Plan, and state law as significant impacts. The DEIR's finding that the Project would not result in

significant land use impacts, therefore, is not supported by substantial evidence. What's more, because the DEIR fails to recognize such impacts, it fails to provide legally-required mitigation measures or alternatives to mitigate such impacts.

As such, in order to comply with CEQA, please update the DEIR to analyze the land use inconsistencies discussed above, provide mitigation for these inconsistencies including dispersing affordable housing throughout the Project, and update the DEIR's alternatives analysis to account for these significant impacts.

> **Response CC.16:** As discussed throughout the Draft EIR and in Response CC.1: through Response CC.15:, the project would comply with General Plan Policy LU-18 because the project would not result in any significant, unavoidable impacts to the natural or urban environment and all necessary mitigations have been identified to reduce impacts to less than significant levels. Please also refer to Master Response 1: Demonstration Garden.

Comment CC.17: VI. The DEIR Alternatives Analysis Does Not Sufficiently Examine Nor Adopt Alternatives That Would Mitigate Project Impacts.

The CEQA alternatives analysis has been described by the California Supreme Court as the "core of an EIR." (Citizens of Goleta Valley v. Board of Supervisors (1990) 52 Cal.3d 553, 564.) An EIR must include a sufficient range of alternatives to permit a reasoned choice between alternatives and foster public participation. (Cal. Code Regs., tit. 14, § 15126.6(f); Bay Area Citizens v. Association of Bay Area Gov'ts (2016) 248 Cal. 4th 477.) CEQA provides a "substantive mandate that public agencies refrain from approving projects for which there are feasible alternatives or mitigation measures" that can lessen the environmental impact of proposed projects. (Mountain Lion Foundation v. Fish & Game Com. (1997) 16 Cal.4th 105, 134, citing Pub. Resources Code § 21081 [emphasis added].) "Without meaningful analysis of alternatives in the EIR, neither the courts nor the public can fulfill their proper roles in the CEQA process." (Laurel Heights Improvement Assn. v. Regents of University of California (1988) 47 Cal.3d 376, 404 ["Laurel Heights"]; Preservation Action Council v. City of San Jose (2006) 141 Cal.App.4th 1336, 1350.)

A lead agency's ability to comply with this mandate is predicated on a clear analysis of correct findings of a project's impacts and a feasible set of project objectives. An EIR's review of project alternatives must analyze alternatives "which are capable of avoiding or substantially lessening any significant effects of the project." (Cal. Code Regs., tit. 14, § 15126.6(b).) It's very purpose is to identify ways to reduce or avoid significant environmental impacts. (Laurel Heights, supra, 47 Cal.3d at 403.) In order to achieve this purpose, the EIR must correctly identify project impacts.

Yet the Project alternatives analysis, as drafted, does not adequately assess whether alternatives would avoid or substantially lessen significant Project effects, because the DEIR incorrectly identifies a number of impacts – including impacts to biological resources, recreation, and land use

– as less than significant. The DEIR's alternatives analysis, therefore, does not sufficiently examine whether the alternatives listed would mitigate or avoid such impacts. (See DEIR, pp. 209.)

For this reason, the DEIR does not consider alternatives that would mitigate substantial land use, recreation, and biological resources impacts. (DEIR, pp. 211-215.) Sierra Club and the Daly City Community Garden Alliance have repeatedly requested that the City require the Developer to mass the buildings closer to Serramonte Boulevard; convert the Community Garden into a public park, in order to preserve it; continue to permit public use of the Community Garden; and disperse affordable housing throughout the Project. (See Sierra Club September 8, 2021 Daly City City Council Letter, available at https://www.sierraclub.org/sites/www.sierraclub.org/files/sce-authors/u18061/Daly%20City%20Council%20Letter%20on%20SDR%20GPU%20and%20SDM%2091321_9.8.21.pdf ; Sierra Club Board of Supervisors August 13, 2021 Letter, available at https://www.sierraclub.org/sites/www.sierraclub.org/files/sce/loma-prieta chapter/conserveletters/Letter%20to%20David%20Canepa%208.13.21.pdf.) An alternative that does so would avoid significant land use biological resources and recreation impacts, and would conform with the Inclusionary Housing Ordinance, the General Plan, and relevant civil rights laws. Yet the DEIR does not identify any such alternative nor make any effort to mitigate significant land use and biological resources impacts related to the segregation of affordable housing or the destruction of the Community Garden, wetland, and greenspace. (DEIR, pp. 211-215.)

Though CEQA "compels government… to mitigate… adverse effects through the imposition of feasible mitigation measures or through the selection of feasible alternatives," the DEIR does not select a feasible alternative which would mitigate the significant biological resources, recreation, and land use impacts discussed in this correspondence. (Sierra Club v. State Board of Forestry (1994) 7 Cal.4th 1215, 1233, see also Pub. Resources Code § 21002.)

Adoption of the DEIR without substantive changes to the Alternatives analysis would violate CEQA. Please update the DEIR to both articulate and select an alternative that would preserve the Community Garden and surrounding greenspace, and disperse affordable housing throughout the Project, as articulated herein.

> **Response CC.17:** Please refer to Master Response 8: Alternatives above. Please also refer to Response F.12. Please also refer to Master Response 3: Inclusionary Housing Ordinance and State Affordable Housing Law.

Comment CC.18: VII. Conclusion

For the foregoing reasons, Daly City will violate CEQA if they adopt the DEIR and the Project without substantial changes. Please update the Project and the DEIR to adequately address the issues raised in these comments, then recirculate a revised DEIR with the information and analysis requested herein.

Pursuant to Section 21092.2 of the Public Resources Code and Section 65092 of the Government Code, please notify Sierra Club of all CEQA actions and notices of any public hearings concerning this Project, including any action taken pursuant to California Planning and Zoning Laws. In addition, pursuant to Public Resources Code section 21167(f), please provide a copy of each Notice of Determination issued by the City or any other public entity in connection with this Project, and add Sierra Club to the list of interested parties in connection with this Project. Please send all notices by email to Gladwyn d'Souza at godsouza@mac.com and Sabrina Brennan at sabrina@dfm.com. If email is unavailable, by U.S. Mail to Sabrina Brennan, 165 La Grande Avenue, Moss Beach, California 94038.

Thank you for your careful attention to these important matters.

Response CC.18: Please refer to the responses regarding the commenter's concerns above. Based on these responses, the Draft EIR does not require recirculation.

DD. Althouse and Meade, Inc. (dated September 7, 2023)

Comment DD.1: Per your request the Biological Resources section of the Draft Environmental Impact Report (DEIR) was reviewed by Althouse and Meade, Inc. (A&M) Principal Biologist David Magney and Senior Biologist Darcee Guttilla.

David Magney is a California Certified Consulting Botanist (#0001), ISA Certified Arborist (#WE-4746), approved biological consultant for Santa Barbara, Ventura, Los Angeles, and San Luis Obispo Counties, and has served as an Expert Witness for the U.S. Department of Justice on an EPA wetlands violation case in Santa Barbara County. He has extensive knowledge and experience with the biological resources of California and the Bay Area. Mr. Magney also serves as the Rare Plant Program Manager for the California Native Plant Society (CNPS). He is also researching the flora of Ventura County and has authored several publications on biological resources. Mr. Magney is the chair of the California Board of Certification, serving in that capacity since its inception in 2015. His resume is attached to establish his expertise and experience in biological resource issues.

Darcee Guttilla is a Certified Wildlife Biologist® with 28 years of experience as a field biologist in California. Ms. Guttilla possesses the expertise and qualifications to expertly evaluate the quality and completeness of biological resource assessment reports. She holds a M.S. in Biology from California State University, Fullerton and a B.S. in Zoology from the University of California, Santa Barbara, demonstrating her strong educational foundation in the biological sciences. Ms. Guttilla's experience includes obtaining recovery permits from USFWS to conduct activities with federally threatened and endangered species such as the California tiger salamander and California red-legged frog. She has worked as an authorized biologist on multiple projects involving these protected species across several California counties. Ms. Guttilla has demonstrated application of ecological principles for the sound management of rare and sensitive species and habitats. With her extensive experience conducting field surveys of various taxa, managing habitats, and implementing protocols to avoid and minimize impacts to sensitive species, Ms. Guttilla has the expertise to

evaluate the thoroughness and scientific rigor of biological assessments to ensure complete disclosure of potential project impacts and effectiveness of proposed mitigation measures. Ms. Guttilla's combination of educational background, regulatory experience, and applied skills make her exceptionally qualified to review and critique biological resource reports.

A&M generally finds the assessment of biological resources inadequate in fully characterizing the conditions of the biological resources of the project site and failing to property identify sensitive resources that should either be avoided or mitigated to a less-than-significant level. Details of our review are provided below.

Policy LU-18 Development activities shall not be allowed to significantly disrupt the natural or urban environment and all reasonable measures shall be taken to identify and prevent or mitigate potentially significant effects.

> **Response DD.1:** This is an introductory comment that summarizes the comment letters main concerns. Please refer to the responses below regarding specific issues raised by comment letter.

Comment DD.2: DEIR Page 59, Sensitive Natural Communities, states that there are "No riparian, native grassland, valley oak woodland, or other sensitive natural communities are present withing the project site" but claims that the "Demonstration Garden" is of planted species therefore does not qualify as a sensitive natural community. However, it is stated that there are "two separate stands of native arroyo willow" onsite. The DEIR claims that the site has been significantly disturbed in the past and that the biologists did not find a natural stream that these Arroyo Willow thickets to not meet the definition of a sensitive natural community.

(see Appendix A for Photo 1. Blue Butterfly from the community garden site).

This conclusion as at least two flaws in logic. First, because the project biologists did not find a natural water source does not mean that one is not present. If fact, natural seepage is documented by the Daly City Community Garden Alliance as present, with standing and flowing water from the adjacent slopes to the west that ponds onsite as a result of a clogged drainage system.
The fact that Arroyo Willow thickets have become established onsite clearly indicates that surface and shallow groundwater is present in sufficient quantities to support hydrophytic plants. Furthermore, the presence of an unmaintained drainage system is also evidence of a need to convey surface water, presumably at least in part from the seeps found onsite.
Second, all wetland habitats, including willow wetlands, in California are considered sensitive habitats because they have been reduced in area by over 90% and because they provide habitat for a wide variety of native species of wildlife.

> **Response DD.2:** The comment relies on documentation provided by the Community Garden Alliance to make the statement that natural seepage is present. The photos and videos provided by the Community Garden Alliance were taken during the wet

season during a wetter than normal period of time. During the 14 days prior to the date the photographs and videos were taken (January 9, 2023), 11.2 inches of rain occurred, and on January 9, 1.2 inches of rain occurred (Deters 2023). The presence of standing or flowing water in and of itself is not necessarily indicative of the presence of aquatic features, particularly during a wetter than normal period of time during the wet season.

While arroyo willow (*Salix lasiolepis*) often does occur in wetlands, it is a phreatophyte (has a deep taproot) and as such is able to access ground water below the depth necessary to meet wetland criteria. Arroyo willows frequently occur in upland positions in the San Francisco Bay Area, and the presence of arroyo willow in and of itself does not indicate wetland conditions. For example, at the mapped arroyo willow thicket closest to the demonstration garden, the understory is dominated by ivy (*Hedera sp.*) and upright veldt grass (*Ehrharta erecta*), both of which are indicative of upland conditions. The presence of an understory dominated by perennial upland species indicates that the arroyo willow is not behaving as a hydrophyte.

As described in the Draft EIR, the meadow is a man-induced feature, resulting from deferred maintenance of the project site's drainage system. The comment makes the presumption that the hillside seepage is natural in origin but does not provide a scientific basis to support that presumption. Documentation provided in support of the Draft EIR provides substantial evidence demonstrating that the presence of water on the hillside is present entirely as a result of human-induced modifications to the landscape (see Appendix E of the Draft EIR). The value of this wetted area is entirely linked to human activity, i.e., the drainage system could be more frequently maintained at any time, causing the hydrologic conditions to support a wetland to cease to exist. The fact that the existence of this feature is dependent on human action and that JUHSD could decide to more frequently maintain the drainage system at any time were factors leading to the determination in the Draft EIR that the meadow is not a sensitive natural community.

The comment's claim that all wetland habitat in California should be considered sensitive natural communities is misleading. Sensitive habitat is based on regulations and jurisdiction, with each jurisdiction having different criteria for what is considered sensitive habitat, and it is not the case that all arroyo willow thickets in the state are treated as sensitive, regardless of the circumstances. As discussed above and in Master Response 5: Wetlands, the Draft EIR concluded that the meadow does not appear to qualify as a jurisdictional wetland and, therefore, would not be considered sensitive habitat under CEQA.

Comment DD.3: Special Status Plants

Seasonally timed botanical surveys are found to be insufficient with site visitations occurring only in January, April, and June 2021. The bloom period for perennial herb, Water Star Grass (Heteranthera dubia) is July-August. This species is found in wetland and riparian communities, which are known to occur onsite.

There is also no mention of visitation to botanical reference sites for sensitive plant species listed in CNDDB and CNPS rare plant inventory to determine if they would be in bloom during January, April, and June site visits to proposed project site. These are important resources that the project biologist needs to examine to determine which special-status species have potential to occur on the project site.

(See Appendix A for Table 1. Vascular Plants Identified From Community Garden Photographs (1/9/23))

A thorough floristic survey needs to be conducted of the project site, indicating which plants were planted versus naturally occurring, not just assuming all plants were planted.

Response DD.3: It is standard practice and consistent with California Department of Fish and Wildlife (CDFW) botanical survey guidelines to first evaluate a site and determine whether it has the potential to support special-status plant species. If it is determined that a site does have the potential to support special-status plant species, then floristic surveys are appropriate, including visits to reference sites. If it is determined that a site is unlikely or has no potential to support special-status plant species, floristic surveys are not required, and visits to reference sites are not needed.

Based on numerous site visits conducted by two biological consulting firms, the project site does not have the potential to support special-status plant species, and therefore floristic surveys were not necessary. The site has a long history of significant land disturbance and is surrounded urban development, which were factors used as a basis for the Draft EIR concluding that the project site does not contain any special-status plant species.

The comment states that water star grass (*Heteranthera dubia*) has the potential to occur at the Project site because suitable habitat is present. However, water star grass, which was last documented in the San Francisco Bay Area in 1879, occurs in alkaline, still, slow-moving, usually slightly eutrophic waters in marsh and swamp habitat, and such habitat is absent from the project site. The wetted area on-site is a small, isolated, shallow, seasonally inundated depression that is dominated by annual herbs and that formed incidentally due to deferred infrastructure maintenance in a highly altered landscape. It is not suitable habitat for this species.

Comment DD.4: Wetland Habitats

Wetland habitats are documented as present onsite. While the recent Supreme Court decision about Clean Water Act jurisdiction may have eliminated U.S. Army Corps of Engineers (Corps) jurisdiction on the wetlands onsite, wetland habitat is still present and represents a sensitive habitat that provides numerous functions (Brinson 1993, Brinson et al. 1995) and would be considered significant. These functions can be measured by using a Hydrogeomorphic Assessment Methods (HGM) model that allows for an objective and holistic approach to measuring wetland functionality (Hruby 1999). A regional HGM model for riverine wetlands was developed for the California central coast (Lee et al. 1996) and could be applicable here.

Impacts to wetland habitats need to either be avoided or fully mitigated. A permit from the California Department of Fish and Wildlife (CDFW) pursuant to Section 1600 et seq. will be required for any alteration of the wetland habitats onsite.

Response DD.4: No HGM Regional Guidebook has been developed for the region in which the project site occurs (i.e. the site is not located within the California Central Coast region for which the suggested HGM model was developed, and therefore inapplicable to the site). Regardless, the wetted area has low value for the reasons stated above in Response DD.2: above, and impacts to it are less than significant. The value of this wetted area is entirely linked to human activity, i.e., the drainage system could return to more frequent maintenance at any time, causing the wetland to cease to exist. The fact that the existence of this feature is dependent on human action and that JUHSD could decide to more frequently maintain the drainage system at any time were factors leading to the determination in the Draft EIR that the loss of the meadow is a less than significant impact. A less than significant impact does not require mitigation under CEQA. In addition, California Fish and Game Code Section 1600, et seq. requires a permit from CDFW only when a project would "substantially divert or obstruct the natural flow of, or substantially change or use any material from the bed, channel, or bank of, any river, stream, or lake, or deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it may pass into any river, stream, or lake." There are no water ways like rivers, streams, or lakes present on the site that would trigger CDFW jurisdiction. Please also refer to Master Response 5: Wetlands above.

Comment DD.5: Special-status Wildlife

The DEIR on Page 62 states that no special-status wildlife species were observed onsite. It further states that the Western Bumble Bee (Bombus occidentalis occidentalis) has no protection status; however, the California Fish and Game Commission elevated its status, and the status of three other bumble bee species to be candidates as Endangered under the California Endangered Species Act since 2019. Suitable habitat for Western Bumble Bee does occur onsite (shrublands, chaparral, gardens, and urban parks) and is known from northern Mexico to central British Columbia. The DEIR's statement that "range of the western bumble bee, which is not a protected species under federal or state law but is being closely monitored due to declines in numbers and distribution over the past two decades, does not encompass the project site" is inaccurate. Suitable habitat for the

Western Bumble Bee is indeed present. For example, A&M biologists just found Crotch Bumble Bee (Bombus crotchii), a species also given candidate status under the California Endangered Species Act, on a site in the upper Salinas River Valley that no one considered suitable for it. Field surveys need to be conducted specifically for bumble bees to determine if they are present or not.

Response DD.5: The fact the commentor observed another type of bee on a different site in another part of the state is not at all indicative of the potential for the western bumble bee to be present on the subject site. Historically, western bumble bee (*Bombus occidentalis*) was distributed broadly throughout the western United States (Hatfield et al. 2015). In California, western bumble bee is thought to be largely extirpated from low elevation sites and is restricted to the Northern Coast and Sierra Nevada Ranges (Hatfield et al. 2015, Bumble Bee Watch 2023). This species has not been encountered during recent bumble bee surveys conducted along the California coast (Bumble Bee Watch 2023). For these reasons, western bumble bee is unlikely to be present at the project site and does not need to be surveyed for.

Comment DD.6: Mission Blue Butterfly is known from approximately 1 mile from the project site as reported in the CNDDB. Daly City Community Garden Alliance members have reported seeing hundreds of Mission Blue Butterfly individuals onsite and its host plant, Lupinus albifrons, occurs onsite. Protocol level surveys for the Mission Blue Butterfly should be conducted before any conclusive statements can be made about its potential presence onsite and how impacts to it can be avoided.

Response DD.6: The Mission blue butterfly (*Icaria icarioides missionensis*) persists in small populations in San Francisco, San Mateo and Marin Counties. The majority of the remaining Mission blue butterflies are found on San Bruno Mountain in San Mateo County, located in close proximity to the project site. This species inhabits coastal chaparral and coastal grasslands in the fog belt of the coastal range from 690 to 1,180 feet elevation. Three species of lupine serve as larval food plants: silver lupine (*Lupinus albifrons*), summer lupine (*L. formosus*), and many colored lupine (*L. littoralis var. variicolor*). Adults feed on hairy false golden aster (*Heterotheca villosa*), blue dicks (*Dipterostemon capitatus*), and seaside buckwheat (*Eriogonum latifolium*) (Black and Vaughan 2005).

The comment states that Community Garden Alliance members have reported seeing “hundreds” of Mission blue butterflies on the project site. The Community Garden Alliance includes photographs and videos of a blue butterfly (Family Lycaenidae) taken on January 9, 2023 (Community Garden Alliance 2023). The photos and videos were analyzed by WRA. The dots on the ventral side of the wing of Mission blue butterflies are circular, with a white ring or halo around them. In contrast, the dots on the ventral side of the wings of the butterfly in the Community Garden Alliance video are irregular dashes with no ring. Based on this video, the

blue butterflies observed by Community Garden Alliance members are Pacific azures (*Celastrina echo*), and not Mission blue butterflies. Pacific azures are common butterflies that are widely distributed throughout the San Francisco Bay Area and utilize numerous host plants. Therefore, the photographs submitted by the Daly City Community Garden Alliance do not provide evidence that Mission blue butterflies occur within the project site.

The comment asserts that a Mission blue butterfly occurrence is documented in the California Natural Diversity Database approximately 1 mile from the project site, but WRA was unable to locate an occurrence record within 1 mile of the project site. The nearest documented occurrence in the CNDDB is approximately 1.8 miles south of the project site, at Milagra Ridge. Mission blue butterfly is also known from San Bruno Mountain, approximately 2 miles east of the project site. However, most Mission blue butterflies only travel short distances (up to 1.2 miles) around known population centers. Adult butterflies would have to cross miles of urban development to reach the Project site from the closest known population area, which is unlikely to occur.

The comment also reports that the host plant of the Mission blue butterfly, silver bush lupine, occurs within the project site. Several Community Garden Alliance photos depict lupines occurring around the Project site, including a shrub lupine species and several annual and/or perennial herbaceous species. WRA revisited the project site on September 26 and October 5, 2023. All shrub lupine species observed, including those in the Community Garden Alliance photos, are coastal bush lupine (*Lupinus arboreus*). A small grouping of a few herbaceous lupines was observed within the garden, and no herbaceous lupines were observed outside of the garden. Because of late-season phenology, the herbaceous lupine could not be identified to species, but based on the combination of observable vegetative characteristics (such as an erect habit, leaflets that are glabrous adaxially and sparsely hairy abaxially, petioles greater than 12 inches long, overall plant height of 40 inches) it can conclusively be determined that the lupine present is not any of the Mission blue butterfly host plant species. Some of the herbaceous lupines in the Community Garden alliance photos could not be located, but it is assumed that these were annual species, because the perennial lupine species that are known from San Mateo County would retain their foliage and still be evident at the time of the site visit. No annual lupines are host plants for the Mission blue butterfly. Therefore, although lupines are present within the project site, none are suitable host plants for Mission blue butterfly. Further, in the event a few host plants were found in the demonstration garden, the low number of host plants coupled with being surrounded by urban development would not be enough to sustain a Mission blue butterfly population. Thus, the demonstration garden would not be considered critical habitat for a special-status species.

After reviewing background materials and conducting a site visit, the photographs and video taken by the Community Garden Alliance do not provide evidence of Mission blue butterfly occurring within the project site. Furthermore, based on dispersal barriers and the lack of host plant species, Mission blue butterfly is unlikely to occur within the project site.

Comment DD.7: California red-legged frog (Rana draytonii; CRLF) has a 2019 CNDDB record within two miles of proposed project site. U.S. Fish and Wildlife Service Revised Guidance on Site Assessment and Field Surveys for the California red-legged frog (2005) does not require a site assessment if not within 1-mile of known location; however, the proposed project site is within the current range of California red-legged frog (https://www.fws.gov/species/california-red-legged-frog-rana- draytonii), within the Colma Creek watershed (https://www.flowstobay.org/data-resources/maps/watershed-map/), and less than one mile to from Colma Creek (which runs parallel with State Highway 82). This should warrant, at minimum, targeted nocturnal eyeshine surveys when water is present and nocturnal eyeshine surveys during rain events when CRLF move over upland habitat. The above USFWS guidance (2005 file:///C:/Users/darceeg/Downloads/CRF- Survey-Guidance%20Aug2005_FINAL%20(1).pdf) also provides optimal periods for detection of all life stages of CRLF.

Response DD.7: There is no potential breeding habitat on the site for California red legged frog, there are no suitable breeding ponds in proximity to the project site, and there are no suitable aquatic movement corridors between areas containing suitable breeding habitat and the project site. The project site is within the Colma Creek watershed, but it is surrounded by major roads and located greater than 1 mile west of Colma Creek. The land between the project site and Colma Creek is completely developed, with development types including residential, commercial, industrial, cemeteries, and the Interstate 280 freeway. The remainder of the site is surrounded by dense urban development. These barriers preclude dispersal by California red-legged frog (*Rana draytonii*) into the project site. As such, there is no potential for California red-legged frog to occur in the project site, and surveys for this species are not necessary.

Comment DD.8: A species list provided by community garden volunteers identified numerous species of wildlife.

Response DD.8: The species list by the community includes five special-status or potentially special-status species: Mission blue butterfly, Monarch butterfly (*Danaus plexippus* pop. 1), gartersnake (*Thamnophis sp.*), bald eagle (*Haliaeetus leucocephalus*), and mountain lion (*Puma concolor*).

Mission Blue Butterfly: Please refer to Response DD.6: above.

Monarch Butterfly: The monarch butterfly is found throughout the United States, southern Canada, and Central America. It also occurs in parts of South America and other continents. In North America, this species spends spring and summer months breeding and foraging across much of its range. The monarch butterfly generally uses milkweed (*Asclepias spp.*) for both breeding and nectaring, although nectar may also be obtained from a variety of additional plant species. From August to October, adult monarchs west of the Rocky Mountains will migrate to winter roost sites located along the California coast. At roost sites, monarchs will congregate in thousands or millions on a tree or group of trees. Western monarchs prefer overwintering habitat comprised of a relatively dense grove of trees with some understory, located near water and nectar sources and protected from the wind by topographic landforms or trees. Winter roost sites are often on south, southwest, or west facing slopes which may provide more favorable temperature regimes and wind protection. Monarch butterflies typically arrive in mid-October to overwintering sites along the California coast and remain until late February or March.

The project site is located approximately one mile from the coast, in the monarch overwintering zone. No monarch overwintering sites have been recorded at or in the vicinity of the Project site. Due to the highly urban nature of the site, it is unlikely that clusters of overwintering monarchs would have been overlooked. The Project site contains north-, east- and west-facing sloped hillsides dominated by Monterey pine (*Pinus radiata*), on the northern, eastern, and western borders. The canopy ranges from open to moderately dense. The understory contains areas dominated by annual grasses, as well as moderate to dense shrub cover.

In California, monarchs have been documented using Monterey pine stands as overwintering sites. Potential nectar plants for overwintering monarchs, such as coyote brush (*Baccharis pilularis*), were observed in the understory of the Monterey pines at the project site. Therefore, while the project site does not host a monarch overwintering site, it is possible that migrating monarchs may utilize the site as a transitory roost site while traveling to established overwintering sites to the north or south. However, the project site does not provide a unique value to monarchs as they could use the area similarly to the way they could use landscaped areas in any nearby neighborhood or park. Monarch butterfly presence is incidental at the project site and the project site does not provide habitat that significantly supports biological functions of the species.

Gartersnake: San Francisco gartersnake has no potential to occur at the project site. It is associated with perennially inundated areas such as ponds, and such habitat is absent from the project site. The wetted area in the project site is a small, shallow, isolated, seasonally inundated depression and does not provide suitable habitat for this species. San Francisco gartersnake can sometimes travel along waterways such

as streams, but the nearest stream is greater than one mile east of the project site. No other special-status gartersnake species have potential to occur at the project site.

Bald Eagle: Bald eagles require large areas of open space for foraging and are commonly associated with open bodies of water such as lakes and rivers. Such habitats are absent from the project site and vicinity.

Mountain Lion: The wooded areas along the western and eastern boundaries of the project site have limited value as a low-quality pass-through corridor for mountain lions, and these areas will be retained by the project. These corridors do not provide sustained habitat for mountain lion, and they do not provide high value connectivity for mountain lions because they do not facilitate movement between larger areas of open space. The corridors would facilitate movement between and through urbanized areas, which cause potential for human-lion interactions that are not favorable to the sustainability of mountain lion populations.

Comment DD.9: This is followed by a list of native terrestrial mollusks (snails and slugs) that are known to occur form San Mateo County, some of which could occur onsite. Some of these are endemic to the region and quite rare, and should be surveyed for and assessed for project-related impacts.

Response DD.9: None of the terrestrial mollusk species listed in Table 3 of the comment letter are special-status, as indicated in the table. Surveys for non-special-status species are not required under CEQA, as the removal of habitat for those species would not constitute a significant impact.

Comment DD.10: Table 2 is an example of what should have been provided in Environmental Collaborative's report. Besides direct observations made during the seasonal field surveys, other sources of evidence should be accessed, such as from individuals using the project site and from records posted on Calflora and iNaturalist websites.

(see Appendix A for Table 2. Species List Reported From The Community Garden Volunteers Onsite (8/27/23) and Table 3. Terrestrial Snails Known from San Mateo County)

Response DD.10: The Biological Resources Report prepared for the Draft EIR (see Appendix D of the Draft EIR) includes a summary of special-status wildlife on page five and provides a table of special-status species found on the CNDDB database in Appendix B to the report. Calfora and iNaturalist databases provide similar information to the CNDDB database; however, the information supplied on those platforms comes from many individuals and requires additional verification of the contributors. The two expert biologists relied upon by the City in preparing the Draft EIR concluded that referencing these databases was not necessary for this project.

Comment DD.11: Nesting Birds

BRA page 6, paragraph 2 states, 'No evidence of any bird nesting was observed during the field reconnaissance surveys; however, nesting bird surveys are not described in methods section, yet page 15 of BRA Discussion 1) Less than Significant Impact with Mitigation Incorporated, states, 'There was no evidence of any bird nesting on the site during the field reconnaissance survey conducted in January 2021.' Yet in the same paragraph, the author references bird nesting season as February 1 to August 31. This suggests that the biologist did not perform seasonally appropriate nesting bird surveys. It should be clear that not noticing nesting activity is not equivalent to seasonally-timed multiple negative targeted nesting bird surveys. Nesting birds are often intentionally inconspicuous to avoid nest depredation, so it could very easily be the case that nests would not be encountered if targeted surveys were not performed.

Photos provided in the BRA and by Community Garden volunteers demonstrate this remnant parcel of green space supports a diverse array of nesting habitat with varied vegetation strata to support cavity-, ground-, shrub-, and canopy-nesting birds. The importance of this open space to native wildlife is critical even if habitat composition is not pristine native or sensitive habitat. Open spaces landlocked by urban sprawl are important to conserving native species.

BRA page 6 states, 'The intensity of human activity on the developed portion of the site limits the likelihood of any bird nesting, although there remains a remote potential for nests in the limited landscaping and existing structures. Although no evidence of active nests was observed during the field reconnaissance surveys, new nests of more bird species could be established in the future in advance of project construction. Preconstruction surveys are typically performed in advance of vegetation removal or building demolition where occupation by nesting birds is considered possible.'

These assumptions are flawed for the following reasons:

1) different bird species have varying tolerances to human activity;
2) birds are known to nest in human-occupied urban and suburban areas, on homes, porches and yards, and in active construction sites.
3) 14 days is too large of a time span for nesting preconstruction surveys as birds, namely house finches, can build a complete nest and lay an egg in one day.
4) Birds build nests on active construction sites so monitoring for nesting birds is necessary if construction overlaps with nesting season to dissuade or prevent nests from being built and if active nests are encountered, they must be properly buffered and protected until chicks successfully fledge.
5) A mechanism must be in place that contractors are held accountable for violations for Migratory Bird Treaty Act and Fish & Game Code violations. Include provisions for punishments for violations of these regulations.

DEIR Mitigation Measures page 65

Mitigation Measure Bio-1.1 is inadequate at protecting nesting birds and bats.

MM BIO-1.1 states,

- If construction is initiated during the non-breeding season (September 1 to January 31), then vegetation removal, building demolition and other construction may proceed with no restrictions.

Nesting birds are protected if they are nesting, which includes activities in selecting and building a nest. Some birds like hummingbirds and owls begin nesting in January, and some birds have double clutches or failed and renest attempts that extend nesting past the typical nesting season window. Neither of these scenarios would preclude protection of nesting birds. Therefore, any time birds are actively nesting, even during construction activities, the nesting birds shall be protected. The statement "without restrictions" should be struck out of measure.

The language in this mitigation measure does not adequately protect bats. In addition to text about birds, address that this measure could impact bats, refer to MM BIO-1.2 for more information.

- If initial building demolition, vegetation removal, and construction is proposed during the nesting season (February 1 to August 31), a focused survey for nesting raptors and other native birds shall be conducted by a qualified biologist within 14 days prior to the onset of construction in order to determine whether any active nests are present on the site and surrounding area within 250 feet of proposed construction. The survey shall be reconducted any time construction has been delayed or curtailed for more than 14 days during the nesting season.

As stated above, 14 days is too long of a lag time between survey date and construction initiation. If the contractor needs an advance window to mobilize for construction initiation, it is recommended to perform a minimum of nesting bird surveys every other day until construction is initiated.

- If no active nests are identified during the construction survey period, then building demolition, vegetation removal, and other construction may proceed with no restrictions.

The text "without restrictions" should be struck out of measure. As stated above, birds build nests in and around active construction sites. Replacement text should include "A full-time qualified biological monitor is recommended to ensure nesting birds are dissuaded or prevented from building nests in the active construction zone, and active nests that become established are protected. This includes nests built in remaining habitat that may be impacted by construction activities. A qualified biologist shall determine the appropriately sized nest buffer to protect birds based on nest location, visual barriers, and birds' tolerance to human and construction activity. The biologist has the authority to stop work if construction activities are believed to cause distress to nesting birds until an alternative can be found. Alternatives may include installation of visual blinds and/or reduced access to designated areas of the construction site until chicks fledge.

Response DD.11: The Draft EIR recognizes active nests are protected any time they are present and that nesting birds could be present on-site during the nesting season. Species that have the potential to occur at the project site are known to nest within the nesting bird season (February 1 to August 31). These windows have been established to encompass nesting events including double clutches and renest attempts. If nests are observed during surveys completed within the nesting season, mitigation measure MM BIO-1.1 would protect nests even if nesting continues beyond the end of the season. Surveys outside of the nesting bird season are not recommended because while birds can nest outside of that period of time, the possibility of impacts to nesting birds during this time period is negligible.

As the comment points out, the project site does not consist of "pristine native" or sensitive habitat; thus, the replacement of this habitat would not be considered significant. In addition, the project would provide additional open space and landscaping on-site that could be used by urban adapted birds for nesting.

A 14-day preconstruction survey window is the standard survey window used by the City of Daly City for projects in Daly City and provides sufficient time to avoid nesting birds during construction activities. Conducting surveys every other day has diminishing returns and would not significantly increase the likelihood of detecting a nesting bird compared to the 14 day window. In addition, 14 days was deemed appropriate by the two expert biologists relied upon by the City in preparing the Draft EIR. Further, a biological monitor is only needed in cases where sensitive habitats require oversight by that monitor. As discussed above in Response DD.2: through Response DD.9:, the project site does not contain any sensitive habitat for special-status species; thus, a biological monitor is not required.

Mitigation for avoiding impacts to bats is discussed below in Response DD.12:.

Comment DD.12: DEIR Mitigation Measure BIO 1.2 page 66
Adequate measures shall be taken to avoid roosting by special-status bat species because of tree removal and building demolition, specifically:

- 'To the extent feasible, any tree removal or trimming that is deemed necessary by a certified arborist to maintain tree health shall be conducted outside of the bat maternity season (i.e. generally avoiding tree removal or trimming April through October.'.

Additional text recommended: Prior to removal of any trees greater than 20-inches DBH, a qualified biologist shall inspect trees deemed for removal and surrounding trees for cavities and sloughing bark, guano and urine staining, conduct acoustic surveys (>10 days winter and > 3 days summer), and emergence surveys and prepare and submit a report of findings to CDFW and Daly City Natural Resources Manager. If bats are found in tree cavities, the biologist shall coordinate with CDFW preparation and implementation of a CDFW-approved bat exclusion plan that includes a sufficient

number of appropriately sized and placed supplemental bat housing/bat boxes to accommodate the number of displaced bats.

- 'Building demolition shall, to the extent feasible, be conducted outside of the bat maternity season (i.e. generally avoiding demolition April through October).'

Alternate text recommended: Building demolition shall, to the extent feasible, be conducted outside of the bat maternity season (i.e. generally avoiding demolition April through October). To avoid impacts to bats roosting in tight spaces, siding, crawl spaces, and attics of buildings, a qualified biologist shall conduct preconstruction bat emergence surveys and inspect entire building interior (including crawl spaces/ attics/chimney) and exterior for bat sign (e.g. guano, insect carapaces) prior to building demolition. The biologist shall prepare and submit a report of findings to CDFW and Daly City Natural Resources Manager. If bats are found in buildings, the biologist shall coordinate with CDFW preparation and implementation of a CDFW-approved bat exclusion plan that includes a sufficient number of appropriately sized and placed supplemental bat housing/bat boxes to accommodate the number of displaced bats.

- 'If tree removal, trimming, or building demolition occurs within bat maternity season (i.e. generally April through October), a pre-construction bat roost assessment shall be conducted by a qualified biologist at least 14 days and no more than 30 days prior to tree removal or building demolition to determine if bats roosts are present that may be impacted by project activities.'

Comment: a more conservative survey window may be required to adequately perform all three preconstruction surveys trees/building inspection, emergence survey, and acoustic surveys. Caltrans has extensive bat mitigation measures that can be adapted for this project. (https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/caltrans- bat-mitigation-guide-a11y.pdf)

Response DD.12: The purpose of mitigation measure MM BIO-1.2 is to avoid potentially significant impacts to bats, including to active maternity roosts, which the current measure achieves. If determined necessary by the biologist, the pre-construction bat roost assessment will cover both buildings and potentially suitable trees scheduled for impact, i.e., demolition in and removal/trimming respectively. Potential bat roost substrates will be searched for and noted by the biologist. Potential roosts will be investigated directly by the biologist (e.g., using a bore camera, among other methods) to determine if bats and/or signs of bat occupation are present, and if so which species. If no potential roosts are found, then no additional measures or avoidance would be warranted. If determined necessary by the biologist, emergence surveys will be performed to determine roost occupancy; acoustic surveys may also be performed to support bat species identification if warranted. A report summarizing the methods and results of the habitat assessment

and roost survey (the latter if needed), and any associated recommendations, will be provided to the City for review.

CDFW would be contacted if needed, for example if disturbance to an active maternity roost or roost of special-status species is necessary to accommodate the project and avoidance otherwise within the context of MM BIO-1.2 is not feasible. Please refer to Section 5.0 Draft EIR Text Revisions for revisions to MM BIO-1.2 requiring CDFW contact.

Comment DD.13: DEIR Page 68 Impact BIO-4 The project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. (Less than Significant Impact)

We counter that wildlife corridor function of open space/green belts in urban settings becomes significantly more important as natural habitats are reduced to disparate islands across the landscape. Keeping only mature trees on edge of property reduces cover for wildlife, making them vulnerable to predation, increased risk of collisions with vehicles, and pets. Increased infrastructure and resulting lighting and associated noise interferes with bat foraging activity and nocturnal wildlife. It reduces breeding and foraging habitat.

Response DD.13: The slopes on the western and eastern sides of the project site are the result of historical grading, and after grading, they were planted with Monterey pines. These areas have been unmaintained and have subsequently developed an understory of primarily weedy species. These forested slopes will be retained by the project, although a tree succession plan for aging mature trees will guide the replacement of existing trees over time due to age or fire vulnerability. For wildlife corridors to function, they need to connect areas of larger open space where the life cycles of species can be completed. The area surrounding the project site is completely developed, with development types including residential, commercial, industrial, cemeteries, and the Interstate 280 freeway. The small, narrow areas on the margins of the project site are situated in a dense, urban context and have limited value as a potential stepping stone corridor, primarily for winged species. This limited wildlife corridor value will be retained by the project.

Comment DD.14: DEIR Page 68 Impact BIO-6: The project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. (No Impact)

While the community garden does not have any habitat conservation plan or natural community conservation plan, or other local plan, the garden has been in place for decades and portions of it have provided important habitat for wildlife in an urban environment. Preserving this small part of

the project site would retain the important biological resources currently using this area but would not adversely impact the goals of the redevelopment of the larger site.

Response DD.14: This comment notes retaining the garden would preserve whatever habitat value it currently provides. As discussed in the Draft EIR, the two biological reports supporting the Draft EIR, and in prior responses above, the garden does not provide critical habitat for special-status species, and therefore its removal with the project would not constitute a significant impact. This comment does not raise any issues about the adequacy of the Draft EIR; therefore, no further response is required.

Comment DD.15: DEIR Page Cumulative Impacts Impact BIO-C: 'The project would not result in a cumulatively considerable contribution to a cumulatively significant biological resources impact. (Less than Significant Cumulative Impact with Mitigation Incorporated)'

We disagree with this assessment. In addition to habitat loss from Parcel F and surrounding area, and a significant reduction in habitat quality for remaining habitat, there is the added impact of significant increase in light pollution extending several stories into the skyline, with all of the added noise, vehicles, light pollution, air pollution, and congestion associated with 1,457 new residences and 32,00 SF of commercial/retail space to an already impacted, populus area. The pen space and landscape plan proposes to provide an ecologically sterile, grass park which is a poor choice for water conservation in the face of rising temperatures and drought. Landscaping with native, local drought tolerant species would be a vast improvement.

Response DD.15: Cumulative impacts take into account baseline conditions in combination with the future site conditions and known reasonably foreseeable future projects. The baseline condition within and surrounding the project site is one of dense urban development which already contains significant sources of noise, light, and other human-induced disturbance. The project site itself is currently developed and has been subject to substantial historical disturbance, with existing conditions that are sources of light, noise, and other human disturbance such that it does not closely resemble its original ecological condition or provide any substantial habitat for biological resources. Redevelopment of the project site will not substantially change these baseline conditions on its own or in combination with other reasonably foreseeable projects in the vicinity.

Comment DD.16: Environmental Collaborate Biological Resources Assessment
A Environmental Collaborative biologist conducted reconnaissance level surveys of the project site on 14 January, 5 April, and16 June 2021. The April and June field surveys were focused on the willow and meadow habitats. It does not appear that seasonal surveys for plants or wildlife were conducted to detect all potential plant or wildlife species that could occur onsite.

The BRA lacks any lists of plants or wildlife observed onsite. Only a few species are mentioned in the text, which is insufficient. Botanical surveys should be floristic in nature to ensure that all plants that are considered sensitive (statewide or locally) are detected. The reviewer has no means to determine if the field surveys were sufficient since there are no lists of what was observed.

Response DD.16: Please refer to Response DD.3: regarding special-status plant surveys. Similarly, if a site is determined to not contain suitable habitat for special-status wildlife species, then no additional surveys for special-status wildlife species are necessary.

Comment DD.17: Cultural and Social Significance of Open Space

From a cultural and social perspective, this open space supports a vital community garden that adds intrinsic cultural and educational value as a gathering place for the local community and provides a means to grow produce, connect with nature, and each other.

Response DD.17: The comment expresses an opinion about the significance of the demonstration garden. Please refer to Master Response 1: Demonstration Garden, Master Response 6: Recreation, and Master Response 7: Tribal Cultural Resources above.

Comment DD.18: Conclusion

Based on our assessment of the methods and conclusions presented in the DEIR and supporting documents, the assessment of impacts on biological resources at the project site are inadequate and failed to follow specific methods and to identify potentially significant adverse impacts to those resources.

Appropriate seasonal field surveys must be conducted before conclusions about the presence or absence of sensitive resources can be made. The project site does contain sensitive resources, such as wetland habitats, which should either be protected or mitigated, preferably onsite.

An alternative could be to just avoid areas with wetlands and wildlife habitat, which would avoid many if not all potentially significant impacts to those resources.

Please contact us if you have any questions or require further information.

Response DD.18: This is a concluding statement that references issues that were raised in prior comments, and were each responded to previously in detail; therefore, no further response is required.

EE. Pacifica Social Justice (dated September 7, 2023)

Comment EE.1: Pacifica Social Justice (PSJ) is submitting the following comments regarding the Serramonte Del Rey Project Draft EIR (DEIR). These comments are a supplement to the comments submitted on behalf of PSJ by Grassetti Environmental Consulting (attached) which address many issues regarding the content of the DEIR.

PSJ believes that the project DEIR is deficient in addressing many required items and also does not address adverse impacts that PSJ and other community members have raised in public meetings and in written communications to Daly City and the Jefferson Unified High School District (JUHSD). Pacifica is particularly impacted by this project because the two High Schools in Pacifica are part of the JUHSD, and it is JUHSD land which is proposed to be converted to this private use.

The project proposed by JUHSD involves land previously used as a public high school, and which currently houses community recreational programs, a head start program, and a community garden.

> **Response EE.1:** This is an introductory comment and restates the proposed project. No further response is required.

Comment EE.2: The property is part of the unceded ancestral homeland of the Ramaytush Ohlone peoples. Although the DEIR claims to address the 22-acre project site, divided into five remaining parcels (B-F) the only specific development plan provided is for the 4.3 acre Parcel B. Parcel A contains 122 units of newly constructed workforce housing, of which 12 are considered below market rate.

Although the DEIR and attachments include environmental modelling that purports to address various phases of the project as well as when the project is occupied, no specifics are provided that can be used to evaluate the impacts and mitigation measures mentioned in the DEIR. Several specific features of this site must be taken into account in the development of each parcel and may affect the results of any modelling.

PSJ has asked for development plans for Parcels C-F and the basis for modelling impacts of construction and use and was told the information is not available, and the only option was to raise the questions in the context of comments on the DEIR. So we hereby renew our request for the development plans for Parcels C-F. We do not believe that Daly City is acting with due diligence in considering approval of an EIR that does not contain relevant information about the development and use of the site.

> **Response EE.2:** Please refer to Master Response 4: Project Description above.

Comment EE.3: Grassetti Environmental Consulting has addressed many issues not addressed in the DEIR, including the existing wetlands at the community garden site, and the impact destruction

of the garden will have on biological diversity, and sensitive species. The following are additional specific comments on the DEIR.

> **Response EE.3:** Responses to the issues raised by Grassetti Environmental Consulting were provided previously, please refer to responses to Comment Letter F, above.

Comment EE.4: A. Section 3.11 Land Use and Planning
Section 3.11.2.1 states:

"The proposed project would comply with the City's Inclusionary Housing Ordinance (Chapter 17.47 of the City's Municipal Code), which requires 10 percent of rental units to be low-income units. According to the Ordinance, a lack of new affordable units will have a substantial negative impact on the environment because: (1) housing will have to be built elsewhere, far from employment centers and therefore commutes will increase, causing increased traffic and transit demand and consequent noise and air pollution; and (2) City businesses will find it more difficult to attract and retain the workers they need. Affordable housing policies contribute to a healthy job and housing balance by providing more affordable housing close to employment centers. The proposed project would construct housing within the City of Daly City and it aligns with the City's Inclusionary Housing Ordinance in providing at least 10 percent affordable housing"

Non-Compliance with Daly City Inclusionary Housing Ordinance (Municipal Code Chapter 17.47)

The DEIR correctly identifies the importance of compliance with the Inclusionary Housing Ordinance in reducing environmental impacts of the project, such as increased noise and air pollution due to increased traffic and transit demand. However, it incorrectly states that the project as described complies with that ordinance. The project as described violates the ordinance in four important ways:

1) Inclusionary Housing Units must be provided at an Affordable Rent to households whose annual income does not exceed Low Income (17.47.070), however the plan includes middle income as well as low-income units in the 10 percent of planned units indicated as "affordable."
2) Inclusionary Housing Units must be built at the same time as other units, and for phased projects, must be proportionately built at the same time (17.47.090), however no inclusionary units are planned for Parcel B, which is the only Parcel to be developed in the next two years, and the only parcel for which a specific Plan is proposed.
3) Inclusionary Housing Units must be "dispersed" throughout the residential development (17.47.100), however, no inclusionary units are proposed for Parcel B, and according to the "Precise Plan" on the JUHSD website, 100 of the 111 of the required affordable units are to be located in the Parcel C building. (see Appendix A for Table 1 Aggregate BMR Units Developed Per Phase)

4) Inclusionary Housing Units must have "the same amenities as the Market-Rate Units, including the same access to and enjoyment of common open space and facilities in the Residential Development" (17.47.100), however the DEIR description of Parcel B includes "Open space serving the residents of the building would include both the ground floor terrace and the roof terrace, up to 20 private balconies for individual units, and an approximately 20,300 square-foot courtyard located on the roof of the parking deck of the mixed-use building which includes amenities such as a hot tub, fire pit, lounge furniture, and an outdoor kitchen." [emphasis added]. No similar representation is made for the building in Parcel C, which will be predominantly below market rate.

Response EE.4: Please refer to Master Response 3: Inclusionary Housing Ordinance and State Affordable Housing Law above. In addition, the excerpted Draft EIR text in the comment notes the project would provide at least 10 percent affordable housing. Since publication of the Draft EIR, it has been clarified the project would provide 20 percent affordable units. See Section 5.0 Draft EIR Text Revisions below.

Comment EE.5: Non-Compliance with the California Education Code and Government Code

This project proposed by the JUHSD would convert this public resource into private use. The JUHSD has not shown, despite repeated requests, how it has complied with requirements of the California Education Code, Section 176459, referring to Government Code Section 54220 to first offer surplus lands resulting from school closure for the purpose of low-income housing and for park and recreational purposes, nor has it shown how it was made available to specified park and recreation departments (Education Code Section 17459).

This is antithetical to the stated legislative purpose,

GC 54220(a) The Legislature reaffirms its declaration that housing is of vital statewide importance to the health, safety, and welfare of the residents of this state and that provision of a decent home and a suitable living environment for every Californian is a priority of the highest order. The Legislature further declares that there is a shortage of sites available for housing for persons and families of low and moderate income and that surplus government land, prior to disposition, should be made available for that purpose.
(b) The Legislature reaffirms its belief that there is an identifiable deficiency in the amount of land available for recreational purposes and that surplus land, prior to disposition, should be made available for park and recreation purposes or for open-space purposes…

In summary, the project as only partially described in the DEIR creates a negative impact on land use policy, by not providing significant low-income housing in this major development. This will have a negative environmental impact by forcing people to live further from work and social services, therefore increasing commute times, traffic, vehicle miles per day, air pollution and noise. It will also have a negative impact on communities of northern San Mateo County by limiting diversity in housing.

Response EE.5: As property owner, it is the obligation of the JUHSD to demonstrate compliance with the California Education Code and Government Code regarding surplus lands, and not a CEQA issue for the City of Daly to demonstrate in the Draft EIR; therefore, the process by which the JUHSD has satisfied the referenced state codes is not discussed in the Draft EIR. The Draft EIR evaluates the project as proposed by the JUHSD as applicant for development of the site.

Comment EE.6: B. Section 3.14 Population and Housing
Non-Compliance with Residential Housing Needs Allocation and Daly City Housing Element

As discussed in the attached letter from Grassetti Environmental Consulting, the DEIR does not address the proposed project compliance with the Residential Housing Needs Allocation. The DEIR states that the Daly City 2023-2031 RHNA "includes 1,336 very low income units, 769 low income units, 762 moderate income units, and 1,971 above moderate income units…" The 1235 proposed units addressed in the DEIR would constitute more than 25 percent of the 4838 units addressed in Daly City's RHNA, but would provide only 6 percent of the affordable units required. This creates an unrealistic pressure on other proposed housing projects in Daly City to provide housing for lower income residents, and is likely to make Daly City non-compliant with the RHNA.

Response EE.6: Please refer to Master Response 2: Regional Housing Needs Allocation above.

Comment EE.7: The DEIR does not consider the impact of the loss of the community garden on the community and the environment in the area. Daly City is the largest city in San Mateo County, and is the 9th most densely populated city in the country. According to the Daly City City Manager, "Daly City is truly an impervious, concrete jungle. The urban canopy is estimated to cover less than 5% of the land area. Vegetation that does exist is largely introduced ornamentals and invasive species." (https://www.dalycity.org/319/Project-Green-Space#:~:text=As%20the%20largest%20city%20in,introduced%20ornamentals%20and%20invasive%20species.)

The proposed project is located between two freeways and adjacent to major streets. The community garden provides a rare break in this neighborhood. The DEIR does not adequately address the loss of this community resource. The lawns and plantings mentioned in the DEIR are not equivalent to the established trees of the garden and the ecosystem that currently exists.

The "defensive architecture" recently constructed at the garden by the JUHSD, including fencing, removal of benches, and locking the gates for most hours, and security patrols, have already diminished the community use of the space. The assessment regarding the environmental impact of turning this beloved community garden into a dump for removed construction materials for most of the decade of construction, should be based on the value that the garden has provided over its decades of existence, and on the resource it can be, if not buried under tons of removed concrete and other construction debris.

Response EE.7: Please refer to Master Response 1: Demonstration Garden, Master Response 6: Recreation, and Master Response 7: Tribal Cultural Resources above.

Comment EE.8: Section 7.0 Alternatives
CEQA requires the DEIR to evaluate alternatives to the proposed plan that may lessen significant impacts. The DEIR analyzes only the proposed project, and provides only a "no build" alternative. The DEIR does not analyze other alternatives, including alternatives that have been addressed by the affected community, which would include maintaining the existing community garden, conformance with Daly City's Housing Element/RHNA and the Daly City Inclusionary Housing Ordinance, maintenance of existing community resources including recreational facilities and trees, changes to planned density, and improved community access.

Another alternative proposed by community members and not discussed in the DEIR is return of this "surplus" public land to the Raymatush Ohlone, who are the historic and rightful owners of the land.

Response EE.8: Please refer to Master Response 8: Alternatives above. In addition, the comment is incorrect in stating the Draft EIR only considers a 'no build' alternative, when the Draft EIR includes discussion of developing the campus under the current Planned Development zoning district covering the site, which is a scenario that also involves substantial new development. The suggested alternative of disposing of the campus to a Native American tribe is not presented in the Draft EIR because it would not achieve the project objectives related to development of substantial housing on the site (in support of the City's Housing Element) and generation of revenues to support the JUHSD's finances. Moreover, the project site is not a natural landscape but was completely regraded and redeveloped decades ago. The Draft EIR evaluated the potential impacts of the project on cultural resources and determined impacts would be less than significant. The actions proposed by the commenter are not necessary to cure any environmental impact, and imposition of such a condition would not be legally feasible as it would violate laws that include, among others, the Mitigation Fee Act. Further, the project complies with all local, state, and federal law, and no alternative requiring compliance with such is therefore necessary.

FF. Debbie Santiago (dated September 7, 2023)

Comment FF.1: Please see 2 attached PDF files that include my petition and a few comments made by some of the 4,542 people who signed it.

Please include all the photos and videos I linked to in the petition as comments on the DEIR, including the historic photos, recent photos and wetland photos and videos.

Let me know if you have any questions.

Response FF.1: Please refer to Appendix B Draft EIR Comment Letter Attachments for full printouts of the petition and signers comments. This comment and the petitioners comments do not raise any issues about the adequacy of the Draft EIR; therefore, no further response is required.

GG. NAACP (dated September 8, 2023)

Comment GG.1: The NAACP San Mateo Housing Committee has reviewed the Serramonte Del Rey Draft Environmental Impact Report (DEIR) and we provide the following comments:

DEIR is Incomplete

The DEIR Project Description provides a detailed account of an unrelated project, the Jefferson Union High School District Offices Project (Figure 2.2-6), but surprisingly omits any mention of development plans for Parcels C-F within the project site. The Precise Plan is available on the school district's website however it's not described in the DEIR, which only includes the parcel plan (Figure 2.2-5) and Area B plans from the Precise Plan. The DEIR lacks essential development details, neglecting to provide even the most fundamental aspects of the plan. Specifically, there are no provisions for access improvements, infrastructure enhancements, a comprehensive site layout, or other critical information for areas beyond Parcels A and B.

Response GG.1: Please refer to Master Response 4: Project Description above.

Comment GG.2: Separate and Unequal Apartment Buildings

During the Daly City Planning Commission meeting and Daly City Council meetings, JUHSD Trustees introduced the Precise Plan and discussed the project at length on behalf of JUHSD and responded to questions from Planning Commissioners and Councilmembers. The Trustees' presentations left no room for doubt, as they clearly conveyed that all BMR apartment units, excluding those already constructed within a separate teacher housing project, would be consolidated into a single building. However, the Trustees' statements were inconsistent with information provided in the Precise Plan, which states the following on page 14:
"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."

Response GG.2: As discussed in Response CC.14: above, the precise location of affordable units across the 22-acre site, whether dispersed among several parcels or clustered within one or two parcels, would not alter, compared to what is disclosed in the Draft EIR, the nature or severity of the environmental impacts that would

result from the construction or occupancy of those units, provided the total number of units within the project area remains consistent with the parameters on which the DEIR analysis was conducted set by the Precise Plan (see Draft EIR page 3). Rather, the location and distribution of affordable housing units within the site is a planning issue, and not related to the project's environmental impacts. This comment does not raise any issues about the adequacy of the Draft EIR; therefore, no further response is required. See Master Response 3: Inclusionary Housing Ordinance and State Affordable Housing Law above.

Comment GG.3: DEIR is Deficient by Omission and the Project is Non-Conforming

The omission of Areas C-F in the DEIR has created a situation where conflicting information regarding income segregation within the project remains unresolved. Clustering all BMR units within a single building within a multi-building apartment complex is not only inconsistent with Daly City's Inclusionary Housing Ordinance 1423 but also is non-conforming to AB 491 the 'Affordable and Market Rate Units' law signed by Governor Newsom on September 28, 2021. Such concentration of BMR units isolates them and fails to demonstrate a commitment to 'Affirmatively Furthering Fair Housing'(AFFH).

Response GG.3: Please refer to Response GG.2: and Master Response 3: Inclusionary Housing Ordinance and State Affordable Housing Law above.

Comment GG.4: Is the Project Within the Law?

Economic segregation and the resulting racial segregation within a project on public lands may violate federal, state, local laws, ordinances, codes, and policies.

- Education Code: ARTICLE 4. Sale or Lease of Real Property [17455 - 17484]

Response GG.4: Please refer to Response EE.5: above regarding the education code. This comment is not related to the DEIR's analysis of the project's environmental impacts, and instead focuses on economic and social issues beyond the purview of CEQA.

Comment GG.5: Government Sponsored Segregation

Established in 1909, the NAACP has a storied legacy of opposing government-sponsored segregation. Such practices contradict the principles of equality, perpetuate social, and economic disparities, and inflict adverse consequences upon individuals, communities, and society at large. They are universally acknowledged as a violation of human rights and a formidable impediment to the realization of inclusive and equitable societies.

Response GG.5: This comment does not raise any issues about the adequacy of the Draft EIR; therefore, no further response is required.

Comment GG.6: Noncompliant with City's Inclusionary Housing Ordinance

In 2022, this Committee sent two letters to Daly City Councilmembers expressing our concerns about JUHSD's plan to impose government-sponsored economic segregation on public lands within the Serramonte Del Rey project. Economic segregation is particularly worrisome, given that only a minimal 10% allocation has been designated for affordable apartments within the project. Additionally, the School District's strategy of concentrating all 111 affordable/low-income units within a single "poor door" building while distributing 1002 market-rate apartments across four other buildings does not comply with the city's Inclusionary Housing Ordinance and can be expected to perpetuate low socioeconomic status and racial segregation.

> **Response GG.6:** Please refer to Master Response 3: Inclusionary Housing Ordinance and State Affordable Housing Law above.

Comment GG.7: Preserve Public Uses and Keep Public Land Public

The significant impact of losing public amenities due to the project's transition to a 100% private lease of public land has not been adequately addressed in the DEIR. The project should prioritize the preservation of public uses. Any project on public land should make every effort to maintain, preserve, improve, or offer equivalent like-for-like replacements for existing public uses.

The public uses of the site include the almost 2-acre community garden that's open to the public, the school, and the gymnasium. Residents in affected neighborhoods endure adverse living conditions and encounter obstacles in accessing healthy environments, leading to inferior health outcomes and shorter lifespans. Low-income and Environmental Justice Communities of Concern (EJOC) bear an unequal burden of pollution from industrial and transportation sources, resulting in detrimental health outcomes.

> **Response GG.7:** Please refer to Master Response 1: Demonstration Garden and Master Response 6: Recreation above regarding loss of the garden and recreational uses. The conversion of public lands to private leases is not an environmental issue addressed through CEQA and, therefore, is not discussed in the Draft EIR.

Comment GG.8: The profound and often unjust health and social consequences resulting from the challenges posed by COVID-19 and climate change have underscored the importance of providing ample outdoor access through parks and community gardens. Preserving public amenities for public use within a project of this scale is imperative. The proposed Serramonte del Rey project converts public land to private use without adequately compensating for the amenities that will be lost.

The City should implement a Growth Management Policy mandating that neighborhood-scale developments such as Serramonte Del Rey provide sufficient public facilities and amenities including parks and community gardens, with the goal of enhancing the overall environmental

quality and living standards in Daly City. The project is marketed as a transit-oriented development, yet it fails to contribute to air quality improvements or offer access to equivalent public open space.

- There should be a project alternative with higher density that does not segregate housing and recreational amenities by income, preserves public access, and retains the community garden in its current location as a park. This alternative would align with public goals to promote public uses, improve air quality, enhance public health and safety, and avoid the segregation of lower-income groups.
- The project area, as is typical for Daly City, poses significant challenges for pedestrians and cyclists when it comes to accessibility and transit connectivity. The 15-year phased construction of a pedestrian and bike trail further exacerbates this issue and it should be corrected.

Response GG.8: Please refer to Master Response 8: Alternatives above regarding selection of alternatives. As discussed in Section 3.17 Transportation under Impact TRN-3 of the Draft EIR (pages 180-181), the project would be required to implement mitigation measure MM TRN-3.1 during construction. Implementation of this mitigation measure would ensure pedestrians and bicyclists would have safe access to and around the project site during project construction. Furthermore, as discussed under Impact TRN-1 in Section 3.17 Transportation of the Draft EIR (page 177), all pedestrian facilities improved by the project would be ADA compliant. With respect to the assertion that the project's environmental review should evaluate a higher density project "that does not segregate housing and recreational amenities," please see Master Response 3: Inclusionary Housing Ordinance and State Affordable Housing Law. The project violates no local, state, or federal laws.

Comment GG.9: Preserving Public Uses Such as Community Gardens and Parks

JUHSD is the owner of the 22-acre project site, which is a public asset. However, the current project plans privatize recreational amenities that play a crucial role in promoting health and wellness. This approach could leave low-income residents in unhealthy situations, depriving them of access to essential public spaces. Notably, the site currently houses a nearly two-acre community garden and orchard, which serves multiple vital functions. It improves air quality, increases access to fresh food, bolsters food security, educates residents about healthier dietary habits, promotes physical activity through gardening, reduces the risk of obesity and related health issues, supports mental well-being, offers relaxation, contributes to biodiversity, provides wildlife habitat, features a variety of plant species including native plants, boasts diverse trees and shrubs, including redwoods and fruit trees, and even includes a seasonal creeks and wetland. Furthermore, the garden plays a role in erosion control, natural flood prevention, and water quality improvement. It is also a critical component of climate change adaptation and resilience. The presence of children's toys within the garden underscores its widespread community use, essentially functioning as a park and food forest. Regrettably, if the project proceeds as currently conceived, all these valuable public benefits stand to be lost.

Response GG.9: This comment speaks to retaining current site features and amenities, and does not raise any issues about the adequacy of the Draft EIR; therefore, no further response is required. Please refer to Master Response 1: Demonstration Garden and Master Response 6: Recreation above regarding loss of the garden and recreational uses.

Comment GG.10: Income Segregated Recreational Amenities and Incomplete Trail Access:

The amenities listed in DEIR section 2.2.2.2 Open Space and Landscaping (Exhibit B) include recreational facilities situated on public land, which should be accessible to all tenants and the public, as noted in the Oct 4, 2021 JUHSD Real Property Advisor Committee Report.

"Open Space" should be accessible to everyone and not restricted to private use.
Parcel B's recreational amenities encompass a rooftop hot tub, fire pit, and an outdoor kitchen, with the likelihood of a shared restroom facility for tenants utilizing the rooftop recreational amenities. Equivalent recreational facilities are not specified for the other Parcels. How will the public and tenants access the rooftop recreation area? Will they need a code or a key for access? Who will be responsible for providing access?
Why haven't the recreational amenities on Parcel B, which are categorized as "Open Space and Landscaping," been located in a way that ensures accessibility for all tenants and the public?

Response GG.10: This comment pertains to the design of the project and access to certain open space and recreational features included in the project, and does not relate to the project's environmental effects nor raise any issues about the adequacy of the Draft EIR; therefore, no further response is required. Please also refer to Master Response 2: Regional Housing Needs Allocation and Master Response 3: Inclusionary Housing Ordinance and State Affordable Housing Law above for a discussion of Parcel B's amenities.

Comment GG.11: The project area, as is typical for Daly City, poses significant challenges for pedestrians and cyclists when it comes to accessibility and transit connectivity. The project area, as is typical for Daly City, poses significant challenges for pedestrians and cyclists when it comes to accessibility and transit connectivity. A complete trail must be constructed concurrently with Parcel B development to ensure a safe route is available for all residents, students, and medical office workers traveling from Serramonte to Hickey.

DEIR 2.2.2.2 Open Space and Landscaping (page 16)
The proposed Parcel B development project would include three components of open space to be used by the public: 1) approximately 22,300 square-foot public park that would include a large grass area and playground; 2) the first phase of the recreational trail (approximately 6,800 square feet) that would be located in the southeast corner of Parcel B; and 3) open space for public use at the retail plaza (approximately 7,000 square feet) facing the new entry road (see Figure 2.2-10). Open space serving the residents of the building would include both the ground floor terrace and the roof

terrace, up to 20 private balconies for individual units, and an approximately 20,300 square-foot courtyard located on the roof of the parking deck of the mixed-use building which includes amenities such as a hot tub, fire pit, lounge furniture, and an outdoor kitchen. The open space reserved for residential use plus the retail open space for public use at Parcel B would exceed the City's requirement for open space of 150 square feet per unit and is consistent with the proposed Precise Plan.

Response GG.11: Please refer to Response GG.8: above regarding bicycle and pedestrian safety.

Comment GG.12: Significant Impact: Lack of Affordable Housing

Its certain that only a limited number of Daly City residents will be able to afford rents at the new SDR apartment complex. The historical consequences of redlining have had a generational impact, leading to significantly reduced household equity and making it much more challenging for affected families to afford housing in the Bay Area, as noted in the Daly City 2023-2031 Housing Element.

53% of Daly City's households do not meet the 'moderate' level average median income (AMI). However this project is seeking to build 90% of its units for market rate rentals. This will effectively lock-out those coming from historically redlined communities, and keep them from becoming beneficiaries of the Serramonte del Rey housing development.
The project proposes only 10% of the units as 'low' income BMR units, the absolute minimum under the City's inclusionary Housing Ordinance (adopted in 2018). Jarringly, 42% of Daly City's RHNA allocation for 2023-2031 is required to be in the 'low' or 'very-low' income housing categories, far beyond what's being proposed. Under this scenario, low income residents will continue to be displaced to far away places while we wait for other projects to pick-up the slack with higher allocations of affordable units. (See Exhibit A)

Limiting the affordable housing component to just 10% while prioritizing market-rate units over a more balanced approach will perpetuate unaddressed historical inequities and sustain the legacy of redlining. Failing to actively address segregation contributes to the entrenchment of racism. With 90% market-rate housing SDR is perpetuating racial segregation as the prevailing development model in Daly City, in direct contradiction with the principles outlined in Daly City's own Housing Element. To correct historic patterns of segregation the project proponents should be committed to a significantly higher proportion of affordable housing units, going beyond the inclusionary minimum and using the RHNA target as a goal.

DEIR 3.11.2.1 Project Impacts (page 124)

According to the Ordinance, a lack of new affordable units will have a substantial negative impact on the environment because: (1) housing will have to built elsewhere, far from employment centers and therefore commutes will increase, causing increased traffic and transit demand and consequent noise and air pollution; and (2) City businesses will find it more difficult to attract and retain the

workers they need. Affordable housing policies contribute to a healthy job and housing balance by providing more affordable housing close to employment centers.

Response GG.12: Please refer to Master Response 2: Regional Housing Needs Allocation and Master Response 3: Inclusionary Housing Ordinance and State Affordable Housing Law above. In addition, the comment notes the project would provide at least 10 percent affordable housing. Since publication of the DEIR, it has been clarified the project would provide 20 percent affordable units. See Section 5.0 Draft EIR Text Revisions below.

Comment GG.13: Significant Impact: Low-Income Tenants Parcel C Denied Access to Emergency Services

The Head Start program offers affordable childcare services, and it's worth noting that all Below Market Rate (BMR) apartments are situated in Parcel C. Given this, it raises a valid question as to why an emergency generator is not being provided for Parcel C.

DEIR Emergency Generators (page 142)

Emergency generators are proposed to be located on Parcels B, D, E, and F. Generators would be located either in the basement or on the ground floor.

Response GG.13: This comment expresses a concern that power will not be distributed to any residential structure on Parcel C in the event of an emergency because the DEIR identifies emergency generators as being located on Parcels B, D, E and F. Use of or lack of emergency generators in a residential building to protect from power outages is not considered an impact under CEQA, nor is there any legal requirement under any framework to include a generator on any specific portion of the project site. However, four generators were assumed in the DEIR and their placement was based on conservative factors, including proximity to residential receptors. For instance, Parcels E and F are located adjacent to apartment buildings. Accordingly, generator assumptions were made to ensure the environmental analysis was conservative to account for the noise and emissions resulting from routine generator testing and maintenance.

Comment GG.14: Economic Segregation and Racial Segregation are Intertwined

Economic segregation occurs when individuals or families with lower incomes are confined to certain neighborhoods, or a single building within a multi-building development, due to affordability constraints. This pattern often results in racially homogeneous housing, as people of similar economic backgrounds often share similar racial backgrounds. Consequently, concentrating lower income families in separate buildings creates racially homogeneous social networks that limit access

to educational and employment opportunities. This is a self-perpetuating cycle that sustains economic disparities, economic segregation, and racially segregated housing.

Response GG.14: This comment does not raise any issues about the adequacy of the Draft EIR; therefore, no further response is required.

Comment GG.15: Socioeconomic Status

Socioeconomic status (SES) encompasses not just income but also educational attainment, financial security, and subjective perceptions of social status and social class. SES can encompass quality of life attributes as well as the opportunities and privileges afforded to people within society. The relationship between SES, race, and ethnicity are intertwined. Research has shown that in terms of socioeconomic stratification, race and ethnicity often play significant roles in determining a person's SES. Communities affected by low SES, driven by factors like income-based housing segregation, share common experiences, such as limited economic development, substandard health conditions, and fewer educational opportunities. Persistent low SES has been identified as a contributing risk factor that disproportionately affects communities of color residing in income-segregated housing.

Response GG.15: This comment does not raise any issues about the adequacy of the Draft EIR; therefore, no further response is required.

Comment GG.16: Social-Spatial Segregation

In addition to the project's socioeconomic segregation, there is the problem of social-spatial segregation. Currently, funding has not been allocated to establish a connection between the pedestrian and bike trail and the BMR building, thereby depriving underserved children of a safe route to and from school. Social-spatial segregation is also apparent by the absence of a rooftop Jacuzzi spa for families in the affordable building, while it is provided to market-rate tenants on Parcel B. The proposed plans raise concerns of income-based discrimination, as emergency generators are exclusively installed in all market-rate buildings, with no provision for the low-income building. Additionally, placing an income segregated daycare center on Parcel C underscores its stigmatization as an income segregated area of the development.

In conclusion, we firmly believe that the residents of Daly City would benefit from a denser project that does not segregate income groups into a separate building. The project should prioritize improving public access and providing more public amenities. Lastly, we advocate for the preservation of the existing community garden.

Response GG.16: This comment does not raise any issues about the adequacy of the Draft EIR; therefore, no further response is required. Please also refer to Master Response 3: Inclusionary Housing Ordinance and State Affordable Housing Law above for a discussion of Parcel B's amenities.

Comment GG.17: Please include the following documents and videos in their entirety as comments on the DEIR:

1. Two NAACP letters dated October 6, 2022, and June 10, 2022
2. May 2023 - City of Daly City Housing Element 2023-2031
3. AB 491 Ward, CA Poor Door Law approved by Governor Sept 28, 2021
4. Civil Rights in America: Racial Discrimination in Housing report from the National Parks Service, U.S. Department of the Interior and National Historic Landmark Program
5. Oct 4, 2021, JUHSD Real Property Advisor Committee Report
6. 'Affirmatively Furthering Fair Housing' - The Fair Housing Act requires HUD and its recipients of federal financial assistance to do more than simply not discriminate; they must take meaningful actions to overcome patterns of segregation and foster inclusive communities.
7. Education Code: ARTICLE 4. Sale or Lease of Real Property [17455 - 17484]
8. Video of Daly City Council Meeting January 10, 2022
9. American Psychological Association's publication on Ethnic and Racial Minorities & Socioeconomic Status
10. How American racism is rooted in residential segregation, Berkeley News, by Ivan Natividad
11. Why Bay Area neighborhoods are still racially segregated, Berkeley News, by Ivan Natividad
12. Redlining's Legacy of Inequality: $212,000 Less Home Equity, Low Homeownership Rates For Black Families, Redfin News, by Dana Anderson
13. April 25, 2022 - JUHSD RFP FAQ for BMR Developer: Parcel C
14. Jul 29, 2021, How Daly City Became One of the Most Densely Populated Cities in the Country, KQED, by Amanda Stupi
15. Jun 28, 2020, Un-forgetting the segregationist history of Palo Alto (and Daly City, and San Francisco, and…) by Charles Russo / Palo Alto Online & TheSixFifty.com
16. October 4, 2021, The Legacy of Redlining in the Bay Area: Explained, NBC Bay Area
17. June 9, 2022, 'The Moms of Magnolia Street' Documentary, NBC Bay Area Investigative Unit

Response GG.17: Please refer to Appendix B Draft EIR Comment Letter Attachments for full printouts. The additional documents provided do not raise specific issues about the adequacy of the Draft EIR; therefore, no further response is required.

HH. Daly City Community Garden Alliance (dated September 8, 2023)

Comment HH.1: The Daly City Community Garden Alliance is submitting the following comments regarding the Serramonte Del Rey Project Draft EIR.

This statement applies to each of our comments:

We address the following issues by category within the draft Environmental Impact Report (DEIR). CEQA provides a "substantive mandate that public agencies refrain from approving projects for which there are feasible alternatives or mitigation measures" that can lessen the environmental impact of proposed projects. (Mountain Lion Foundation v. Fish & Game Com. (1997) 16 Cal.4th 105, 134, citing Pub. Resources Code § 21081 [emphasis added].) "Without meaningful analysis of

alternatives in the EIR, neither the courts nor the public can fulfill their proper roles in the CEQA process." (Laurel Heights Improvement Assn. v. Regents of University of California (1988) 47 Cal.3d 376, 404 ["Laurel Heights"]; Preservation Action Council v. City of San Jose (2006) 141 Cal.App.4th 1336, 1350.)

The cumulative impacts of this project have not been studied by this DEIR as we show in the following sections resulting in significant impacts to community, public health, and the environment. The DEIR should be redone.

Response HH.1: Please refer to the responses regarding the commenter's concerns below. Based on these responses, the Draft EIR does not require recirculation.

Comment HH.2: Section 7.0 Alternatives

The DEIR does not analyze other alternatives, including alternatives that have been addressed by the affected community, which would include:

CEQA requires the DEIR to evaluate alternatives to the proposed plan that may lessen significant impacts. The DEIR only analyzes the proposed project, and provides only a "no build" alternative. The DEIR does not analyze other alternatives, including alternatives that have been addressed by the affected community, which would include:

- Maintaining the existing community garden by massing a taller development closer to Serramonte.
- Conformance with Daly City's Housing Element/RHNA
- Conformance with Daly City Inclusionary Housing Ordinance
- Maintenance of existing community resources including recreational facilities and trees as pollution barriers
- Improved community access for the public and residents to all buildings
- Changes to planned density to improve community access to open areas as proposed in numerous community letters some of which are cited here.
- Have the property acquired by the state for 30x30 restorations as proposed by the Sierra Club under N-EO-82-20 to council March 9th, 2020.
- Return of this "surplus" public land to the Raymatush Ohlone

We request that our comments be added to the Draft Environmental report.

Response HH.2: Please refer to Master Response 8: Alternatives above.

Comment HH.3: In Summary: We addressed the following sections within the DEIR.

3.1 Aesthetics

- The DEIR is deficient in not recognizing the role of trees and community gardens as cultural aesthetic resources to neighbors and tribal groups. It also degrades the views by paving over green public spaces, privatizing the space and filling in space with toxic materials like astro turf that will leach PFAS into humans and water runoff.

3.2 Agriculture and Forestry Resources

- The DEIR is deficient in not addressing the lists of trees, plants provided in the petition started by Debbie Santiago and should be redone or recognize the garden as Urban Agriculture addressing food insecurity in the neighborhood, as depicted by comments to Daly City on this project. The DEIR needs to be redone.

3.3 Air Quality

- Tree Removal and Highway Vegetative Barriers
  The deficiency of the DEIR to address known threats to public health and the natural environment via a feasible functioning Vegetative Highway Barrier and how this affects every community in Daly City needs to addressed given its location within the dirty air of three freeways, 1, 35, 280 and one major road, Serramonte Blvd.

3.4 Biological Resources

- The current plan destroys the natural Habitat area of the Garden and causes a significant impact that is not studied in this DEIR. For example the Trees, Plants, Animals were not inventoried in the DEIR but have been provided to the City and JUHSD by the Garden community. This deficiency needs to be corrected since it is in contradiction to the Daly City 2030 General Plan.

3.5 Cultural Resources

- The DEIR is deficient because it does not look at tribal resources like medical and cultural plants, sacred space, the presence of the garden as the availability of open space to the community, and access to the gymnasium as cultural resources that will be lost to the community.

3.6 Energy

- The DEIR ignores the impact from increased energy use in two ways, first by only studying Phase A and B instead of the entire project as required by CEQA and two by ignoring the feasible solutions proposed in comments on this project. The DEIR should be redone to study the impact of the entire project.

3.7 Geology and Soils

- We support the concerns raised in a letter from the Sierra Club to this EIR.

3.8 Greenhouse Gas Emissions

- The project increases greenhouse gasses, vehicle miles traveled, and dirty air quality, all which should be reduced according to the California Air Resource Board 2022 Scoping Plan

under SB32. The DEIR says VMT cannot be mitigated to a less than significant level for air quality, vehicle miles traveled, and greenhouse gasses despite the feasible means of doing so that we provided. However the VMT calculated is not correct because it is only based on Phase A and B requiring the DEIR to be redone.

3.10 Hydrology and Water Quality

- The EIR should be redone to correctly analyze the impact of runoff and dangers to the community in an era of increased atmospheric river runoff as Congressman Kevin Mullin says here from paving over the garden and increasing roads through the project.

3.11 Land Use and Planning

- The DEIR has stated that the 90 percent market rate housing proposed for this site is compliant with law and policy. This statement is incorrect. The plan violates both the Daly City Inclusionary Housing Ordinance, and is not consistent with the Residential Housing Needs Allocation (RHNA) and therefore the draft Daly City Housing Element. The DEIR should be redone.
- The DEIR is deficient in not looking at the significant harms from the loss of public lands to privatization that could have been feasibly preserved and should be redone.

3.13 Noise

- The DEIR is deficient because no mitigation measures on construction noise references Shasta High School.

3.14 Population and Housing

- The DEIR states that the RHNA "includes 1,336 very low income units, 769 low income units, 762 moderate income units, and 1,971 above moderate income units…" The 1235 proposed units addressed in the DEIR would constitute more than 25 percent of the 4838 units addressed in Daly City's RHNA, but would provide only 6 percent of the affordable units. This creates unrealistic pressure on housing in Daly City to provide housing for lower income residents.

3.16 Recreation

- The Draft EIR does not recognize that current Recreation is provided on site with the Gymnasium for 2 major established groups. The DEIR should be redone to correct this deficiency.

3.17 Transportation

- The project design has ignored feasible solutions that we provided to the planning commission on this project and not studied the entire project as required by CEQA to properly inform policy makers. In doing so the DEIR provides unsubstantiated reliance on TDM to ignore major health impacts from dirty air due to declining transit and the development of the project with upper income residences that do not take transit.

3.18 Tribal Cultural Resources

- The EIR is deficient in not preserving the garden as a cultural resource of native practitioners who lack access to sacred spaces as public spaces are privatized and should be redone. In addition the DEIR by not consulting with the Ramaytush Ohlone significantly omits a known source who could directly establish Historical Resource information for which the DEIR should be redone.
- The DEIR is also deficient in not pursuing a feasible strategy to mass the project near Serramonte and achieve multiple public policy goals mentioned in this document while preserving the garden for community health.

3.19 Utilities and Service Systems

- The DEIR is deficient in discriminately not feasibly protecting low income tenants from the effect of power outages such as the Public Safety Power Shutdowns.
- See also the comment under Energy.

Response HH.3: This comment is a summary of the more specific comments below. Please refer to the responses below regarding each environmental resource area.

Comment HH.4: Comments:

3.1 Aesthetics

- The DEIR is deficient in not recognizing the role of trees and community gardens as cultural aesthetic resources to neighbors and tribal groups. It also degrades the views by paving over green public spaces, privatizing the space and filling in space with toxic materials like astro turf that will leach PFAS into humans and water runoff.

Trees protect the community from extreme heat. The loss of trees is a hallmark of redlining and lower income areas. Community gardens are recognized as open space by the California Natural Resource Agency (page 31). They are essential to community food security, empowerment, and safe gathering public space. Replacing green spaces with privatized asphalt, concrete and buildings is recognized by the public as the loss of aesthetics and views.

Response HH.4: Please refer to Master Response 1: Demonstration Garden above.

As discussed in Section 3.1 Aesthetics under Impact AES-1 of the Draft EIR (page 27), the project site is located on an infill site within a transit priority area. Per SB 743, aesthetic impacts of residential and mixed-use projects in transit priority areas shall not be considered significant impacts. Thus the Draft EIR concluded that the project would not result in any significant aesthetic impacts. As described in the Draft EIR, pursuant to Municipal Code Chapter 12.40 – Urban Forestry, the City does not regulate the removal of trees except those within the public right-of-way, therefore the removal of trees on the school campus would not conflict with a local tree preservation policy. The Draft EIR further describes that the project is committed to replacing any removed trees at a 2:1 ratio.

Comment HH.5: 3.3 Air Quality

Tree Removal and Highway Vegetative Barriers

The DIER on pages 25 through 29 of Appendix C on Air Quality indicate that the development will have a significant impact on the HVBs (Highway Vegetative Barriers) which improve air quality adjacent to major roads, the surrounding natural environment and to public health. The project is located within three freeways, HWY 1, 35, and 280 and a major road, Serramonte. The overlay and footprint of the project site and parcels A-E indicate a majority of the trees and undergrowth on the perimeters of parcels A-D would be removed. These areas appear on the aerial photos to be heavily populated with dense stands of trees and undergrowth that would provide an effective pollution barrier for the residents. These barriers also likely provide some protection to residents living outside the project area from exposures to toxic and carcinogenic particulate matter and gaseous air contaminants from traffic emissions, both cars and trucks. Currently there aren't many gaps in the barrier. But the existing gaps could be feasibly filled with a few transplanted trees and plants by the developer, the city public works, or even a community youth conservation corps. The City of San Jose has the San Jose Conservation Corps. But it could be feasibly established with fees from new projects to safeguard public health. Additionally, the DEIR ignores the impact of air pollution in two ways, first by only studying Phase A and B instead of the entire project as required by CEQA and by ignoring the threat to public health without any reference to the existence of the pollution barrier that could be feasibly retained or the public health and environmental impacts of tree removal to public health, welfare, and the environment. The existing trees should be feasibly integrated into the early design of the development- if the project proponent took the impacts of air quality seriously as they have been mandated to do so. In California, sources other than tailpipes are the dominating source of traffic emissions, which will not be fixed by a trend toward electric vehicles, thus endangering public health.

The deficiency of the DEIR for this project is in not addressing known threats to public health and the natural environment and how this affects every community in Daly City, needs to be addressed.

Response HH.5: The comments statement that the air quality and greenhouse gas assessment (Appendix C of the Draft EIR) only evaluates partial construction of the proposed project is incorrect. The air quality analysis evaluates the full buildout of the proposed project (i.e., 1,235 residential units, 14,000 square feet of commercial uses, and 2,400 square foot childcare facility). As shown in Table 3.3-4 through Table 3.3-9 of the Draft EIR, the proposed project would not exceed the Bay Area Air Quality Management District (BAAQMD) thresholds for air quality impacts with implementation of mitigation measures MM AIR-2.1 through MM AIR-2.3 and MM AIR-3.1. Thus, the project would not result in any significant air quality impacts and adequately addresses air quality concerns under CEQA. As noted in the prior response, and described in the Draft EIR, pursuant to Municipal Code Chapter 12.40 – Urban Forestry, the City does not regulate the removal

of trees except those within the public right-of-way, therefore the removal of trees on the school campus is not within the City's discretion. The Draft EIR further describes that the project is committed to replacing any removed trees at a 2:1 ratio. Specific development plans exist for Parcel B, and the Draft EIR in Section 2.2.2.2 explains the project would preserve the mature trees along the perimeter of Parcel B and replace the trees that are determined to be in poor condition by a certified arborist. The project proposes to plant 82 new trees throughout Parcel B.

Comment HH.6: Air Quality Shasta High School
Pg 46 Construction Toxic Air Contaminants

As stated: the maximum annual PM2.5 concentration from construction was shown to occur on the first floor at the Summit Shasta High School adjacent to the southern boundary of the project. (as seen in Figure 3.3-1) and was estimated to be 0.29 ug/m3. This is not acceptable for the 400 students and additional staff in Shasta High School. This is +0.02 Hazard index as shown on 3.3-6.pg 46 . For impacts from the project see Table 3.3.-3 Project Consistency with Applicable 2017 BAAQMD Cap Control Measure Pg 40. The DEIR is inconsistent in not reducing PM2.5 to healthy levels.

Response HH.6: As shown in Table 3.3-6 of the Draft EIR, the $PM_{2.5}$ concentration of 0.29 $\mu g/m^3$ and hazard index of 0.02 are below the BAAQMD thresholds of 0.3 $\mu g/m^3$ and 1.0, respectively. Further, the project would be required to implement mitigation measures MM AIR-2.1 through MM AIR-2.3, which would further reduce $PM_{2.5}$ concentrations to 0.11 $\mu g/m^3$ and the hazard index to less than 0.01. Thus, during construction, students at Shasta High School would not be exposed to significant levels of $PM_{2.5}$.

Comment HH.7: [Clarification: Average start age of High School Students in the US is 14 which is under age 16. DEIR indicates age 16 is middle school and that is incorrect.]

Response HH.7: It is unclear what the comment is referring to, as the Draft EIR does not state age 16 is middle school. The Draft EIR, on page 34, only states that the California Air Resources Board (CARB) identified children under the age of 16 as sensitive receptors.

Comment HH.8: Developer states that "the project shall recycle and/or salvage for reuse a minimum of 60 percent of nonhazardous construction and demolition waste, consistent with Chapter 15.64" This statement is not factually correct, since a permanent gymnasium, administration buildings and former classrooms, and concrete on the entire surface of the project will need to be removed. Where and how will this be reused in the building of multi-story housing? There is no substantiation/explanation shown to prove this statement. The DEIR is deficient in not substantiating the claim that 60% of nonhazardous material will be recycled.

Response HH.8: Recycling and salvage of construction and demolition waste does not necessarily mean reuse in the proposed project's construction. Demolition waste may be sent to recycling centers for reuse in other projects. Neither Chapter 15.64 of the Daly City Municipal Code nor the 2017 BAAQMD CAP require that the project identify which future projects any salvaged material will be used for. The Draft EIR's analysis of project consistency with 2017 BAAQMD CAP is sufficient.

Comment HH.9: 3.4 Biological Resources

As mentioned on page 58 and 59 of the DEIR as quoted from the Daly City 2030 General Plan:

The general plan includes policies for the purpose of avoiding or mitigating impacts resulting from development projects within the City. The following policies are specific to biological resources and are applicable to the proposed project.

Policy LU-17 Ensure that private development is responsible for providing any on-or-off-site improvements related to and/or mitigating the impacts it causes.

Policy LU-18 Development activities shall not be allowed to significantly disrupt the natural or urban environment and all reasonable measures shall be taken to identify and prevent or mitigate potentially significant effects.

- These two policies speak to the heart of the issue of the Destruction of the Garden –a 0.8 acre of over 100 trees, plants and animals living in this habitat.
- This significantly disrupts the natural environment and no reasonable measures are being taken to on or off site improvements or mitigating since it is total destruction.
- The current plan destroys the natural Habitat area of the Garden and causes a significant impact that is not studied in this DEIR. For example the Trees, Plants, Animals were not inventoried in the DEIR but have been provided to the City and JUHSD by the Garden community. This deficiency needs to corrected

Response HH.9: Please refer to Response DD.2: and Response DD.3: through Response DD.9: above regarding sensitive natural communities and special-status species.

Comment HH.10: 3.6 Energy

The DEIR ignores the impact from increased energy use in two ways, first by only studying Phase A and B instead of the entire project as required by CEQA and by ignoring the feasible solutions proposed in comments on this project. Thus impact 3.6.2 on page 86 is false.

Response HH.10: Please refer to Response HH.5: above regarding evaluation of buildout of the project. The annual project energy demand values presented in Draft EIR Table 3.6-1 are based on full buildout of the Precise Plan.

Comment HH.11: The feasible solutions left out of the DEIR despite pointing to them in scoping comments to the planning commission dated 6/7/21 (point 7 through 11) are

- Require all electric passive buildings per the recently adopted reach code to reduce greenhouse gasses over the lifetime of the units.
- The site should function as an island-able microgrid during grid instability such as Public Service Power Shutdowns.
- Design in recycled waste water treated on site by designing a living building to reduce reliance on public funding of infrastructure. Example: Salesforce Tower in San Francisco uses a water recycling system to treat gray water and black water from the building, reducing the need for 30,000 gallons of freshwater a day.
- Design in car share service to reduce parking at the rate of one per 20 as presently utilized in Austin, TX. All parking spots should provide electric charging stations.
- Add carshare and electric micro mobility hubs.
- Add an electric shuttle through SamTrans to connect other destinations such as school and transit hubs.
- Reduce the parking to 0.5 unbundled spaces per unit because of the shuttle and the 10-minute headway bus on Serramonte to achieve Transit Oriented Development status. The parking should be unbundled in a structure that is a park once and walk neighborhood. Unbundling reduces parking needs by about ⅓ according to MTC and reduces cost by about 20% which would benefit the residents of this structure. Unbundling would also improve transit use.

Response HH.11: As discussed in Section 3.6 Energy under Impact EN-1 of the Draft EIR (pages 82-83), the proposed project would comply with City Ordinance 1448, which requires all new residential buildings to be all electric. In addition, the project would be built to Title 24 and CalGreen standards to reduce energy use. Based on these requirements, the Draft EIR concluded that operation of the proposed project would not result in a wasteful use of energy. The various measures the comment suggests the project could employ are noted, however, the Draft EIR evaluates the project as proposed, and in light of the regulations, policies, and programs that are applicable. The additional measures provided in the comment can be considered by the JUHSD and the City decision-makers when acting on the project entitlements, however, they are not necessary to reduce significant energy impacts of the project, and do not need to be analyzed in the Draft EIR.

Comment HH.12: 3.8 Greenhouse Gas Emissions VMT

This DEIR is deficient in reducing VMT (Vehicle Miles Traveled) to reduce air and water pollution and greenhouse gasses. A significant impact is reported by the DEIR despite the feasible solution we provided to reduce VMT in our letter dated 8/3/21. The impacts are caused by the subdivision map employed which encourages driving and does not improve transit usage or bicycling and walking.

The DEIR claims substantial impacts from VMT, despite us pointing out this likelihood in our scoping comment to the planning commission dated 6/7/21 (point 1a, line 2.). The DEIR claims that the project is expected to result in almost 2 million driving miles (page 82). Our calculation (1800 cars x 25.2 daily mile/day x 260 work days) shows 11.8M miles. There is a large discrepancy here which spills over into how greenhouse gasses (GHG) are calculated. The GHG will be 11.8M miles times 20 lbs of CO2/g divided by Avg m/g 27 (page 8) divided by 2000 = 4370 Tons of CO2 annually from the project and 437037 gallons of gasoline consumed annually. The significant discrepancy exists even if we only count one car per unit which would reduce both the 11.8M miles, 4370 Tons of CO2, and 437037 gallons by a 1/3 each.

> **Response HH.12:** The comment incorrectly calculates the project's VMT number using Table 3.6-1 in the Draft EIR. The comment calculates the existing uses annual VMT number by multiplying 75,000 gallons of gasoline by 25.4 miles per gallon (mpg), which equates to approximately two million VMT annually by the existing campus uses. The Draft EIR estimates the project would generate an annual VMT of 18.6 million, which is found by multiplying the project's annual gasoline usage of 734,326 gallons of gasoline by 25.4 mpg. This number is far greater than the VMT number suggested by the commentor.

Comment HH.13: According to the DEIR, the number of 2M miles the project causes, has a significant impact on the countywide threshold (page 82). According to the California Air Resource Board (CARB) Scoping Plan 2022, Mobile Source Scenario page 105, projects should be reducing VMT by 15% by 2050 or 0.6%/year. This significant impact occurs despite the feasible solution we provided to reduce VMT in our letter dated 8/3/21 which states that

6. Require that the project be designed as a 5-minute neighborhood. This means all necessary services and public transit should be located within five minutes – schools, daycare, full grocery store, pharmacy, and BART station to ensure a low Vehicle Miles Traveled neighborhood. There should be a single u-shaped street through the project on which the bus that currently runs on Serramonte goes through the project to be transit oriented.

> **Response HH.13:** As discussed in Response HH.12: above, the commenter incorrectly calculates the project's VMT. The VMT analysis discussed in Section 3.17 Transportation under Impact TRN-2 of the Draft EIR (pages 178-180), accurately shows that with implementation of mitigation measures MM TRN-2.1, the project would reduce VMT to 15 percent below the Countywide and Regionwide average, and therefore, as judged on a per capita basis consistent with state Office of

Planning and Research technical guidance, project VMT would be less than significant.

Comment HH.14: Also on page 105 in Mobile Source, CARB says about the consequences of the subdivision map on VMT:

Meanwhile, growth in VMT, where it involves or incentivizes land conversion, impedes California's ability to store carbon and maintain resilient ecosystems and the life-sustaining resources they provide, including clean air and water, food, and fiber. (MS 105)

Which we also address in the 8/3/21 letter in item 4

Require that 50% of the site be preserved as a public park with the project facing the park not the freeway. Require that the park include the existing 20-year-old community garden.

People are driving mostly pickup trucks and SUVs, especially those who choose to live in new developments. The average fuel economy for these vehicles is below 20 mpg as low as 15mpg. On page 106 of the Mobile Source CARB says

Without additional policy intervention, VMT may continue to rise. California needs to re-envision its built environment in a way that reduces the number and length of trips people make, as well as make walking, biking, transit, and other mobility options become more viable.

Our 8/3/21 letter provides feasible means of "re-envisioning the built environment". Item 9 asks for the feasible and cheap "intervention" of car share and micro mobility to reduce parking and consequently also reduce VMT and Item 10 asks for an electric shuttle connection to BART. Our letter asks that the project be improved:

Please build a better project that decreases greenhouse gasses (GHG) and air pollution by preventing the increase in Vehicle Miles Traveled (VMT).

Response HH.14: Please refer to Response HH.13: above regarding VMT reduction.

Comment HH.15: On page 179 the DEIR says the mitigation measure for significantly increasing VMT is TDM (Transportation Demand Management). Any management proposal requires reporting and verification (MRV). Neither of the latter two are provided via independent sources. Instead the DEIR on 179 calls for self certification by the property owner with no examples of where this has been successfully implemented in San Mateo County to meet the goal of reducing VMT. An independent MRV would help the county meet the CARB goal since currently VMT is increasing 1% per year according to MTC since 2010 in the county.

The two strategies strongly correlated with reducing VMT are pricing (not included in the project) where good alternatives exist (which the DEIR says does) and reducing highway capacity (by

converting lanes to bus only, carpool etc.) which the region has not done- thus should be leading the project to reduce emissions by eliminating parking and putting in alternatives such as car share and a functioning network of bike share which it doesn't do.

Response HH.15: Mitigation measure MM TRN-2.1 includes the following requirement for reporting results to the City, "The results of the monitoring program and travel surveys shall be submitted to the City for review and approval. If the program VMT reduction goals are met in the first six years, annual monitoring and surveys shall be suspended. If the program's VMT reduction goals are not satisfied, site management shall prepare and submit for City approval a Corrective Action Plan. The Corrective Action Plan shall detail the additional TDM measures to be implemented on site and their expected travel/mode split reduction. Additional annual travel surveys and driveway counts shall be conducted for the two years following the implementation of the Corrective Action Plan to determine if the program's VMT reduction goals are satisfied". This mitigation measure includes a clear performance standard and a menu of TDM provisions that have been proven effective, including, without limitation, the study prepared by CAPCOA entitled Quantifying Greenhouse Gas Mitigation Measures Report, incorporated herein by this reference. Further measures identified by the commenter do not appear to be necessary, but they are not precluded by MM TRN-2.1, which allows for the inclusion of additional TDM strategies. The Draft EIR's mitigation is, therefore, as designed, effective and feasible, and satisfies CEQA.

In addition, potential TDM strategies include car share and bike share programs as mentioned in the comment.

Comment HH.16: Both VMT and emissions are increasing and the ability to meet CARB climate targets are decreasing because vehicle sizes are getting bigger leading to further decreases in walking and biking because unlike the feasible solution we outlined in our letter to the planning commission the DEIR is about a project that is "primarily vehicle-centered rather than human-centered." https://theconversation.com/ever-larger-cars-and-trucks-are-causing-a-safety-crisis-on-us-street s-heres-how-communities-can-fight-back-206382

The project increases greenhouse gasses, vehicle miles traveled, and dirty air quality, all which should be reduced according to the California Air Resource Board 2022 Scoping Plan under SB32. The DEIR says VMT cannot be mitigated to a less than significant level for air quality, vehicle miles traveled, and greenhouse gasses despite the feasible means of doing so that we provided.

Response HH.16: The Draft EIR does not say VMT cannot be mitigated to a less than significant level. As discussed in Section 3.17 Transportation under Impact TRN-2 of the Draft EIR (pages 178-180), the project, with implementation of mitigation measures MM TRN-2.1, would reduce VMT to 15 percent below the Countywide and Regionwide average and result in a less than significant VMT impact. The Draft EIR

also concluded that air quality and greenhouse gas emissions impacts would be less than significant with mitigation measures incorporated.

Comment HH.17: 3.10 Hydrology and water quality

The general plan provision RME-9 on page 114 to reduce stormwater impact from transit proximity is also wrong. First of all the DEIR only analyzes Parcel A and B. Even at the wrong reduced value it finds a significant impact from increased VMT. Second, the DEIR shows no improvement in transit use. And third the project is filling the stormwater mitigations sites like the community garden with hardscape, roads to traverse the project, and grass whose compacted soil increases runoff. To decrease runoff the project should be feasibly increasing vegetation cover by expanding the size of the garden and doubling the density near Serramonte as we explained in our letter to the planning commission. The EIR should be redone to correctly analyze the impact of runoff and dangers to the community in an era of increased atmospheric river runoff as Congressman Kevin Mullin says here from paving over the garden and increasing roads through the project.

Response HH.17: Please refer to Response HH.5: above regarding the Draft EIR's approach in evaluating buildout of the project.

The proposed project would implement mitigation measure MM TRN-3.1, which requires the project to implement a TDM plan to increase transit use and alternative modes of transit by project residents.

As discussed in Section 3.10 Hydrology and Water Quality under Impact HYD-1 of the Draft EIR (pages 117-118), the project would provide a large retention basin on Parcel B to capture stormwater from the project site. This retention basin would ensure that stormwater discharge from the project site, at full buildout during a 10-year storm event, would match pre-construction conditions and not increase stormwater runoff from the project site. Like all new development in the Bay Area, the project is subject to the requirements of the Municipal Regional Permit provisions governing construction and post-construction water quality and stormwater management, as discussed in Draft EIR Section 3.10 (pages 112-121), which serve to reduce the project's impact to hydrology and water quality to less than significant levels.

Comment HH.18: Section 3.11.1 Land Use
Preserving Public Uses Such as Community Gardens and Parks

The DEIR does not look at the losses to the community from privatizing public space. JUHSD owns the 22-acre project site which is public. The project looks to privatize recreational amenities that support health and wellness leaving low income residents in unhealthy situations without access to public space. It currently includes a well-used almost two acre community garden and orchard that improves air quality, increases access to fresh food, improves food security, improves dietary habits

through education, increases fruit and vegetable intake, increases physical activity through garden maintenance activities, reduces the risk of obesity and obesity-related diseases, improves mental health, promotes relaxation, provides needed biodiversity, includes hundreds of plant species including native plants, provides wildlife habitat, includes trees and shrubs of different densities and heights giving birds a places of retreat and safety, includes a number of redwood trees and fruit trees, the garden includes a seasonal wetland, reduces erosion from runoff, provides natural flood control, improves water quality and serves as a vital component of effective adaptation and resilience to climate change. Children's toys within the garden point to widespread community use and the functioning of the garden like a park. All the public benefits will be lost with the project as currently conceived.

Not keeping public resource uses feasible results in significant equity issues such as nature-deficit disorder which contributes to a diminished use of the senses, attention difficulties, conditions of obesity, and higher rates of emotional and physical illnesses. Research also suggests that the nature-deficit weakens ecological literacy and stewardship of the natural world, resulting in apathy in the face of climate change disasters such as wildfires, sea level rise, and extreme heat which Daly City needs to counter. Accordingly, we support increasing community gardening opportunities on public lands in Daly City. Preserving public uses such as community gardens and parks serves public needs, safety, and recreation. The DEIR is deficient in not looking at the significant harms from the loss of public lands to privatization that could have been feasibly preserved and should be redone.

> **Response HH.18:** Please refer to Master Response 1: Demonstration Garden and Master Response 6: Recreation. Public agencies regularly dispose of surplus public property to private entities for development. The conversion of public lands to private leases is addressed through the CEQA process by evaluating and disclosing the environmental impacts (e.g. air quality, noise, water usage, cultural resources, etc.) that would result from the proposed new use, however, the fact that a project involves a public property being conveyed to, and developed by, a private use is not in and of itself an environmental impact, and, therefore, is not discussed in the Draft EIR.

Comment HH.19: Section 3.11.2 Land Use

Impact LU-2: The project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. (Less than Significant Impact)

Section 3.11.2 states that the project would not conflict with any land use plan, policy or regulation. The report states (page 124) "The proposed project would comply with the City's Inclusionary Housing Ordinance (Chapter 17.47 of the City's Municipal Code), which requires 10 percent of rental units to be low-income units." The report states that the Daly City Inclusionary Housing Ordinance is intended to address negative environmental impacts, by requiring construction of units for very low and low income households. Failure to follow the ordinance would have the

following negative environmental impacts "(1) housing will have to built elsewhere, far from employment centers and therefore commutes will increase, causing increased traffic and transit demand and consequent noise and air pollution; and (2) City businesses will find it more difficult to attract and retain the workers they need." Affordable housing policies contribute to a healthy job and housing balance by providing more affordable housing close to employment centers.

In California, cities must develop plans to meet Residential Housing Needs Allocation (RHNA) plans for the community. In the Daly City Housing Element submitted in June 2023, during the period 2023-2031, Daly City is required to plan for 4838 units of which 1336 are very low income (to included 50 percent extremely low income), and an additional 769 are to be low income, and 762 are moderate income. According to the DEIR, the SDR project will provide only 10 percent "affordable" units (i.e. very low, low and moderate income), approximately 120 units of the approximately 1235 units planned for this project. None of the units are included in Plot B, which is the only part of the project specifically addressed in the DEIR.

The Daily City Inclusionary Housing ordinance requires that low and very low income units be constructed at the same time as other units, and be physically distributed throughout the development. This apparent non-compliance with City law was pointed out in the attached November 15 2021 memorandum from the City's Director of Economic and Community Development, Housing and Community Development Supervisor, and Housing Coordinator.

As pointed out in the attached August 21 letter from Grassetti Environmental Consulting, this project will also make it extremely difficult for Daly City to achieve the RHNA allocation of low and very low income housing. The DEIR should be revised to reflect that this project is not in compliance with current land use policy and law.

Response HH.19: Please refer to Master Response 2: Regional Housing Needs Allocation and Master Response 3: Inclusionary Housing Ordinance and State Affordable Housing Law above. In addition, the excerpted Draft EIR text in the comment notes the project would provide at least 10 percent affordable housing. Since publication of the DEIR, it has been clarified the project would provide 20 percent affordable units. See Section 5.0 Draft EIR Text Revisions below.

Comment HH.20: 3.13 Noise

Shasta High School was not included in the table 3.13-6 on Noise Levels for Monthly test of the Emergency Generators.

Response HH.20: The receptors listed in Table 3.13-6 were chosen to provide a range of distances from the proposed emergency generators. Shasta High School is directly south of Parcel C, which was not assumed to have an emergency generator. The school is, however, approximately 100 feet south of Parcel D, which would fall within the ranges identified in the table. Moreover, receptors of the apartment

complexes, located directly south of Parcels E and F (and thus situated similarly as the high school students), were considered in evaluating noise impacts, and no significant noise impacts were identified. For informational purposes, impacts were even evaluated on project users, some of whom would be located as close as 60 feet to a generator and, even in these circumstances, no significant impacts were identified. Thus, noise impacts to the high school are accounted for. The Draft EIR concluded that emergency generator testing would not exceed ambient noise levels at any nearby sensitive receptors; therefore, the impact would be less than significant (see page 143 of the Draft EIR).

Comment HH.21: Operational Noise: Noise Impact Shasta High School pg 135 and Construction Noise pg 135

As stated: this type of construction equipment could generate noise ranging from 70 to 90 dBA at a distance of 50 feet.

Table 3.13-4 indicates that the South School (Shasta) is 290 ft from Parcel C/D. Parcel C is next to Shasta so not clear on what is the actual distance from noise generating construction equipment to receptors at Shasta, but some portions of the school may be closer than 290 feet. Since construction is planned M-F 8:00 to 5:00 weekdays, which are also scheduled school hours , more information should be specifically provided for Shasta High School on noise impact. Current impact is projected as 77 dBA during demolition and grading.

Excessive ambient noise levels interfere with classroom communication and learning. The American National Standards Institute recommends that ambient noise in a "core learning space" not exceed 35 dBA (not including noise generated by classroom activities). Insufficient information is provided regarding the outdoor-indoor transmission characteristics of the school building, but projected source noise levels indicate that the school will be significantly impacted. Mitigation measures providing 5 dBA reduction, presumably at the source, do not ensure that noise levels are maintained below recommended levels at the school. Given the long time-line for construction at the site. The EIR does not provide a sufficient analysis of noise impacts, and there is no assurance that the mitigation measures will produce sufficient reduction in noise at the school.

No mitigation measures on construction noise references Shasta High School. Pg 140-141.

Response HH.21: The distances stated in Table 3.13-4 are measured from the center of each parcel to the nearest sensitive receptor. As discussed in Section 3.13 Noise under Impact NOI-1 of the Draft EIR (page 140), the threshold for noise impacts during construction is 90 dBA L_{eq} at residential land uses (which threshold is also used for classrooms) or 100 dBA L_{eq} at commercial land uses surrounding the project site. These thresholds and modeling from the center of the parcels are based on the Federal Transit Administration's Transit Noise and Vibration Impact Assessment Manual. As shown in Table 3.13-4, noise levels would not exceed these thresholds;

however, the project would still be required to implement mitigation measure MM NOI-1.1 to further reduce construction noise. For these reasons, the Draft EIR concluded that the project would not result in significant construction noise impacts. For informational purposes, additional noise modeling was done to estimate noise levels at Shasta High School for the particular periods when construction equipment would be used at the southern property line of Parcel C, representing the most intense noise exposure for the school. Three phases of construction were modeled; grading/excavation, building exterior, and building interior. Construction noise levels were calculated utilizing the FTA's General Construction Noise Assessment method in which the two noisiest pieces of construction equipment per phase were assumed to operate immediately adjacent to Shasta High School. The FTA has set a General Assessment Daytime Construction noise criterion of 90 dBA $L_{eq\ (1\text{-}hr)}$ for residential land-use, which is an appropriate threshold to apply to classroom activities. As shown in the table below, construction noise from equipment located 30 feet from Shasta High School would not exceed the 90 dBA $L_{eq\ (1\text{-}hr)}$ threshold. While the mitigation measures outlined in MM NOI-1.1 would reduce construction noise impacts to a less than significant level, an additional mitigation measure to construct a temporary noise barrier between Parcel C and Shasta High School was added to further reduce noise levels (please refer to Section 6.0 Draft EIR Text Revisions).

Phase	Construction Equipment	South Shasta High School (30 feet)
		$L_{eq(1\text{-}hr)}$
Grading/Excavation	Grader Dozer	87
Building - Exterior	Forklift Backhoe	81
Building - Interior	Air Compressor (2)	81

The American National Standards Institute's 35 dBA recommendation for schools is intended to assist schools in designing new, and renovating existing, class rooms. In this 35 dBA recommendation, background noise refers to transportation noise such as aircraft, road vehicles, and trains, HVAC systems and other building services and utilities operating simultaneously, and plumbing equipment operating at their nosiest conditions. It does not apply to temporary construction noise; therefore, it was appropriately not used as a threshold in the Draft EIR for evaluation of the effects of construction noise.

Comment HH.22: 3.14 Population and Housing

The Daly City Community Garden Alliance agrees with the NAACP DEIR letter.

Redlining makes it likely that there will be very few African Americans who will be able to afford to rent in the SDR. By limiting the affordable housing component to only 10%, and keeping the majority of the project market rate, this project ensures that historical inequities will be unaddressed in changing segregations legacies of redlining as required by the housing element and general plan. The project by preventing more diversity through affordability entrenches the racism that Donald Trump has been dog whistling through our contemporary politics and enters it in concrete. It's ironic that the era of redlining started in Daly City in Westlake as Richrard Rothstein documents in Color Of Law (pages 73-90) and this project casts redlining into concrete by the JUHSD by not even meeting the RHNA that Sierra Club outlined in its letter to Daly City dated February 17th 2022. The letter also outlines a solution to increase affordability in line with the RHNA failures and feasibly mass taller buildings near Serramonte to feasibly remove cost burdens to residents from transportation. Additional cost burdens from utilities can be reduced by feasibly making the project a microgrid of batteries and solar panels including on a taller south and west facing vertical surface as Sierra Club outlined in its letter to the planning commission dated August 3rd 2021. Through pricing and 90% market rate housing SDR ensures that racial segregation remains the de facto developmental model in Daly City. The EIR should be corrected to integrate housing as recommended by the general plan and housing element.

Response HH.22: Economic and socioeconomic topics are not considered CEQA issues; therefore, the Draft EIR does not include discussion of them. In addition, since publication of the Draft EIR, it has been clarified the project would provide 20 percent affordable units. See Section 5.0 Draft EIR Text Revisions below.

Comment HH.23: 3.16 Recreation
Demonstration Garden 2.2.1.1
1) The Garden has been maintained for +20 years by public community members and not JUHSD. The land is surplus public land, not private property. It is a community garden that is located on the perimeter of the property with a hillside of full grown trees with a water inlet. Serramonte HS was closed 42 years ago. The Community Garden Alliance, Sierra Club, NAACP, Gay Shame, Pacifica Social Justice groups have clearly stated at all public meetings with JUHSD and the City of Daly City that the public has been in control of the Garden to grow vegetables, fruits and herbs. JUHSD has only disputed that the land was on school property and "provides limited access for members of the public" 2.2.1.1 pg 20.
The Impact is Significant (total destruction) and should be reviewed as a separate alternative to have no construction and remain as a public garden.

Response HH.23: Please refer to Master Response 1: Demonstration Garden and Master Response 6: Recreation above.

Comment HH.24: Existing Conditions
The Draft EIR does not recognize that current Recreation is provided on site with the Gymnasium for 2 major established groups. Year round basketball games are played at the gymnasium by Hundreds of youth and adults for the CYO and Homenetmen.

Although it is stated pg 165 “that the project proposes to pay in-lieu fees to offset recreational demand for parkland not provided by the proposed project” –the loss to the community of the gymnasium has not been factored in.

This is a Significant impact to the Community that has not been addressed. From the Executive Board of Homenetmen one of two major renters of the gymnasium: Homenetmen is a non-profit organization and has been renting out the Serramonte Del Rey gym since 1997. The usage of the gym is for basketball practices for our 10-12 teams along with 2 other organizations from PBL and BullDawgs. The gym is also used for the OYAA Greek League. Hundreds of community members take part in basketball games and practices throughout the year. We have at least 30-40 games excluding practices. The facility is also used for Youth Scout purposes. It has been quite difficult to find and rent a gym and offices as a new home for our organization.

Response HH.24: Please refer to Master Response 6: Recreation above.

Comment HH.25: Pg. 164. “The nearest park(s) to the project site are Gellert Park located approximately 800 feet southeast of the project site.” That designation is not correct as Gellert Park is not a Park. It has a library and ballfields but it is not a park. It cannot be ADA accessed until the corner of the clubhouse and tennis courts or .8 mile or 4,224 feet.

Access is due to no stairs from the corner of Hickey and Callan and could be a recommendation as part of the Development agreement.

Response HH.25: The statement that Gellert Park is not in fact a park is without basis. Gellert Park is a City owned and maintained park listed in the City’s Parks and Open Space Master Plan.

As discussed in Section 2.2.2.1 of the Draft EIR (page 11), the City and applicant are in discussions about additional off-site improvements, including improved access to Gellert Park. However, as the commentor notes, Gellert Park currently has a designated access point for ADA access. The location of Gellert Park’s ADA accessible entrance does not alter or impact the Draft EIR’s analysis of the project’s impact on recreation.

Comment HH.26: Parcel B Open “Public” Space portion of Development Project—not visible or easily accessible to public

The Parcel B area includes what little green space is being proposed for the public as indicated as Overlook Park (large grass area and playground). Figure 2.2-8

2.2.2.2 Open Space and Landscaping
There is no public access to the park unless you walk the recreational trail around the frontage of Serramonte Blvd and the 73.5 foot high Parcel B building. It is not visible to the public.

2.2.2 Does not indicate any public parking spaces other than reserved for retail customers and leasing, with and the remainder reserved for residential parking. No ADA parking is indicated for either the public park or playground. By isolating this park within the development, lack of access from Callan Blvd and lack of public parking, creates a privatized, not public space, as is claimed in the DEIR. or public parking this is not public open space but privatizing for the development residents. This does not meet public space or access guidelines.

Response HH.26: The proposed park on Parcel B would be built in accordance with City standards. While the park would not, due to slope, have direct visibility from Serramonte Boulevard, the park would have visibility and public access via sidewalks and recreational trails . It is noted the existing demonstration garden is not visible from Serramonte Boulevard, yet the community is aware of its existence. Parking on the project site and for Parcel B will be provided in accordance with City Code for a project of this type.

Comment HH.27: Transportation

Market rate housing doesn't support transit.
The DEIR claims that the project will function as a Transit Oriented Development (TOD) . According to University of California Davis for National Center for Sustainable Transport (NCST) TOD is meant to change transit patterns to reduce air quality and greenhouse gasses impacts on society.

Research indicates that compact, mixed-use, mixed-income development located near transit can serve to reduce driving and associated harmful emissions, meaning TOD could help support state sustainability goals. (page iii). Many localities in California also support TOD goals, for reasons that include revitalization of downtown areas, mobility and accessibility improvements for residents, and provision of workforce housing. Now is a critical time to consider which planning and policy "packages" can be most effective in inducing TOD, and this research project helps address that question.

There are a number of factors that lead to ineffective TOD by the project. The DEIR admits ineffective TOD in a circular fashion, it says:

Implementation of the proposed project (including the Parcel A development project) would introduce 3,403 net new residents to the project site in comparison with planned development levels (refer to the discussion in Section 3.14.2.1 under Impact POP-1) and would generate approximately 170 new transit users.

The footnote 84 explains that the transit usage expected is no more than the region produces with its standard, i.e. non TOD, development pattern:

84 Assumes five percent of residents use public transit. Source: U.S. Census Bureau. Commuting by Public Transportation in the United States: 2019. April 2021.

There are a number of feasible reasons why the project fails which we explained in various comment letters on the project to the project proponents.

The apartments proposed by Serramonte Del Rey are going to rent for an average of $3000/- per month according to Zillow. That is $36,000 per year. According to the 30 percent rule the income of the renter's will exceed $120,000/-. People in this income bracket, renting from this project, based on the current subdivision map, will not use transit in general and buses in particular. See American Public Transportation Association report on who uses transit page 36 and 37. Page 37 on transit use by household income shows significantly declining transit use by income. Page 36 of use by mode shows higher income users prefer rail to bus.

Note that lower income people tend to use transit but they only make up 10% of this project. Therefore 90% of this project will be contributing to public problems of air, water and GHG pollution, congestion, and increased VMT by driving instead of taking transit. These impacts are the opposite of what is required from public goals under SB32, SB 375 (40% reduction against a baseline of 1990 levels by 2030) and SB743 (using Vehicle Miles Traveled (VMT) analysis instead of Level Of Service to gauge lifetime impacts from the project due to transportation.)

> **Response HH.27:** It is incorrect to state residents of market rate housing do not use transit. The Draft EIR conservatively relies on the estimate that five percent of residents would regularly rely on transit, as reported by the U.S. Census Bureau. In addition, since publication of the Draft EIR, it has been clarified the project would provide 20 percent affordable units. See Section 5.0 Draft EIR Text Revisions below.

Comment HH.28: This DEIR fails to acknowledge the long term decline in transit on the project because of the project's auto oriented development patterns. The Mercury News noted in 2010 that Samtrans would enact service cuts because of deficits caused by lower ridership. The service cuts were coming on top of service cuts enacted in 2009. San Mateo Daily Journal reported additional cuts in 2017. This year transit operators in the Bay Area are facing a huge fiscal cliff and additional service cuts.

The current development pattern that Serramonte Del Rey is utilizing is driving transit out of business.

> **Response HH.28:** As discussed under Impact TRN-1 in Section 3.17 Transportation of the Draft EIR (pages 176-177), the project would improve access to transit in the project area and would not conflict with a program, plan, ordinance or policy regarding transit services. Future residents can be expected to use transit when their destination can be readily accessed using transit, such as utilizing nearby Colma BART for work trips to major employment centers such as Downtown San Francisco.

Comment HH.29: According to CCAG, slide 6, we must reduce VMT by shifting to other modes to meet CA goals in SB375 and SB743. According to RMI we must reduce VMT by 20% before the end of the decade to meet Paris. This subdivision layout should be returned because it's designed to fail.

Similar project layouts in San Mateo have not delivered the promised transit usage- See for example Bay Meadows in City of San Mateo which not only resulted in declining transit use but also contributed to increasing driving, leading to the expansion of 101 and the adjacent slip lanes because “when you continue to load the system, it starts to break down.”

Impacts can be avoided if possible mitigations are adopted, within the subdivision map, also mentioned in our letter to planning commission:

A. the buildings should be massed closer to the street, without parking and (if possible) on a U bus travel loop to reduce time needed to catch a bus.
B. The U street should be for the Serramonte bus, a shuttle to major stops like BART and school, car and bike share, employer shuttles, and delivery to shorten trip times.
C. Parking allowed should be unbundled and located in a park once and walk location to encourage people not to own cars and create a safer walking environment that would decrease vehicle miles traveled. The parking can be further reduced like the City of Austin by replacing 20 spots with one car share spot.

Response HH.29: Please refer to Response HH.13: above regarding VMT reduction.

Comment HH.30: Samtrans bus use has been low compared to other agencies and has been steadily decreasing. See Metropolitan Transportation Agency report titled “How much are Bay Area residents relying on Transit” chart titled “Historical trend for daily transit ridership by operator” which shows Samtrans as poorly used and slightly declining for two decades. Overall transit use has declined by 11% in the same period.

Displacement also impacts transit use as the UCLA study says, primarily bus users, who are low income, are displaced for rail users. Long term transit use declines. Thus SamTrans bus service continues its long term decline with rising rents which in turn increases driving.

Worse, low income people who used to take the bus are part of an outmigration to far away places like Modesto where they commute from in older cars increasing VMT, bad AQ, and adding to the congestion which will be produced by this project.

The project proponent and Brookwood have not submitted any case studies to show why displacement and declining transit will not continue and the EIR has ignored this fact in trumpeting the dataless and unverified narrative of TOD.

These substantial impacts to dirty air, greenhouse gas increase, transit sustainability and displacement can be avoided with feasible measures that we recommend in our letter to the planning commission such as:

A. Increasing the total of affordable housing in the project to reduce displacement and increase transit use.

B. There should be no parking or motor vehicles allowed in the development to increase the number of users committed to transit. This is an ideal location to eliminate parking because there are no adjacent streets for spillover. It will also significantly lower the cost of the construction and will result in lower rents and perhaps more units. San Francisco, Oakland, and other cities do projects without parking if located on transit and bike routes. No parking within the development will increase transit use because automobiles ownership decreases transit use. California Transit Association reported that transit use declined as auto ownership increased caused by "the shift of lower-income riders moving into owned automobiles" primarily due to displacement.
C. Lower overall rents due to no parking will increase people likely to take transit.
D. Increasing usefulness of transit to users at the site by reducing trip time via a U bus street and shuttles will make transit more viable.

Response HH.30: Please refer to Response HH.28: above regarding declining transit use. In addition, since publication of the Draft EIR, it has been clarified the project would provide 20 percent affordable units. See Section 5.0 Draft EIR Text Revisions below.

Comment HH.31: 3. Prior to the Covid19 Pandemic, bicycle, walking and transit use had not increased in Daly City, see Transportation, while drive alone remained the dominant commute mode. The DEIR is wrong to assume that "proximity to transit" and "pedestrian and bicycle facilities" will not waste energy (Page 83). The conclusion of Impact EN-1 is wrong and should be corrected with a redone EIR to avoid conflict with the CARB Scoping Plan of 2022, SB 375 and Plan Bay Area 2050 (page 94) to reduce VMT (significant impact from the study of only Parcel A and B) and GHG (improperly calculated by not considering the entire project as we show above). In addition the inability to reduce air pollution by not reducing VMT for the whole project (not studied in this EIR) will conflict with CEQA Air Quality Guidelines since the numbers on page 93 should be based on SB32 and not on AB32, another serious deficiency which should be corrected in a redone EIR. When we checked with Michael he said that the DEIR would comply with the CARB 2022 Scoping Plan which is based on SB32 (to meet the more aggressive target of 40 percent below 1990 levels by 2030- page 1). The DEIR does none of the recommendations on page 1 and 2 to decrease reliance on cars, install renewables like solar and batteries, electrifying everything, and aggressively reducing fossil fuel use.

Response HH.31: Please refer to Response HH.5: above regarding evaluating buildout of the project, Response HH.11: regarding energy use, and Response HH.13: regarding VMT reduction. Project GHG emissions were calculated and per capita emissions would be well below the threshold of significance derived from the state's SB 32 GHG reduction target, as presented in Draft EIR Table 3.8-1.

Comment HH.32: The DEIR assumes no increased use of transit (page 176) since only 170 of 3403 residents or 5% will use transit which is a substantial decrease of the pre covid transit mode share. That means that car friendly patterns of VMT increase, air pollution increase, and greenhouse gas

increase, will continue in direct contradiction to the CARB 2022 Scoping Plan as this study from UC Davis says is likely. The DEIR is wrong to assume that current transit usage will persist. Instead they are more likely to continue declining, aligning with regional plans like SB375 and that covid patterns will persist leading to further declines in transit unless the CARB recommendations are followed. By not following our recommendations to mass the project closer to Serramonte in a taller more cohesive project not segregated by income the project proponents are ensuring that air quality will deteriorate, green house games will increase, and transit other social goods will fail. Other proven strategies mentioned in this UCLA paper, to increase transit use by pricing driving (unbundled parking, road charges, priced parking) and making transit free do not exist in Daly City thus requiring a redone EIR.

This paper which we mentioned earlier, says that transit is declining because transit users are being displaced by rising property and rental prices to cheaper locations like Tracy where transit is so bad that they have to buy a car. Rising car ownership and gentrification/displacement is leading to the decline in transit. The DEIR does not acknowledge the impact of increased rents increasing car ownership from its 90% new market rate housing on the city and region thus requiring a redone EIR to correct the transportation analysis by looking at current conditions mentioned earlier and studying the entire project as required by CEQA to inform policymakers.

The project design has ignored feasible solutions that we provided to the planning commission on this project and not studied the entire project as required by CEQA to properly inform policy makers. In doing so the DEIR provides unsubstantiated reliance on TDM to ignore major health impacts from dirty air due to declining transit and the development of the project with upper income residences that do not take transit.

> **Response HH.32:** Please refer to Response HH.5: regarding evaluating buildout of the project, Response HH.15: regarding implementation of a TDM plan, and Response HH.28: regarding declining transit use. The project would not displace any housing from the site, nor is there evidence provided that the project, by providing market-rate units for 80 percent of the development and 20 percent affordable, would lead to an increase in rents generally within Daly City or the region. Rents and housing prices are high in the region due to a lack of housing supply generally (both market rate and affordable), and increasing the supply of housing for all income levels would help alleviate housing prices, not exacerbate them.

Comment HH.33: Transit DEIR page 164
Safety of Shasta Students walking to/from Serramonte Blvd
Policy CE-16 Daly City 2030 General Plan
Where are the “Safe Routes to School” action points for Shasta HS? No mention is made on the walk safety for students at Shasta High School maneuvering through the development during construction to the bus stops at St Francis and Serramonte Blvd. (Parcel F which is the current walk route of the students to the front of Parcel A will be a crossing zone of soil movement and staging equipment).

The recreational perimeter trail should be built all inclusive from Parcel B to Parcel C at the start of development of Parcel B to ensure a "Safe Route To School" to/from the bus stop.

Response HH.33: As discussed in Section 3.17 Transportation under Impact TRN-3 of the Draft EIR (pages 180-181), the project would be required to implement mitigation measure MM TRN-3.1, which requires preparation a Construction Traffic Management Plan. Implementation of this mitigation measures would ensure pedestrians and bicyclists, including Shasta High School students, would have safe access to and around the project site during project construction.

Comment HH.34: 3.18 Tribal Cultural Resources

Sacred Space and access to Native Foods and Medicines

Native Americans have been violently dispossessed and exterminated from the land (A Paradise Of Blood by Howard T. Weir; The Other Slavery by Andres Resendez) Through the boarding schools our culture has sought to displace them from their origin stories, diets, and healthy living conditions (An Indigenous People's History Of The United States by Roxanne Dunbar Ortiz.) The resultant scattered survivors have had their health traumatized by homelessness, poverty, boarding schools, and state sanctioned violence in programs of environmental injustice (As Long As Grass Grows by Dina Gilio-Whitaker.) But the peoples have gathered in cities like Daly City and managed to propagate their culture from seeds and medicines to sacred places (See petition started by Debbie Santiago.) The garden functioned as a safe space where the diaspora could gather, celebrate their survival, tell stories, show Americans that indigenous still live off the land, and in celebrating the changing of the seasons, and harvesting food and medicines in sustainable ways, interact with the great spirits.

What's especially galling is that the project is taking place on the unceded home land of the Ramaytush Ohlone. Once more this project maliciously raises the ugly head of settler colonialists to violently disrupt the indigenous relationship to the land.

- The project, in paving over the garden, looks to displace and degrade the assembled diaspora, and eliminate their presence from the landscape, that provided the tribes with sustenance in food medicine and shelter from the pollution.
- The DEIR is deficient in not preserving the garden as a cultural resource of native practitioners, who lack access to sacred spaces, as public spaces are privatized, and should be redone.
- The DEIR is also deficient in not pursuing a feasible strategy to mass the project near Serramonte and achieve multiple public policy goals mentioned earlier in this document and preserving the garden for community health.

From the Sierra Club's NOP Letter on June 7

5a. Religious, cultural, and spiritual significance of the area to Tribes be ascertained prior to the EIR for the purpose of protecting, or mitigating impacts to, cultural places by contacting the relevant groups.

5b. As mentioned earlier Indigenous people within the garden community farm native plants for herbal and spiritual needs, a use that should be preserved.

Debbie Santiago letter to the City Council on June 6, 2021, It's attached to the Draft EIR:

The Jefferson Union High School only wants us to see the new grassland of where they want to put generic plants. We have agreed to look at the area. But lots of the plants, fruit and veggies plants will not survive the transferring and replanting. Especially when their employees are not giving the love, the attention and not a lot of water to keep surviving. We still need to save the Bog (swamp area) Coffee Tree, indigenous plants, herbs and all the different fruits and vegetables. With all these wonderful qualities, these plants and herbs bring in the dears, the butterflies, the bumblebees and other Bees to make Honey and Hummingbirds that help cultivate each plant to survive.

> **Response HH.34:** Please refer to Response DD.3: through Response DD.9:, regarding special-status species, and Master Response 7: Tribal Cultural Resources above.

Comment HH.35: Historic Resources: Impact Discussion DEIR pg 75 confirms location:

"However, based on the site's proximity to a historic freshwater source and the historic occupation of Daly City and the project site by the Ohlone/Costanoan people, the Cultural Resources Study identified a moderate sensitivity for subsurface archaeological resources to be encountered."

The Garden has been identified by community members as a meeting spot for the Ramaytush Ohlone tribe members to have spiritual meetings. JUHSD recognized these members and had meetings to discuss an alternative spot with the representative but provided no contact information to the City or consultants to contact them directly. The Draft EIR is deficient to not contact known sources directly to establish Historical Resource information for which the DEIR should be redone.

> **Response HH.35:** Please refer to Master Response 7: Tribal Cultural Resources above.

Comment HH.36: 3.19 Utilities and Service Systems

Emergency Generators DEIR pg 142 Parcel C Omissions
As stated:" Emergency Generators are proposed to be located on Parcels B, D, E and F."
Why is Parcel C –which the Developer has called the "affordable" Building in discussions with prospective builders not going to get a generator? This is the same building that the Head Start building is planned for. Why is this building being excluded? The Sierra Club letter to the Planning Commission showed that all the buildings could be feasibly protected from power outages by being

designed as microgrids for which there is considerable money available in the Inflation Reduction Act and through the state's SGIP program. The DEIR is deficient in discriminately not feasibly protecting low income tenants from the effect of power outages such as the Public Safety Power Shutdowns.

Response HH.36: Please refer to Response GG.13: above.

Comment HH.37: Please attached the following 20 documents, petition, photos and videos as our additional comments on the DEIR:

1. July 21, 2023 - Community Garden Alliance NOP Comment Letter
2. Feb 7, 2022 - Community Garden Alliance Letter
3. Daly City Housing Element
4. June 7, 2021 - Daly City Planning Division Notice of Preparation Letter (NOP)
5. August 3, 2021 - Daly City Planning Commission Letter
6. August 13, 2021 - San Mateo County Board of Supervisors / David Canepa Letter
7. September 8, 2021 - Daly City Council Letter
8. February 17, 2022 - Daly City Council Letter
9. March 9, 2022 - Daly City Council Letter
10. Sept 7, 2023 - Draft EIR Letter
11. Petition to Save Daly City's Only Community Garden
12. Serramonte Del Rey Precise Plan
13. October 4, 2021 - JUHSD Real Property Advisory Committee 7-11 Report
14. 2018 City of Daly City Inclusionary Housing Ordinance
15. May 2023 - City of Daly City Housing Element 2023-2031
16. April 25, 2022 - JUHSD RFP FAQ for BMR Developer: Parcel C
17. State and Federal Endangered Species List
18. Wetland & Seasonal Creek Photos and Videos
19. Historic Photos
20. Garden Photos

Please let us know if you have any questions regarding our comments.

Response HH.37: Please refer to Appendix B Draft EIR Comment Letter Attachments for full printouts. The additional documents provided do not raise specific issues about the adequacy of the Draft EIR; therefore, no further response is required.

II. Nancy Lacsamana (dated September 8, 2023)

Comment II.1: Recreation for the Serramonte Del Rey project as well as the need to address inaccuracies shown in the existing conditions 3.16.1.2.

Location:

The Project is bordered by housing on 3 sides and a cemetery on the East side. The DEIR has failed to convey that not only has the current location lost Recreation with the destruction of the garden but also the closure of the Gymnasium. The proposed Precise Plan has not noted the loss in Daly City recreation for tournament and community recreation for hundreds of athletes of various ages.

Response II.1: Please refer to Master Response 6: Recreation above.

Comment II.2: 3.16 Recreation
3.16.1.2 Existing Conditions
Omissions and Inaccuracies

- The full-size-year-round gymnasium is not mentioned.
- Gellert Park access is over 0.8 mile from the project vs 800 feet as stated in the dEIR. The physical location may be 800 feet but there is a steep hillside at the corner of Hickey and Callan. Gellert has a library, baseball fields, community room, tennis park. Gellert Park is not a park.
- The Garden is a publicly accessible community garden and is mislabeled as a Demonstration Garden. It provides recognized recreation benefits that are well documented. The issues and value of the Garden has been covered by the following letters from NAACP, Community Garden Alliance, Pacifica Social Justice, Sierra Club and community members.

Response II.2: Please refer to Master Response 1: Demonstration Garden and Master Response 6: Recreation. Please refer to Response HH.25: regarding Gellert Park.

Comment II.3: Gymnasium current ramifications of loss
The gymnasium was the home to over 500 community members especially children in basketball tournaments, practices, physical and scout activities. I was in this gym as a parent at least 5 times while my son was on a public middle school basketball team and there were over 50 people at each event. Practices have been held during the week and games every weekend.
The Gymnasium was leased out* to two different large organizations who have a well-known and respected reputation in youth sports and activities.

- CYO ---Catholic Youth Organization that allows public and private school basketball programs.
- Homenetmen --a long established Armenian community group who has for 24 years at this location for basketball and scout programs.

*Please find attached the following email from Tina confirming the lease to these 2 major organizations. Please print and include into the comments.

Please find attached the following email from Vahan Derounian and the frustration with having been at this location for over 24 years and having to relocate the recreational facility with no assistance or options from the JUHSD. Please print and include into the comments.

It is undeniable that the planned destruction of the gym has impacted basketball programs and access to physical recreation for hundreds of students and it was not included in the DEIR.

Response II.3: Please refer to Master Response 6: Recreation above.

Comment II.4: Project Recreation need go forward
It is very clear that the 3,403 new residents are going to need recreation in the project and the Serramonte Del Rey project will not provide these residents adequate recreation.

3.16.2.1 Project Impacts
The Parcel B Development project includes a privately owned, publicly accessible park, a recreational trail, and a public retail plaza, totaling approximately 0.8 acre, which would partially off-set demand on nearby recreational facilities. (Project will pay difference in lieu fees.)

Overlook Park's location cannot be seen from Serramonte Blvd
The publicly accessible park or Overlook Park cannot be seen or accessed directly by the public without walking the Recreational Trail. Parcel B side bordering Callan is on a steep hillside bordered with mature trees. From the West view, Parcel B Building at 75 Feet tall and will obstruct any downhill view of the park. There are no shown ADA parking or public parking spots other than for retail. Although this does create open space parkland it is most probably going to be used by the residents of the Parcel B and future building of ParcelC-F and not the public outside of the development.

Response II.4: Please refer to Response HH.26: above.

Comment II.5: 3.16.2.2 Cumulative Impacts
IMPACT REC-C: The project would not result in a cumulatively considerable contribution to a cumulatively significant recreation impact.

In Summary, the DEIR does not consider the impact of the loss of the Gymnasium and Garden, and the isolation of the Overlook Park from public view. The DEIR has failed to adequately convey these even more significant negative impacts in Recreation for this project.

Response II.5: A cumulative impacts refers to the combined effects of multiple projects affecting the same resource or causing similar impacts within a defined geography. Here, the comment refers to several alleged impacts of the project, and not cumulative impacts from multiple other projects occurring in the vicinity of the project. Please refer to Master Response 6: Recreation above.

JJ. Erick Campbell (received September 8, 2023)

Comment JJ.1: I have been a resident at Serramonte Ridge for over 8 years and counting. I am also the caretaker of the “garden” at Serramonte Del Rey. I am writing you today express my concern

with the 1 and a half acres located at the far end of the Serramonte Del Rey Campus. Known as the garden. My first concern is what is at stake here! This land is not only a green space, but an urban forest with over 100 native trees including over 25 California coast redwoods not the aptos blues either. Also Douglas fir, buckeyes, madrones, live oaks, white oak, California coffee berries, bay leave, elderberries, Monterey pines, Catalina ironwoods. According to project Green Space of Daly City this City "DC" has only 127 redwoods in its entirety. If that is the case then that would mean this green space has almost 20% of all the redwood trees in the whole city. How can this be to hire a crew to cut down 100 native trees in a city with less than 5% of a urban canopy just to dump their concrete and dirt on it is completely crazy. JUHSD are a bunch of lies as well. JUHSD has been trying to destroy this garden for years now and are for some reason willing to waste millions of our taxpayers money on things like security of the garden over a quarter of a million a year for 24 hours 7 days a week security that just sleeps in their cars and are always rude. One was fired for smoking dope at work in their car. JUHSD has 24 acres of property. They have promised a new garden with double the space, but if that were the case why would they even get rid of this one it doesn't make any sense. Also, before JUHSD built their housing for teachers they cut down 120 trees to build. They promised to replace 90 of them. As of today they have planted 6 cypress and commercial landscaping, not one native plant. This greenspace is also the only filter on the whole campus. It works as a rain garden filtering all the rain water mixing with the sludge of the road. JUHSD has not reached out to the communities about anything. Their one in control was fired from a different school district for taking funds. How she got this job I don't know, but she is not honest. I have had many teachers from the new housing for JUHSD say they love the garden and that they won't let them have plants in the building so they bring their plants here to plant. Why is this so hard for them to get JUHSD to do the right thing. They have wasted so much on the security cameras only to show pictures of coyotes. JUHSD has done nothing but try to make the garden into a bad place. How can corruption exist so freely. Why should this greenspace be wiped out just because these crooks lied and gave away land that is not private property but public land to the blynn corps without any feedback from the public. We are not trying to stop their buildings. Just trying to save this little plot of goodness. Thank you for your time.

> **Response JJ.1:** The existing conditions on the site, including the demonstration garden, have been documented in the Draft EIR, including assessments by professional biologists. This comment does not raise any issues about the adequacy of the Draft EIR; therefore, no further response is required.

KK. Nick Occhipinti (dated September 8, 2023)

Comment KK.1: This letter is being provided as public comment/input in reference to the Draft Environmental Impact Report (DEIR) of the proposed and yet-unapproved Serramonte Del Rey Campus Redevelopment Project. This input is based on my experience as a former Board Trustee of the Jefferson Union High School District and lifelong resident of Daly City. As the sole trustee in opposition to this project, given the multitude of its problems and misdirection from its inception, I speak from a perspective both informed by and grounded in direct involvement with reviewing this project since before its conceptualization, and a critical lens of its impact upon our school district

community, public education funding and the larger scope of its engagement of environmental law, housing policy and urban development. An Environmental Impact Report (EIR) should center and elevate the issues relevant to mitigating and eliminating harmful impacts to our environment; this DEIR completely, and intentionally fails to do this. Daly City's current role in navigation of urban development in San Mateo County compels a careful and acutely responsive approach to public policy, particularly with respect to public education, housing and infrastructure, and with a critical engagement of diversity, equity and inclusion in its policymaking. Any EIR under consideration at this level demands a clear professional and legal obligation to provide adequate research for its development, respect and careful attention to detail. It is the purpose of this letter to identify these fundamental and critical areas of need in this project, as well as its implications for future projects of any scale in the City of Daly City, San Mateo County and cities across the Bay Area moving forward.

Accordingly, this project - the largest housing project ever proposed in our city and North San Mateo County, requires due diligence in its evaluation and should not be fast-tracked under the pressure of private interests - which in this case have demonstrated a clear intent to silence the input of local community members, at the expense of one of the lowest-funded public school districts here in the SF Bay Area. Education is a human right, and housing is a human right; our schools are not for sale. I continue to extend my strongest recommendation and advising to public officials and city planning staff that this project, with its many clearly unethical and ambiguously legal and financial issues, be halted and completely redrawn at this point. With that, the public input process for this project and its DEIR should be restarted, with a more transparent, accountable and responsible engagement of public comment and input, and in step with the guidance of local, state and federal public agencies.

As the SF Bay Area begins to reimagine itself at the outset of an endemic stage of a global pandemic, local cities have the responsibility and opportunity to step back and consider the relevant and essential needs of our communities. It is incumbent upon public agencies and the public officials leading the duties of governance to research, reflect and seek consultation from other public institutions, nonprofit agencies and, most importantly, their constituents, the communities that they represent. Every city is different - and Daly City's role in both San Mateo County, as well as the city directly adjacent to San Francisco - requires a departure from the problematic and discriminatory practices and abuses of public policy of the past, glaringly apparent in the development of San Mateo County for generations.
As a new generation of voices, leaders and community here in Daly City and San Mateo County, the test of our leadership will be to see what we are actually willing to do to make a change in how we see our community: is it simply for sale to the highest bidder - or do we value our culture, community and have any vision for our cities that goes beyond what we have seen for years? We should ask ourselves, and each other:

What do we want to see as the future of our city?
What do our students want to see as the future of their schools?
What should our streets look like?

What role can the malls play in public service to our community?
Where are our public murals?
How can we ensure that our public libraries remain open to the public seven days of the week?
How can we open up our brand new, outdoor school athletic fields and theaters to the public for community use in an accessible, organized and responsible way?
How can we build on the strength of our community's cultural diversity and provide spaces to celebrate that throughout the year?
How can we finally begin to acknowledge and honor our Native, Indigenous community here on Ramaytush Ohlone Land in a respectful, substantive and meaningful way?
What is our city and county doing to promote and protect our environment, and in response to climate change?
What will our city look like if we never answer these questions?
What can our city be if we start to actually listen to the voices of our youth, elders, families and community, and engage them in a way that sees them the way we want to see our city?

If we are the change that we want to see in our community and world, then we have to accept that this change means that we have to change the way we do business - and public policy. If that begins anywhere in Daly City, it begins in Serramonte.

Response KK.1: This comment does not raise any issues about the adequacy of the Draft EIR; therefore, no further response is required.

Comment KK.2: The Serramonte Del Rey Development Project Draft EIR is littered with flaws throughout its 200+ page draft report. In an honest assessment of its contents, it is actually more questionable than the previously reviewed SDR Precise Plan. It should have included and made adjustments to this plan, based on the multitude of critical public comment provided on public record at live public meetings of the Daly City City Council and the Jefferson Union High School District. Instead, it appears to be a blueprint pushed by luxury developers with little to no regard for providing sufficient affordable housing or reasonable community benefits. It is the responsibility - and stated explicitly in our oath as public officials and employees - of our public agencies to act in the public interest, not the private interest. This DEIR falls painfully short of that. The list of infrastructural, environmental and community-based concerns is long and detailed, and has been voiced and cited on public record over the course of years by community member input - including many local high school students and generations of alumni, a petition of nearly 5,000 community members signing in support to Help Save Daly City's Only Community Garden on Ohlone Land and Territory and several community-based organizations, nonprofit and civil rights agencies, not limited to but including designated representatives of our local Native American / Indigenous community, the Daly City Community Garden Alliance, the Sierra Club Loma Prieta Chapter and the NAACP San Mateo Branch #1068.

Response KK.2: The comment states that the Draft EIR contains flaws, but does not provide examples of the stated flaws, and cites no specific pages or conclusions reached in the Draft EIR. Thus, no further response can be given.

Comment KK.3: An immediate list of concerns that arise from the inception of this development, and continue to remain unaddressed, include:

- Logistics for building 1,235 apartments and creating parking, all on a public school site seem both inappropriate, outsized and completely negligent of the historic and projected environmental impacts facing Daly City and its surrounding area, including: pollution, lack of public green space and open space, extremely limited urban canopy and endangerment of local wildlife and remaining trees protecting the area (Daly City also continues to lack adoption of public policy regarding any substantive Heritage Tree Ordinance or formulated Urban Forest Plan protecting or promoting preservation and positive support of our local environment, as modeled by other cities our size, throughout the Bay Area and state of CA)

Response KK.3: This comment speaks generally to impacts regarding pollution, lack of open space, urban tree canopy, and wildlife, but does not raise any specific issues about the adequacy of the Draft EIR; therefore, no further response is required.

Comment KK.4: - The net green space and open space numbers listed by the DEIR about this development are incorrect and misleading, given the net loss of green/open spaces resulting from the destruction of Westmoor Park, the office park development that this SDR DEIR is predicated, and effectively directly linked to; the projected net green space and open space should be reassessed and redrawn to include provision for those areas and services lost to these projected developments (preservation and promotion of existing Community Garden at SDR, indoor basketball gym and athletic facilities, space for community organizations and sports leagues, local martial arts programs nonprofit agencies, and auditorium/gallery/event center, etc.)

Response KK.4: JUHSD's adult education and district office project at 123 Edgemont Drive was approved as a separate project by the JUHSD Board of Director's in August 2021 and its recreational impacts were disclosed as part of the environmental review process. Construction of the JUHSD adult education and district office project is not contingent on approval of the proposed project.

Please refer Master Response 6: Recreation above in regard to recreational impacts.

Comment KK.5: - No justifiable need for additional Retail space in what is in fact the largest concentrated retail complex in the SF/San Mateo County Peninsula (Serramonte)

Response KK.5: This comment does not raise any issues about the adequacy of the Draft EIR; therefore, no further response is required.

Comment KK.6: - Language in Precise Plan/DEIR projecting "to create a neighborhood" in an existing neighborhood is both grossly misleading, and insulting; Daly City's neighborhood is defined largely by its residential housing and population density, including historically low-income multi-unit apartment buildings located directly across the street from SDR, as well as the new JUHSD

workforce housing, and the Serramonte Ridge apartment development previously built (and currently losing affordable units) already located at Serramonte Del Rey.

Response KK.6: This comment does not raise any issues about the adequacy of the Draft EIR; therefore, no further response is required.

Comment KK.7: - Problematic, discriminatory prioritization of luxury/market-rate apartments and extremely limited affordable housing units - which are also planned to be segregated from the market-rate buildings, in a repeated, blatant attempt to appeal a violation of longstanding civil rights law (also cited by the NAACP)

Response KK.7: Please refer to Master Response 2: Regional Housing Needs Allocation and Master Response 3: Inclusionary Housing Ordinance and State Affordable Housing Law. This comment does not raise any issues about the adequacy of the Draft EIR; therefore, no further response is required.

Comment KK.8: - The DEIR for the Serramonte Del Rey Development Project is also still in violation of the city's own housing ordinance, which mandates that affordable housing units be included, and not segregated from the market-rate/luxury housing buildings by isolating them in a separate building; this is a violation of federal, state and even local civil rights / housing law and should not be allowed "exception" for any reason, or aggressive lobbying by private industry and real estate lobbyists

Response KK.8: Please refer to Master Response 3: Inclusionary Housing Ordinance and State Affordable Housing Law above.

Comment KK.9: - The DEIR and SDR Development Project altogether neglects addressing the housing crisis at its actual needs: affordable housing and addressing homelessness and the needs of unhoused and low-income community enduring a high cost of living in the Bay Area, extremely high rent, possible eviction and ongoing financial hardship in our current economy.

Response KK.9: Please refer to Master Response 2: Regional Housing Needs Allocation above.

Comment KK.10: - The DEIR is informed by false statements made by JUHSD Board Members on record at live High School District Board meetings, constituting an intentional, concerted effort to misrepresent, isolate, exclude and disregard the contributions of the designated representatives of our local Native / Indigenous community to a public project impacting green space, open space and the environment, the largest of its scale proposed in decades in Daly City and North San Mateo County; no approval of this project's planning has ever been expressed by the Native community involved in any stage of the development the SDR Project and its EIR.

Response KK.10: Please refer to Master Response 7: Tribal Cultural Resources regarding the City's compliance with obligations to consult under AB 52 and SB 18 with tribes culturally affiliated with the project area. This comment does not raise any issues about the adequacy of the Draft EIR; therefore, no further response is required.

Comment KK.11: - Lack of good faith communication and collaboration reflected in the current DEIR - requested explicitly on public record, at City Council Meetings as a prerequisite of continued consideration of this SDR Development Project through the EIR process – has defined the pattern of the JUHSD's efforts to fast-track this project; this has included attempts to silence and exclude designated local Native / Indigenous leaders, community member input, and inclusion of critical public feedback, as well as active lobbying by JUHSD members of local public agencies and civil rights organizations to stop submitting letters of public input throughout the EIR process.

Response KK.11: Please refer to Response KK.10: above. This comment does not raise any issues about the adequacy of the Draft EIR; therefore, no further response is required.

Comment KK.12: While cities across the state like San Francisco, Oakland, San José and Los Angeles have undertaken initiatives to address the multiple overlapping crises of housing, poverty, unemployment and drugs facing our cities today with more critical and innovative approaches, Daly City and San Mateo County continue to hedge on social and economic measures stuck in the past. That past is more than problematic. It is riddled with both inequity and a lack of imagination or inclusion. Best practices in urban planning, aligned with policy directives at the state and federal level, mandate a justifiable accounting of housing and urban development, underscored by state law, CEQA, and ranging from consideration of environmental and community based impacts to Native Land Rights and Public Land Use law, its community benefits and clearly designated restrictions.

At the core of this SDR DEIR Proposal is a controversial pattern of approval for unaffordable housing development at the expense of public resources, including public schools, recreational and Environmentally protected green spaces. Daly City can do better - we have to - not only for our community, but for our county. There are many other cities facing deep inequities in a lack of affordable housing and cost of living in San Mateo County, and while Daly City is the largest among them - it yet faces the greatest disparities in being able to support our majority immigrant, renter and diverse, low-income community, even when it comes to use of public school funding, public land use and apparently, even publicly-funded housing developments. This project is estimated to take 10-15 years and continues to fail to address any of these issues with due diligence. There is no justifiable proposal of any separate-but-equal public policy - in education, housing or any aspect of society - and glaring issues like this compel a complete, immediate reassessment and revision of this project. That vision must be based on sound legal and ethical, best practices in policymaking - and should begin its ultimate development with the community.

Response KK.12: This comment does not raise any issues about the adequacy of the Draft EIR; therefore, no further response is required.

Comment KK.13: There is no complete or majority consensus over the highly controversial and incomplete DEIR Proposal for the Serramonte del Rey Development project. Nobody voted on this project despite its highly controversial and questionable appropriation of public school bond money to kickstart its development. This has yet to adequately address or negotiate the many disputed issues and discrepancies of this EIR process cited over the course of two years by numerous and ongoing public comments made by local residents, youth, public officials, nonprofit and public agencies and community-based organizations, including local Native / Indigenous leaders, high school and college students, alumni, teachers, the Daly City Community Garden Alliance, and our local chapters of the Sierra Club and the NAACP.

Response KK.13: The Draft EIR was prepared to inform a forthcoming decision by the City of Daly City regarding the requested land use entitlement applications. The Draft EIR is not a proposal, but rather evaluates the proposed project, and the information is to be considered by the decision-makers as they act on the pending application. This comment does not raise any issues about the adequacy of the Draft EIR; therefore, no further response is required.

Comment KK.14: Recommendations to specific changes to this DEIR can be found in additional public comment, input and letters submitted by the community noted here, in addition to a serious reconsideration of our city's adherence, commitment and alignment with federal housing policy and Affirmatively Furthering Fair Housing (AFFH), which should be centered as a central, guiding tenet in the formulation of Daly City's Housing Element. Daly City's application of AFFH should be assessed in alignment with the City and County of San Francisco, with which it shares a strong overlap and affinity with respect to demography, geography, and urban development and housing conditions. Disparities highlighted by US Census data, as well as that provided by the County of San Mateo Human Services Agency, are in the City of Daly City's Housing Element as well - but often stop short of a full accounting of the housing issues and solutions being considered - and require stronger transparency, outreach, and engagement of community for public input.

Response KK.14: Please refer to Master Response 3: Inclusionary Housing Ordinance and State Affordable Housing Law above. This comment does not raise any specific issues about the adequacy of the Draft EIR; therefore, no further response is required.

Comment KK.15: As a city leading San Mateo County with high profile demographic indicators and status across socioeconomic and political considerations, Daly City should be looking to larger city, state and national profiles of best practices and innovative reimagining of housing and urban development. To center our city's Housing Element around housing goals projected by this SDR DEIR will fail to consider the past and present state of our city and effectively provide a critical analysis of our own community's express needs. This would be a failure to learn from the inequity

of the devastating legacy of Urban Renewal policy that has led to our current crises demanding housing, social and environmental justice today. Federal policy derived from the Green New Deal and local people's proposals have provided a template both for next generation public policy and the public process of civic and community engagement. Public comment is essential to public policy. Our community's voices are vital to ensuring that governance is indeed diverse, equitable and inclusive - and those voices will continue to redefine what our cities need as we move into another election cycle with so many critical issues facing our country at stake. It is my hope and strong encouragement that we take this opportunity in reviewing the DEIR to engage the real issues at the heart of this development in Serramonte - and Daly City altogether - to reflect, renegotiate and reimagine housing and urban development in our city, county and the state of California forward together.

Response KK.15: This comment does not raise any issues about the adequacy of the Draft EIR; therefore, no further response is required.

LL. Sabrina Brennan (dated September 8, 2023)

Comment LL.1: Please see the link below for images of Mission Blue butterflies at the Daly City Community Garden located at the Serramonte Del Rey project site. I have seen Mission Blue butterflies many times, over the years, at the Daly City Community Garden.

Here's a link:
https://link.edgepilot.com/s/62c53fff/HQEcg7UYHkOkYASrBoxXrQ?u=https://chng.it/RrrVx8CJGZ
Happy to provide more photos if you need them.

Response LL.1: Please refer to Response DD.6: above.

Section 5.0 Refinements to the Precise Plan

Since the completion of the Draft EIR, there have been small refinements to the Precise Plan that the applicant, the Jefferson Union High School District, has made in response to feedback from the City and the community. The City has reviewed these refinements and finds, as documented below, that none of these refinements have resulted in any new significant environmental impacts not analyzed in the Draft EIR; any substantial increases in the severity of environmental impacts already analyzed in the Draft EIR; or any feasible project alternative or mitigation measure capable of reducing any significant environmental impacts that is considerably different from those alternatives already analyzed in the Draft EIR. Accordingly, the refinements to the Precise Plan do not require recirculation of the Draft EIR.

Many of the refinements to the Precise Plan concern the administrative process that future developments in the project area must undergo in order to receive necessary approvals and permits from the City. These administrative changes do not impact the physical layout, buildout, or timing of the project, and therefore will not have any impacts on the physical environment.

The following refinements to the Precise Plan may concern the physical layout or buildout of the project, but do not trigger the need for further environmental review:

- An increase in maximum building height to 90 feet for Parcels A, B, and C from the previous maximum of 77 feet.
- An increase in the permitted maximum residential units on Parcel C to 152 units from the previous maximum of 125 units; however, the total number of residential units across all parcels still shall not exceed 1,235, meaning that the total number of units within the project, and both its residential density and intensity, remain unchanged.
- Elimination of the second level of parking (below-grade parking) on Parcel B and associated driveway, and a slightly reconfigured ground floor plan to reflect the elimination. Parking for Parcel B residents will be accommodated by installing mechanical lifts in the remaining ground level structure. Retail parking will be accommodated with street parking.
- A refinement of a portion of the of the loop trail path on Parcel C to account for proposed building area.
- Addition of a community garden area to Overlook Park.
- Modification of the Permitted Land Uses Table to reflect the use regulation in the Commercial Mixed Use (CMU) District.
- A modification to the layout of South Access Way to have 26 feet clear for emergency vehicle access by replacing diagonal parking along the street with parallel parking on southside of the street.
- A widening of Parcel C by 9', 4" along its northern boundary, with a corresponding reduction of Parcel D along its southern boundary.

- Widened street sections to incorporate protected, Class IV bike lanes at Entry Drive, North Drive, East Drive, Campus Drive, North and South Access Way; added Class II bike lanes to the existing Campus Drive from the roundabout to Hickey Boulevard.
- Select sidewalk widening, ADA and wood retaining wall improvements on Callan Boulevard sidewalk along portions of the east side of the plan area.
- Establishing a connection between project stormwater infrastructure and the existing 24-inch storm drain at southern plan area that connects to the storm drain line in Callan Boulevard, which functions as a second storm drainage outfall for the project site. Modified storm drainage system to utilize this second outfall.

Below is a table of each modification to the Precise Plan that concerns the physical layout or buildout of the project. For each modification, there is an accompanying analysis of the modification effect on the Draft EIR's analysis of environmental impacts.

Modification	**Analysis of Potential Impact**
An increase in maximum building height to 90 feet for Parcels A, B and C from the previous maximum of 77 feet.	As discussed in Section 3.1 Aesthetics under Impact AES-1 of the Draft EIR (page 27), the project site is located on an infill site within a transit priority area. Therefore, under Senate Bill 743, aesthetic impacts of the project shall not be considered significant impacts. The Draft EIR concluded that the project would not result in any significant aesthetic impacts, and similarly, any changes to the physical design of the project, including building heights, massing, and layouts will not result in any new significant aesthetic impacts pursuant to State law. The Draft EIR analyzed building heights with respect to Impact HAZ-5, which studied whether the project would result in a safety hazard or excessive noise for people residing or working in the project area given the project's location within an airport use plan. As the Draft EIR notes, the project site is located on terrain that is 200 feet or greater above ground level. As such, the project was already subject to a requirement to file either (a) FAA Form 7460-1, Notice of Proposed Construction or Alteration, with the FAA at least 30 days prior to construction, so that the project can be reviewed for aviation compatibility; or (2) a signed exemption form pursuant to 14 CFR Part 77.9(b) be submitted prior to construction. (Draft EIR page 109). The project will remain

Modification	Analysis of Potential Impact
	subject to this requirement. On July 22, 2021, the Board of Directors of the San Mateo County Airport Land Use Commission determined that the proposed Precise Plan (including the Parcel B Development project) is consistent with the SFO ALUCP and FAR Part 77 regulations. (Draft EIR page 109). This determination was based on an assumption that buildings on Parcel D, E, and F could potentially reach 150 feet in height. Accordingly, an increase of maximum building height for Parcels A, B and C to allow for buildings to reach 90 feet will not be inconsistent with the SFO ALUCP and FAR Part 77 regulations. The increase in height will not result in any new safety hazard for people residing or working in the project area, or any increase in previously identified safety hazards for people working or residing in the project area. Permitted building heights do not factor into or impact analysis of Agriculture and Forestry Resources, Air Quality, Biological Resources, Cultural Resources, Energy, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials (with the exception of Impact HAZ-5 discussed above), Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Noise, Population and Housing, Public Services, Recreation, Transportation, Tribal Cultural Resources, Utilities and Service Systems, or Wildfire.
An increase in the permitted maximum residential units on Parcel C to 152 units from the previous maximum of 125 units. However, the total number of residential units across all parcels still shall not exceed 1,235, meaning that the total number of units within the project remains unchanged.	Calculations of the environmental impacts of the project are based on the total project population as a whole (i.e., 1,235 residential units, 14,000 square feet of commercial uses, and 2,400 square foot childcare facility), not the number of units on any particular parcel. The total number of units across the project remains the same as studied under the Draft EIR; therefore this modification will not alter any of the analysis or conclusions in the Draft EIR.

Modification	Analysis of Potential Impact
	The potential for the construction of 27 more units on Parcel C will not have any substantial impact on construction timelines, intensity, or required construction equipment. Furthermore, the Draft EIR's air quality analysis for construction impacts already conservatively assumed a six-year construction period, since compressing the total construction activity into a shorter period of time results in higher daily emissions than if the project were built over a longer period of time. Any lengthening of the construction timeline as a result of longer Parcel C construction will further reduce forecasted environmental impacts. Meanwhile, the inclusion of slightly more units on Parcel C does not alter the conservative assumptions set forth in the health risk assessment, which already assumes the presence of generators near project boundaries that are located near sensitive receptors (e.g., Parcels E and F). Further, any changes to the massing or design of the Parcel C building shall not be considered significant impacts under Senate Bill 743. An increase in maximum permitted units on Parcel C, while still staying within the overall project unit count of 1,235 units upon which the DEIR based its analysis, will have no impact on Agriculture and Forestry Resources, Air Quality, Biological Resources, Cultural Resources, Energy, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Noise, Population and Housing, Public Services, Recreation, Transportation, Tribal Cultural Resources, Utilities and Service Systems, or Wildfire.
Elimination of the second level of parking (below-grade parking) on Parcel B and associated driveway, and a slightly reconfigured ground floor plan to reflect the elimination. Parking for Parcel B residents will	Under Senate Bill 743, parking impacts of this project shall not be considered significant impacts.

Modification	Analysis of Potential Impact
be accommodated by installing mechanical lifts in the remaining ground level structure. Retail parking will be accommodated with street parking.	Elimination of below-grade parking on Parcel B will potentially lessen the extent of excavation needed on Parcel B, thereby potentially reducing impacts related to Air Quality emissions from construction, Cultural Resources, Geology and Soils, Hydrology and Water Quality, Noise, and Tribal Cultural Resources. An elimination of below grade parking on Parcel B will have no impact on Agriculture and Forestry Resources, Biological Resources, Energy, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Land Use and Planning, Population and Housing, Public Services, Recreation, Transportation, Utilities and Service Systems, or Wildfire.
A refinement of a portion of the loop trail path on Parcel C to account for proposed the proposed building area.	The loop trail will continue to provide open space and park access for project users, and the project as a whole will continue to provide approximately 6.5 acres of park space. The project will continue to pay in-lieu fees to offset recreational demand for parkland not provided by the proposed project and/or dedicate land pursuant to Daly City Municipal Code Section 16.30.400. Accordingly, this modification will not result in any new or increased recreation impacts. The modification of the loop trail path will have no impact on Agriculture and Forestry Resources, Air Quality, Biological Resources, Cultural Resources, Energy, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Noise, Population and Housing, Public Services, Transportation, Tribal Cultural Resources, Utilities and Service Systems, or Wildfire.
Addition of a community garden area to Overlook Park.	The addition of a community garden will not impact the size of Overlook Park or access to overlook park. The garden would replace an area previously designed to be grass; thus,

Modification	Analysis of Potential Impact
	there would be no change in anticipated water use. The project as a whole will continue to provide approximately 6.5 acres of park space. The project will continue to pay in-lieu fees to offset recreational demand for parkland not provided by the proposed project and/or dedicate land pursuant to Daly City Municipal Code Section 16.30.400. Accordingly, this modification will not result in any new or increased recreation impacts. The addition of a community garden to Overlook Park will have no impact on Agriculture and Forestry Resources, Air Quality, Biological Resources, Cultural Resources, Energy, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Noise, Population and Housing, Public Services, Transportation, Tribal Cultural Resources, Utilities and Service Systems, or Wildfire.
Modification of the Permitted Land Uses Table to reflect the use regulation in the Commercial Mixed Use (CMU) District.	The Draft EIR already studies the impact of a General Plan Amendment to change the land use designation of the project site from C-O (Commercial – Office) to C-MU (Commercial – Mixed Use). (Page 3, 124). The actual scope of development, as documented elsewhere herein, is not changing in any significant manner, and the refinement of the General Plan designation, as implemented through virtually the same Precise Plan, is a "paper" change that does not alter the environmental analysis. Accordingly, the modification of the Permitted Land Uses Table to reflect the use regulation in the Commercial Mixed Use (CMU) District will have no effect on the environmental analysis already contained in the Draft EIR.

Modification	Analysis of Potential Impact
A refinement to the layout of South Access Way to have 26 feet clear for emergency vehicle access by replacing diagonal parking along the street with parallel parking on southside of the street.	Under Senate Bill 743, parking impacts of this project shall not be considered significant impacts. Modifying street layout to better accommodate emergency vehicle access will not negatively affect the project's transportation impacts. In fact, the modification is in accordance with MM TRN-4.1, which requires all future development within the project site to provide even surface pavement, appropriate signage, delineation, and other features at all emergency access points and internal roadways to accommodate emergency vehicles. The modification to the layout of South Access Way will have no impact on Agriculture and Forestry Resources, Air Quality, Biological Resources, Cultural Resources, Energy, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Noise, Population and Housing, Public Services, Recreation, Tribal Cultural Resources, Utilities and Service Systems, or Wildfire.
A widening of Parcel C by 9', 4" along its northern boundary, with a corresponding reduction of Parcel D along its southern boundary.	A small alteration to the boundaries of Parcel C and Parcel D, with no increase in the overall project site, will have no impact on Agriculture and Forestry Resources, Air Quality, Biological Resources, Cultural Resources, Energy, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Noise, Population and Housing, Public Services, Recreation, Transportation, Tribal Cultural Resources, Utilities and Service Systems, or Wildfire.
Widened street sections to incorporate protected, Class IV bike lanes at Entry Drive, North Drive, East Drive, Campus Drive, North and South Access Way; added Class II bike	Incorporating protected bike lanes on project streets is consistent with the analysis conducted in the Draft EIR, which assumed "new bike lanes and sidewalks […] throughout the project site." (Page 11, 39). The

Modification	Analysis of Potential Impact
lanes to the existing Campus Drive from the roundabout to Hickey Boulevard.	Transportation analysis of the project assumed that the project would "provide Class I, Class II, and Class III bicycle facilities on interior roadways within the project site" and would therefore comply with General Plan Policies CE-13 and CE-20. Class IV bike lanes provide protection above and beyond the level required under the General Plan, and would remain consistent with those policies. Inclusion of Class IV bike lanes will have no impact on Agriculture and Forestry Resources, Air Quality, Biological Resources, Cultural Resources, Energy, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Noise, Population and Housing, Public Services, Recreation, Tribal Cultural Resources, Utilities and Service Systems, or Wildfire.
Select sidewalk widening, ADA, and wood retaining wall improvements on Callan Boulevard sidewalk along portions of the east side of the plan area.	Incorporating improved internal sidewalks is consistent with the analysis conducted in the Draft EIR, which assumed that the project may be required to construct sidewalk improvements on Callan Boulevard. (Page 11). Sidewalk widening, ADA, and wood retaining wall improvements on Callan Boulevard sidewalk will have no effect on the environmental analysis already contained in the Draft EIR. In fact, if proposed in isolation, these improvements would be subject to CEQA exemptions covering improvements to pedestrian networks.
Establishing a connection between project stormwater infrastructure and the existing 24-inch storm drain at southern plan area that connects to the storm drain line in Callan Boulevard, which functions as a second storm drainage outfall for the project site. Modified storm drainage system to utilize this second outfall.	The connection of the project stormwater infrastructure to existing infrastructure entails only de minimis construction activity that would not meaningfully affect the environment compared to the construction impacts already analyzed in the Draft EIR. The project's performance standard still requires that post-project drainage is at or less than pre-project drainage.

Modification	Analysis of Potential Impact
	This stormwater infrastructure refinement will have no impact on Agriculture and Forestry Resources, Air Quality, Biological Resources, Cultural Resources, Energy, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Noise, Population and Housing, Public Services, Recreation, Tribal Cultural Resources, Utilities and Service Systems, or Wildfire.

As demonstrated in the foregoing analysis, the refinements to the Precise Plan will not result in any new significant environmental impacts not analyzed in the Draft EIR; any substantial increases in the severity of environmental impacts already analyzed in the Draft EIR; or any feasible project alternative or mitigation measure capable of reducing any significant environmental impacts that is considerably different from those alternatives already analyzed in the Draft EIR; therefore recirculation of the Draft EIR is not required due to these project refinements.

Section 6.0 Draft EIR Text Revisions

This section contains revisions to the text of the Serramonte Del Rey Campus Redevelopment Draft EIR dated June 2023. Revised or new language is underlined. All deletions are shown with a ~~line through the text~~.

Page iv **REVISE** the last sentence of the fourth paragraph under Summary of the Project as follows:

The building would include one level of at-grade parking. ~~two levels of parking, with one level of below grade parking.~~

Page ix, 66 **ADD** the following text to the fourth bullet in mitigation measure MM BIO-1.2:

- If special-status bat species or maternity roosts are detected during these surveys, a qualified biologist shall identify any additional measures required to protect the roosts, such as including avoidance of the roosts until the end of the maternity roosting season. The qualified biologist shall also contact the California Department of Fish and Wildlife (CDFW) and coordinate with CDFW on measures to protect the roosts.

Page xii, 140 **ADD** the following measure after the first bullet to MM NOI-1.1:

MM NOI-1.1: The applicant shall develop a construction noise control plan for each construction phase, including, but not limited to, the following available controls:

- Construct temporary noise barriers, where feasible, to screen stationary noise-generating equipment. Temporary noise barrier fences would provide a 5 dBA noise reduction if the noise barrier interrupts the line-of-sight between the noise source and receptor and if the barrier is constructed in a manner that eliminates any cracks or gaps.
- Construct a temporary noise barrier, where feasible, between Parcel C and Shasta High School to screen noise-generating equipment. Temporary noise barrier fences would provide a 7 dBA noise reduction if the noise barrier interrupts the line-of-sight between the noise source and receptor and if the barrier is constructed in a manner that eliminates any cracks or gaps. To achieve a 7 dBA of noise reduction the temporary barrier shall block line of sight to the top of the Shasta High School building windows.

Page xvi **DELETE** MM TRN-3.2:

~~**MM TRN-3.2:** As part of the Parcel B Development project's final design, details of the Serramonte Boulevard parking garage driveway design would include the following as determined necessary by the City Traffic Engineer:~~

- ~~Measures to prohibit vehicular left-turns – either through the installation of a hard concrete median, vertical delineators, or alternative means.~~
- ~~Adequate sight distance – obstructions to sight distance for all users should not be placed adjacent to the driveway and adequate throat distance to the garage entry should be provided accordingly.~~
- ~~Pedestrian and bicycle warning measures – adequate warning measures for pedestrians and bicycles should be provided on Serramonte Boulevard, including the installation of tactile domes on the sidewalk and green hatched bike lane striping on the roadway.~~
- ~~The Parcel B driveway along Serramonte Blvd. shall provide satisfactory separation distance from the intersection of Serramonte Blvd. and Highway 1 on- and off-ramps to address merging and any turning movements.~~
- ~~A separate traffic study shall be conducted to determine if a new traffic signal at the Parcel B driveway is warranted. The results of the study will affect the City's determination on whether a driveway entry and exit shall be permitted along Serramonte Blvd.~~

Page 3 **REVISE** Table 2.2-1 as follows:

Table 4.1-1: Development Maximum Per Parcel

Parcel Number	Maximum Residential Units[1]	Maximum Retail/Commercial (square feet)[3]
Parcel A[2]	122	0
Parcel B	210	8,000
Parcel C[5]	~~125~~152	6,000[4]
Parcel D	270	6,000
Parcel E	330	6,000
Parcel F	400	6,000

1. Shows maximum residential units per parcel; however, the total amount of residential units across all parcels shall not exceed 1,235 units.

2. Parcel A has been constructed and occupied and was approved under a separate application

3. Parcels C-F may provide retail/commercial space in addition to the 8,000 square feet assumed for Parcel B; however, the total amount across all parcels shall not exceed 14,000 square feet

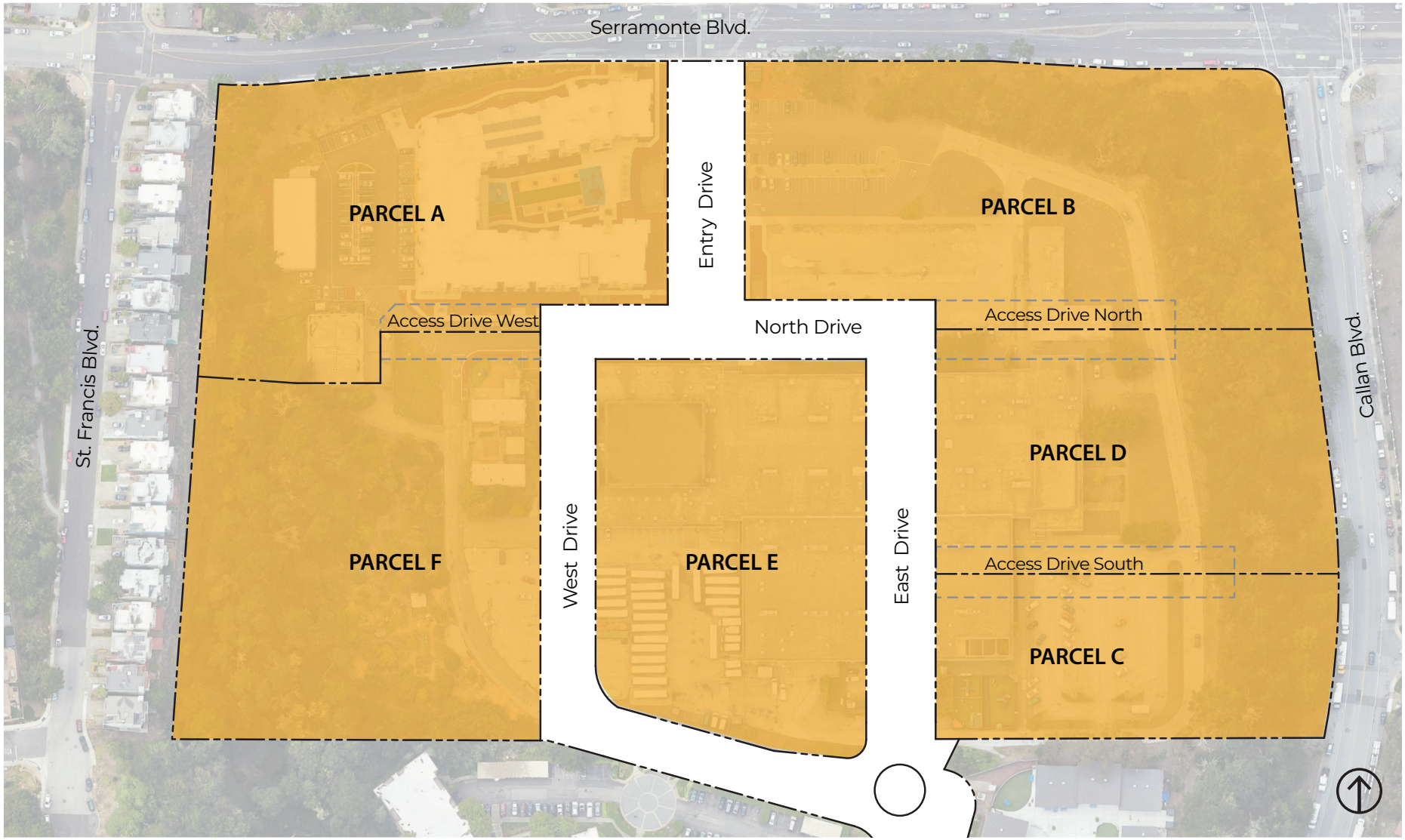
4. Parcel C is permitted to build up to 1,400 square feet of childcare facilities in addition to the overall retail/commercial square footage

5. Parcel C would be subdivided into two parcels (C1 and C2)

Page 3 **REVISE** the second sentence under Table 2.2-1 as follows:

Parcels A, B, and C would have maximum building heights of ~~77~~90 feet, and Parcels D, E, and F would have a maximum building height of 150 feet.

Page 9 **REPLACE** Figure 2.2-5 with the following figure:



PROPOSED PRECISE PLAN PARCELS | FIGURE 2.2-5

Page 10 **ADD** the following text to the last sentence of the second paragraph under Serramonte Del Rey Demonstration Garden:

JUHSD is providing raised planter beds at their new adult education building located at 123 Edgemont Drive, which was approved by the JUHSD Board on August 17, 2021 (see Figure 2.2-6), and at the proposed public park on Parcel B (see Section 2.2.2.2 below).

Page 10 **REVISE** the second paragraph under Parcel B Development Project as follows:

The proposed development would demolish the existing building and surface parking on-site and construct a seven-story (up to 73.5 feet to top of parapet and ~~85~~86.5 feet to top of elevator shaft, see Figure 2.2-9), mixed-use building with 201 residential units and approximately 8,000 square feet of retail space. The building would include ~~two levels~~ one level of ground-floor parking ~~(one level of below grade parking)~~. A total of 334 parking spaces would be provided, with 301 of the spaces serving the residential units and 33 of the spaces reserved for retail customers and leasing. ~~The lower level of the parking garage would provide 212 parking spaces serving the residential units. An additional 133 parking spaces would be provided on the ground-floor, with 43 reserved for retail customers and leasing and the remainder reserved for residential parking.~~

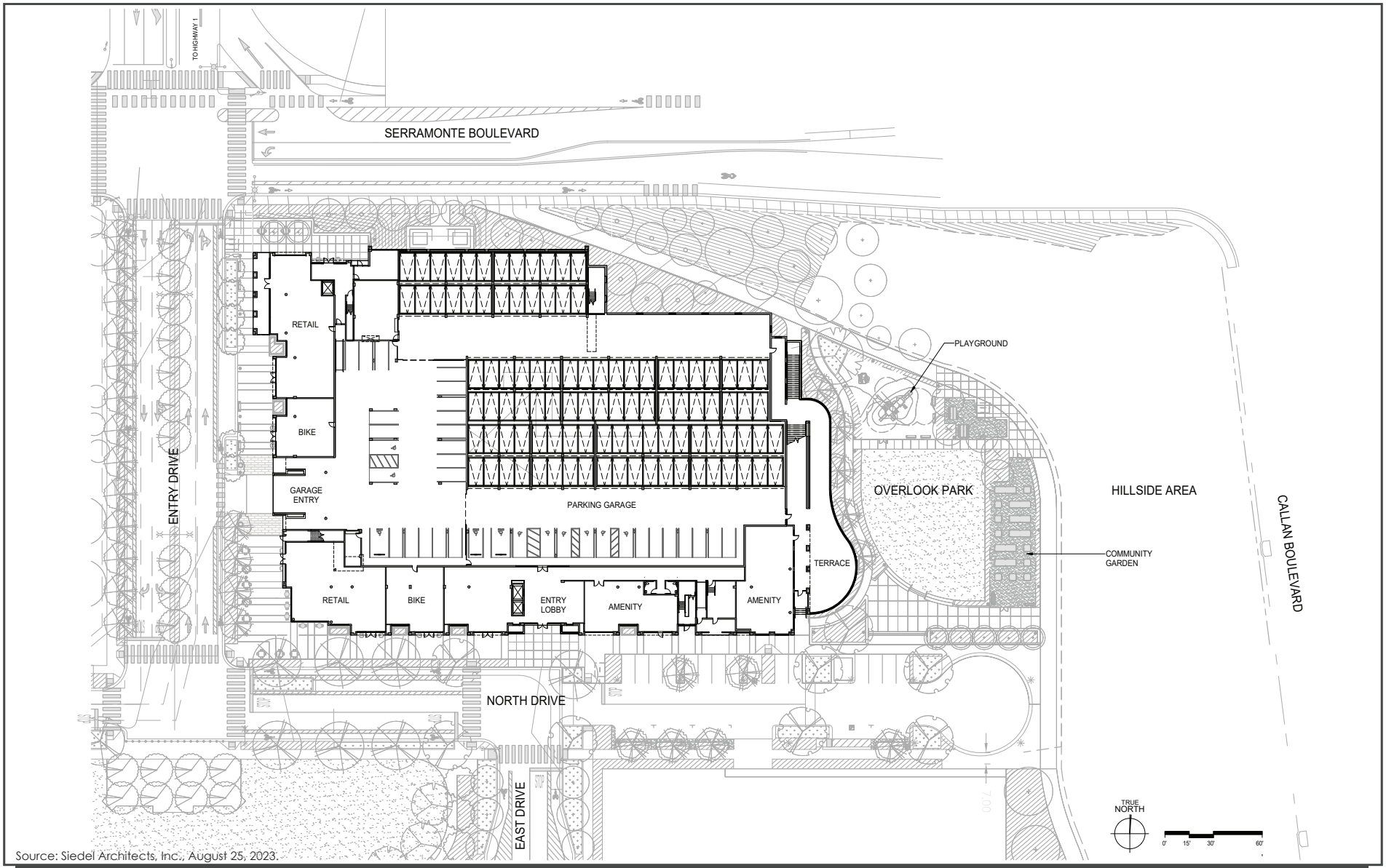
Page 10 **REVISE** the first paragraph under Site Access and Circulation as follows:

Vehicular access to the Parcel B site would be provided via ~~a new driveway and the existing entry drive on Serramonte Boulevard (see Figure 2.2-8). The new driveway would be located east of the existing entry drive and provide direct access to the lower parking level. A~~an entry road ~~would~~that runs north-south between Parcels A and B from the existing driveway along Serramonte Boulevard. An entrance to the proposed ground-floor parking ~~(i.e. the upper level of the parking garage)~~ would be located along this new road. A new road serving Parcels A and B would run west-east along the southern boundaries of Parcels A and B. A new multi-use pathway would be constructed around the perimeter of the proposed mixed-use building and Parcel B.

Page 11 **ADD** the following bullet to the bulleted list as follows:

- Hickey Boulevard/Callan Boulevard right-turn lane addition

Page 14 **REPLACE** Figure 2.2-8 with the following figure:



Source: Siedel Architects, Inc., August 25, 2023.

PARCEL B CONCEPTUAL SITE PLAN | FIGURE 2.2-8

Page 15 **REPLACE** Figure 2.2-9 with the following figure:



SOUTH ELEVATION (NORTH DRIVE)



WEST ELEVATION (ENTRY DRIVE)

Source: Siedel Architects, Inc., August 25, 2023.

PARCEL B CONCEPTUAL BUILDING ELEVATIONS | FIGURE 2.2-9

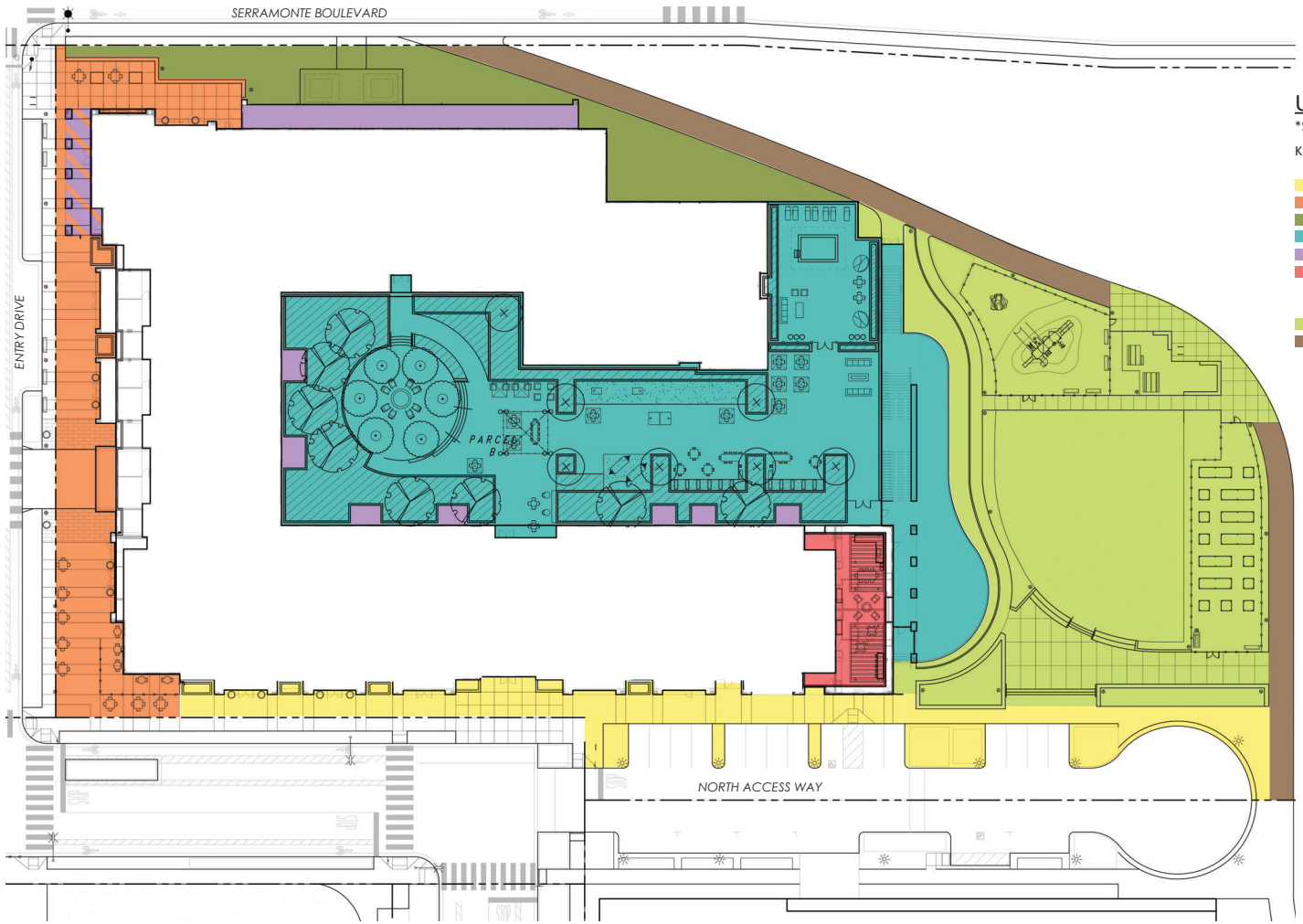
Page 16 **REVISE** the first sentence under Open Space and Landscaping as follows:

The proposed Parcel B development project would include three components of open space to be used by the public: 1) approximately 22,300 square-foot public park that would include a large grass area, ~~and~~ playground, and community garden with raised planter beds; 2) the first phase of the recreational trail (approximately 6,800 square feet) that would be located in the southeast corner of Parcel B; and 3) open space for public use at the retail plaza (approximately 7,000 square feet) facing the new entry road (see Figure 2.2-10).

Page 16 **REVISE** the second paragraph under Utility, Drainage, and Off-Site Improvements as follows:

Stormwater would be treated on-site with area drains, drop inlets, manholes, bioretention areas, and below-grade pipes, before being discharged to a 24-inch storm drain lines in Serramonte Boulevard and Callan Boulevard. The project would treat stormwater before entering the city's storm drain system. In addition, an infiltration gallery is proposed to offset an increase in runoff generated from the proposed development.

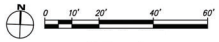
Page 17 **REPLACE** Figure 2.2-10 with the following figure:



USEABLE OPEN SPACE SUMMARY

*SEE ARCHITECTURE DRAWINGS FOR PRIVATE BALCONY & DECK AREAS

KEY	NAME	AREA	LEVEL
	PEDESTRIAN STREETSCAPE	6,505 SF	GROUND FLOOR
	RETAIL PLAZA	6,965 SF	GROUND FLOOR
	LANDSCAPE (<10%)	5,390 SF	GROUND FLOOR
	COURTYARD & TERRACE	24,360 SF	GROUND/2ND
	*PRIVATE BALCONIES OR DECKS	2,585 SF	ALL LEVELS
	ROOF TERRACE	1,346 SF	6TH FLOOR
	SUBTOTAL	**47,151 SF**	
	PARK(<10%)	22,295 SF	GROUND FLOOR
	RECREATION TRAIL	5,985 SF	GROUND FLOOR
	SUBTOTAL	**28,280 SF**	
	TOTAL	**75,431 SF**	



Source: Siedel Architects, Inc., August 25, 2023.

PARCEL B CONCEPTUAL OPEN SPACE PLAN | FIGURE 2.2-10

Page 102 **REVISE** the heading and text of under San Mateo County Comprehensive Airport Land Use Plan as follows:

~~San Mateo County~~ Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport

Daly City is within the jurisdiction of the ~~San Francisco Airport (SFO) Land Use Plan component of the San Mateo County~~ Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (SFO ALUCP), adopted ~~in December 1996 and updated in 2001~~ November 2012. Established in the ~~CLUP~~ SFO ALUCP are procedures used by the San Mateo City and County Association of Governments (C/CAG) to review land use decisions in the vicinity of San ~~Mateo County airports~~ Francisco International Airport. Airport planning boundaries define where height, noise and safety standards, policies, and criteria are applied to certain proposed land use policy actions.

Page 104 **REVISE** the text under Airport Hazards as follows:

The project site is located within the SFO ~~CLUP~~ ALUCP Airport Influence Area B, which requires projects to be consistent with the goals and policies of the ~~CLUP~~ SFO ALUCP. The project site is approximately five miles northwest from the runway termination point of the San Francisco International Airport, beyond the outer boundary of safety compatibility zones and outside of the Community Noise Equivalent Level (CNEL) noise contours for the airport, as delineated in the ~~CLUP~~ SFO ALUCP.

Page 124 **REVISE** the first sentence of the third paragraph under Impact LU-2 as follows:

The proposed project would construct housing within the City of Daly City and it aligns with the City's Inclusionary Housing Ordinance in providing ~~at least 10~~ 20 percent affordable housing, which is double the required amount.

Page 129 **REVISE** the heading and text under Comprehensive Airport Land Use Compatibility Plan for the Environs of the San Francisco International Airport as follows:

Comprehensive Airport Land Use Compatibility Plan for the Environs of ~~the~~ San Francisco International Airport

~~As discussed in more detail in Section 4.10 Land Use, t~~The project site is located within the Airport Influence Area (AIA) of the San Francisco International Airport (SFO). Properties within the AIA may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (e.g., noise, vibration, and odors). The airport/land use compatibility of a proposed development or land use policy action shall be determined by comparing the proposed development or land use policy action with the safety compatibility criteria, noise compatibility

criteria, and airspace protection/height limitation criteria in the SFO ALUCP. The site is located outside of the SFO 65 dB CNEL noise contour.

Page 159 **ADD** the following text to the third sentence of the first paragraph under Impact PS-4:

The Parcel B Development project includes a public park with a community garden, a recreational trail, and a public retail plaza, totaling approximately 0.8-acre.

Page 161 **REVISE** the first paragraph under Schools as follows:

Only one of cumulative projects from Table 3.0-1 (Serramonte Condominiums) is a residential project that would generate new students and it is located within the ~~Brisbane Elementary School District; therefore, it would not have any impacts on the~~ Jefferson Elementary School District~~.~~ and ~~Serramonte Condominiums is, however, within the boundary for~~ Jefferson Union High School District. The Serramonte Condominiums project proposes 323 residential units, which would generate approximately 191 new K-8 students and 29 new high school students. Daniel Webster Elementary School currently has an available capacity of 290 students and Fernando Middle School currently has an available capacity of 309 students (see Table 3.15-1). Westmoor High School currently has available capacity of 846 students (see Table 3.15-1) and can easily accommodate the proposed project's and the Serramonte Condominiums project's new high school students.

Page 165 **ADD** the following text to the third sentence under Impact REC-1:

The Parcel B Development project includes a privately owned, publicly accessible park with a community garden, a recreational trail, and a public retail plaza, totaling approximately 0.8-acre, which would partially off-set demand on nearby recreational facilities.

Page 177 **REVISE** the third sentence of the second paragraph under Bicycle and Pedestrian Facilities as follows:

Consistent with General Plan Policies CE-13 and CE-20, the project proposes to provide Class I, Class II, ~~and~~ Class III, and Class IV bicycle facilities on interior roadways within the project site and Class II bicycle facilities along eastbound and westbound Serramonte Boulevard that would improve bicycle access to and from the site.

Page 177 **ADD** the following text to the last sentence under Storm Drainage:

Surface runoff from the project site is collected in area drains and conveyed to a 24-inch storm drain in Serramonte Boulevard and Callan Boulevard that flows to the east.

Page 181-182 **REVISE** the first through third paragraphs under Geometric Design as follows:

As discussed under Impact TRN-1, vehicles would access the project site through a northern access point at the intersection of Serramonte Boulevard and the Highway 1 on-ramps, or through a southern access point accessible from Hickey Boulevard via Campus Drive. ~~The project would also include a right-in/right-out driveway onto Serramonte Boulevard approximately 200 feet east of Entry Drive; this driveway would provide access to the Parcel B garage. Since the driveway to the Parcel B garage as designed would be unsignalized, it could potentially conflict with vehicle, bicycle, and pedestrian traffic on Serramonte Boulevard.~~

~~**Mitigation Measure:**~~

~~**MM TRN-3.2:** As part of the Parcel B Development project's final design, details of the Serramonte Boulevard parking garage driveway design would include the following as determined necessary by the City Traffic Engineer:~~

- ~~Measures to prohibit vehicular left-turns – either through the installation of a hard concrete median, vertical delineators, or alternative means.~~
- ~~Adequate sight distance – obstructions to sight distance for all users should not be placed adjacent to the driveway and adequate throat distance to the garage entry should be provided accordingly.~~
- ~~Pedestrian and bicycle warning measures – adequate warning measures for pedestrians and bicycles should be provided on Serramonte Boulevard, including the installation of tactile domes on the sidewalk and green hatched bike lane striping on the roadway.~~
- ~~The Parcel B driveway along Serramonte Blvd. shall provide satisfactory separation distance from the intersection of Serramonte Blvd. and Highway 1 on- and off-ramps to address merging and any turning movements.~~
- ~~A separate traffic study shall be conducted to determine if a new traffic signal at the Parcel B driveway is warranted. The results of the study will affect the City's determination on whether a driveway entry and exit shall be permitted along Serramonte Blvd.~~

~~Implementation of MM TRN-3.2 would ensure that vehicles exiting the driveway would have adequate sight distance and would not be able to make illegal left-turns which could create hazards for other vehicles, bicycles, and pedestrians. Additionally, MM TRN-3.2 would alert vehicles entering and exiting the driveway of the presence of bicycles and pedestrians. As such, implementation of MM TRN-3.2 would ensure that the proposed driveway does not substantially increase hazards.~~

The project ~~also~~ proposes to construct residential buildings that would each have their own gated parking garages, which residents would be able to access through the use of a keycard or equivalent

technology. Queues at these parking garages could conflict with bicycle and pedestrian facilities if not designed properly.

Draft Environmental Impact Report

Serramonte Del Rey Campus Redevelopment

SCH# 2023060571



Prepared by

DALY CITY CALIFORNIA

In Consultation with

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ENVIRONMENTAL CONSULTANTS & PLANNERS

June 2023

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SUMMARY

The City of Daly City, as the Lead Agency, has prepared this Draft Environmental Impact Report (EIR) for the Serramonte Del Rey Campus Redevelopment project in compliance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines.

As the CEQA Lead Agency for this project, the City of Daly City is required to consider the information in the EIR along with any other available information in deciding whether to approve the project. The basic requirements for an EIR include discussions of the environmental setting, significant environmental impacts (including growth-inducing impacts and cumulative impacts), mitigation measures, and alternatives. It is not the intent of an EIR to recommend either approval or denial of a project.

Summary of the Project

The approximately 22-acre project site is located on the south side of Serramonte Boulevard between the intersections of Callan Boulevard/Serramonte Boulevard and St. Francis Boulevard/Serramonte Boulevard in the City of Daly City (APN 091-211-230). The site is currently developed with the Jefferson Union High School District offices and adult education buildings, Head Start, Parcel A Development project (JUHSD Faculty and Staff Housing project consisting of 122 units), surface parking lots, and associated landscaping.

The project consists of two primary components: (1) development of a new approximately 22-acre Serramonte Del Rey Precise Plan (Precise Plan), and (2) a specific development proposal for the approximately 4.3-acre Parcel B within a portion of the new Precise Plan.

The new Precise Plan would allow for the redevelopment of the project site area with up to 1,235 units (which includes the existing 122 units on Parcel A) of affordable and market-rate rental housing, up to 14,000 square feet of neighborhood-serving retail/commercial uses (in addition to 2,400 square feet for a Head Start childcare facility), and infrastructure improvements throughout the project area. Compared to the existing approved Precise Plan, the proposal would result in a net increase of 1,060 residential units and the elimination of planned office space.

The proposed Parcel B development would demolish an existing Adult Education building and surface parking on-site and construct a seven-story, mixed-use building with 201 residential units and approximately 8,000 square feet of retail space on a 4.3 acre portion of the site located at the northwest corner of the project site. The building would include two levels of parking, with one level of below grade parking.

Summary of Significant Impacts and Mitigation Measures

The following is a summary of the significant impacts and mitigation measures addressed within this EIR. The project description and full discussion of impacts and mitigation measures can be found in Section 2.0 Project Description and Section 3.0 Environmental Setting, Impacts, and Mitigation.

Significant Impact	Mitigation Measures
Impact AIR-2: The project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard. **(Less than Significant Impact with Mitigation Incorporated)**	**MM AIR-2.1:** BAAQMD Best Management Practices: The project shall implement the Bay Area Air Quality Management District's (BAAQMD's) recommended best management practices (BMPs) and additional measures to reduce construction equipment exhaust emissions. These measures shall include the following: • All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered three times a day and at a frequency adequate to maintain minimum soil moisture of 12 percent. Moisture content shall be verified by lab samples or moisture probe. • All haul trucks transporting soil, sand, or other loose material off-site shall be covered. • All visible mud or dirt track-out onto adjacent public roads shall be removed using a wet power vacuum street sweeper at least once per day. The use of dry power sweeping shall be prohibited. • All vehicle speeds on unpaved roads shall be limited to 15 mph. • All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used. • All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation. • Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations. • All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph and visible dust extends beyond site boundaries. • Wind breaks (e.g., trees, fences) shall be installed on the windward side(s) of actively disturbed areas of construction adjacent to sensitive receptors. Wind breaks should have at maximum 50 percent air porosity. • Vegetative ground cover (e.g., fast-germinating native grass seed) shall be planted in disturbed areas as soon as possible and watered appropriately until vegetation is established.

Significant Impact	Mitigation Measures
	• The simultaneous occurrence of excavation, grading, and ground-disturbing construction activities on the same area at any one time shall be limited. Activities shall be phased to reduce the amount of disturbed surfaces at any one time. • Avoid tracking of visible soil material on to public roadways by employing the following measures if necessary: (1) Site accesses to a distance of 100 feet from public paved roads shall be treated with a 6 to 12-inch compacted layer of wood chips, mulch, or gravel and (2) washing truck tires and construction equipment of prior to leaving the site. • Sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways from sites with a slope greater than one percent. **MM AIR-2.2:** Selection of Construction Equipment: All construction equipment larger than 25 horsepower used at the site for more than two continuous days or 20 hours total shall meet U.S. Environmental Protection Agency (EPA) Tier 4 emission standards PM (PM10 and PM2.5), if feasible, otherwise, • Use equipment that meets U.S. EPA emission standards for Tier 2 or 3 engines and include particulate matter emissions control equivalent to California Air Resources Board (CARB) Level 3 verifiable diesel emission control devices that altogether achieve a 50-percent reduction in particulate matter exhaust in comparison to uncontrolled equipment; alternatively (or in combination). • Use of electrical or non-diesel fueled equipment. Alternatively, the applicant may develop another construction operations plan demonstrating that the construction equipment used on-site would achieve a reduction in construction diesel particulate matter emissions by 70 percent or greater. Elements of the plan could include a combination of some of the following measures: • Implementation of Tier 4 or alternatively fueled equipment, • Installation of electric power lines during early construction phases to avoid use of diesel generators and compressors, • Use of electrically-powered equipment,

Significant Impact	Mitigation Measures
	• Forklifts and aerial lifts used for exterior and interior building construction shall be electric or propane/natural gas powered, • Change in construction build-out plans to lengthen phases, and • Implementation of different building techniques that result in less diesel equipment usage. Such a construction operations plan would be subject to review by an air quality expert and approved by the City prior to construction. **MM AIR-2.3:** Low Volatile Organic Compounds (VOC) Coating: The project shall use low volatile organic compound or VOC (i.e., ROG) coatings, that are below current BAAQMD requirements (i.e., Regulation 8, Rule 3: Architectural Coatings), for at least 50 percent of all residential and nonresidential interior paints and 50 percent of exterior paints. This includes all architectural coatings applied during both construction and reapplications throughout the project's operational lifetime. At least 50 percent of coatings applied must meet a "super-compliant" VOC standard of less than 10 grams of VOC per liter of paint. For reapplication of coatings during the project's operational lifetime, the Declaration of Covenants, Conditions, and Restrictions shall contain a stipulation for low VOC coatings to be used.
Impact AIR-3: The project would not expose sensitive receptors to substantial pollutant concentrations. **(Less than Significant Impact with Mitigation Incorporated)**	See mitigation measures MM AIR-2.1 and MM AIR-2.2 above. **MM AIR-3.1:** Prior to the issuance of a grading permit, the applicant shall provide the City with the most recent construction phasing schedule by parcel for buildout of the proposed Precise Plan. If the most recent construction phasing schedule increases the number of units per construction phase compared to the construction phasing assumed in the air quality analysis of this EIR, the applicant shall prepare an updated community health risk assessment to confirm that the new phasing will not result in any new or more significant air quality impacts not previously disclosed in this EIR. The updated community health risk assessment shall be reviewed and approved by the Director of Community Development or Director's designee.

Significant Impact	Mitigation Measures
Impact AIR-C: The project would not result in a cumulatively considerable contribution to a cumulatively significant air quality impact. **(Less than Significant Cumulative Impact with Mitigation Incorporated)**	See mitigation measures MM AIR-2.1 and MM AIR-2.2 above.
Impact BIO-1: The project would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS. **(Less than Significant Impact with Mitigation Incorporated)**	**MM BIO-1.1:** • If construction is initiated during the non-breeding season (September 1 to January 31), then vegetation removal, building demolition and other construction may proceed with no restrictions. • If initial building demolition, vegetation removal, and construction is proposed during the nesting season (February 1 to August 31), a focused survey for nesting raptors and other native birds shall be conducted by a qualified biologist within 14 days prior to the onset of construction in order to determine whether any active nests are present on the site and surrounding area within 250 feet of proposed construction. The survey shall be reconducted any time construction has been delayed or curtailed for more than 14 days during the nesting season. • If no active nests are identified during the construction survey period, then building demolition, vegetation removal, and other construction may proceed with no restrictions. • If active bird nests are found, an adequate setback shall be established by a qualified biologist, approved by the City Planning Division, around the nest location and construction activities restricted within this no-disturbance zone until the qualified biologist has confirmed that any young birds have fledged and are able to function outside the nest location. Required setback distances for the no-disturbance zone shall be based on input received from the CDFW and may vary depending on species and sensitivity to disturbance. As necessary, the no-disturbance zone shall be fenced with temporary orange construction fencing if construction is to be initiated elsewhere on the site outside this zone. • A report of findings shall be prepared by the qualified biologist and submitted to the Director of Community Development or Director's designee for review and approval prior to initiation of construction during the nesting season (February 1 to August 31). The report shall either confirm absence of any active nests or should confirm that any young are located within a designated no-disturbance zone and construction can proceed. No report of findings is required if construction is initiated during the non-

Significant Impact	Mitigation Measures
	nesting season (September 1 to January 31) and continues uninterrupted according to the above criteria. **MM BIO-1.2:** Adequate measures shall be taken to avoid roosting by special-status bat species as a result of tree removal and building demolition, specifically: • To the extent feasible, any tree removal or trimming that is deemed necessary by a certified arborist to maintain tree health shall be conducted outside of the bat maternity season (i.e., generally avoiding tree removal or trimming April through October). • Building demolition shall, to the extent feasible, be conducted outside of the bat maternity season (i.e., generally avoiding demolition April through October). • If tree removal, trimming, or building demolition occurs within bat maternity season (i.e., generally April through October), a pre-construction bat roost assessment shall be conducted by a qualified biologist at least 14 days and no more than 30 days prior to tree removal or building demolition to determine if bats roosts are present that may be impacted by project activities. • If special-status bat species or maternity roosts are detected during these surveys, a qualified biologist shall identify any additional measures required to protect the roosts, such as including avoidance of the roosts until the end of the maternity roosting season. • Regardless of the timing of tree removal or trimming activities, all felled trees or large limbs shall remain on the ground for at least 24-hours prior to chipping, off-site removal, or other processing to allow any roosting individual bats to vacate the premises of their own volition. • A report of findings shall be prepared by the qualified biologist and submitted to the Director of Community Development or Director's designee for review and approval prior to initiation of construction during the maternity roosting season (April through October). The report shall either confirm absence of any active maternity roosts or specify any additional measures necessary to protect roosts until the end of the maternity roosting season. No report of findings is required if construction is initiated during the non-maternity roosting season (November through March) and continues uninterrupted according to the above criteria.

Significant Impact	Mitigation Measures
Impact BIO-C: The project would not result in a cumulatively considerable contribution to a cumulatively significant biological resources impact. **(Less than Significant Cumulative Impact with Mitigation Incorporated)**	See mitigation measures MM BIO-1.1 and MM BIO-1.2 above.
Impact CUL-2: The project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5. **(Less than Significant Impact with Mitigation Incorporated)**	**MM CUL-2.1:** Undiscovered Archaeological Resources. If evidence of an archaeological site or other suspected cultural resource as defined by CEQA Guideline Section 15064.5, including darkened soil representing past human activity ("midden"), that could conceal material remains (e.g., worked stone, worked bone, fired clay vessels, faunal bone, hearths, storage pits, or burials) is discovered during construction related earth-moving activities, all ground-disturbing activity within 100 feet of the resources shall be halted and the City's Planning Manager shall be notified. The project sponsor shall hire a qualified archaeologist to conduct a field investigation. the City's Planning Manager shall consult with the archaeologist to assess the significance of the find. Impacts to any significant resources shall be mitigated to a less-than-significant level through data recovery or other methods determined adequate by a qualified archaeologist and that are consistent with the Secretary of the Interior's Standards for Archaeological documentation. Any identified cultural resources shall be recorded on the appropriate DPR 523 (A-J) form and filed with the NWIC. **MM CUL-2.2:** Report of Archaeological Resources. If archaeological resources are identified, a final report summarizing the discovery of cultural materials shall be submitted to the City's Planning Manager prior to issuance of certificate of occupancy. This report shall contain a description of the mitigation program that was implemented and its results, including a description of the monitoring and testing program, a list of the resources found and conclusion, and a description of the disposition/curation of the resources.
Impact CUL-3: The project would not disturb any human remains, including those interred outside of dedicated cemeteries. **(Less than Significant Impact with Mitigation Incorporated)**	**MM CUL-3.1:** Human Remains. If human remains are discovered during project construction, all ground-disturbing activity within 100 feet of the resources shall be halted and the City's Planning Manager and the San Mateo County coroner shall be notified immediately, according to Section 5097.98 of the State Public Resources Code and Section 7050.5 of California's Health and Safety Code. If the remains are determined by the County coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC

Significant Impact	Mitigation Measures
	shall be adhered to in the treatment and disposition of the remains. The project sponsor shall also retain a professional archaeologist with Native American burial experience to conduct a field investigation of the specific site and consult with the Most Likely Descendant, if any, identified by the NAHC. As necessary, the archaeologist may provide professional assistance to the Most Likely Descendant, including the excavation and removal of the human remains. The City of Daly City shall be responsible for approval of recommended mitigation as it deems appropriate, taking account of the provisions of State law, as set forth in CEQA Guidelines section 15064.5(e) and Public Resources Code section 5097.98. The project sponsor shall implement approved mitigation, to be verified by the City of Daly City, before the resumption of ground-disturbing activities within 100 feet of where the remains were discovered.
Impact GEO-6: The project would not directly or indirectly destroy a unique paleontological resource or site or unique geological feature. **(Less than Significant Impact with Mitigation Incorporated)**	**MM GEO-6.1:** Unique Paleontological and/or Geologic Features and Reporting. Should a unique paleontological resource or site or unique geological feature be identified at the project site during any phase of construction, all ground disturbing activities within 25 feet shall cease and the City's Planning Director notified immediately. A qualified paleontologist shall evaluate the find and prescribe mitigation measures to reduce impacts to a less than significant level. Work may proceed on other parts of the project site while mitigation for paleontological resources or geologic features is implemented. Upon completion of the paleontological assessment, a report shall be submitted to the City and, if paleontological materials are recovered, a paleontological repository, such as the University of California Museum of Paleontology.
Impact GEO-C: The project would not result in a cumulatively considerable contribution to a cumulatively significant geology and soils impact. **(Less than Significant Cumulative Impact with Mitigation Incorporated)**	See mitigation measure MM GEO-6.1 above.
Impact HAZ-2: The project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. **(Less than Significant Impact with Mitigation Incorporated)**	**MM HAZ-2.1:** Prior to the issuance of demolition, grading, or building permits for projects on Parcels C-E, the applicant shall remove the existing underground storage tanks (USTs) and aboveground storage tanks (ASTs) in accordance with the San Mateo County Department of Environmental Health's (SMCDEH) Underground Storage Tank Program and Aboveground Petroleum Storage Tank Program. During removal of the ASTs and USTs, contractors shall observe for staining and spilled contaminants. If stains and/or spills are observed, an Environmental Professional shall be retained to collect soil samples for laboratory analysis in accordance

Significant Impact	Mitigation Measures
	with commonly accepted environmental protocols. If contaminants are identified at concentrations exceeding applicable screening levels published by the RWQCB, DTSC and/or EPA , appropriate mitigation measures, such as, but not limited to, a Soil Management Plan and Health Safety Plan, shall be incorporated into the demolition permit. Approval by an appropriate regulatory agency (i.e., RWQCB, DTSC or SMCDEH) shall be obtained prior to conducting earthwork activities in the vicinity of the impacted soil. The applicant shall provide documentation of the safe removal of all existing USTs and ASTs consistent with SMCDEH requirements to Director of Economic and Community Development or Director's designee for review and approval.
Impact HAZ-3: The project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. **(Less than Significant Impact with Mitigation Incorporated)**	See mitigation measure MM HAZ-2.1 above.
Impact NOI-1: The project would not result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. **(Less than Significant Impact with Mitigation Incorporated)**	**MM NOI-1.1:** The applicant shall develop a construction noise control plan for each construction phase, including, but not limited to, the following available controls: • Construct temporary noise barriers, where feasible, to screen stationary noise-generating equipment. Temporary noise barrier fences would provide a 5 dBA noise reduction if the noise barrier interrupts the line-of-sight between the noise source and receptor and if the barrier is constructed in a manner that eliminates any cracks or gaps. • Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment. • Unnecessary idling of internal combustion engines should be strictly prohibited. • Locate stationary noise-generating equipment, such as air compressors or portable power generators, as far as possible from sensitive receptors as feasible. If they must be located near receptors, adequate muffling (with enclosures where feasible and appropriate) shall be used to reduce noise levels at the adjacent sensitive receptors. Any enclosure openings or venting shall face away from sensitive receptors. • Utilize "quiet" air compressors and other stationary noise sources where technology exists.

Significant Impact	Mitigation Measures
	• Construction staging areas shall be established at locations that will create the greatest distance between the construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction. • Locate material stockpiles, as well as maintenance/equipment staging and parking areas, as far as feasible from residential receptors. • Route construction-related traffic along major roadways and as far as feasible from sensitive receptors. • Locate material stockpiles, as well as maintenance/equipment staging and parking areas, as far as feasible from residential receptors. • Control noise from construction workers' radios to a point where they are not audible at existing residences bordering the project site. • The contractor shall prepare a detailed construction schedule for major noise-generating construction activities. The construction plan shall identify a procedure for coordination with adjacent residential land uses so that construction activities can be scheduled to minimize noise disturbance. • Designate a "disturbance coordinator" who would be responsible for responding to any complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., bad muffler, etc.) and will require that reasonable measures be implemented to correct the problem. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include in it the notice sent to neighbors regarding the construction schedule.
Impact TRN-2: The project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b). **(Less than Significant Impact with Mitigation Incorporated)**	**MM TRN-2.1:** Prior to issuance of building permits, the project applicant shall develop a transportation demand management (TDM) plan for the proposed project (except for the Parcel A development project which has already been occupied) in accordance with C/CAG's Transportation Demand Management Policy Implementation Guide, including any anticipated phasing, and shall submit the TDM Plan to the City for review and approval. The TDM Plan shall identify trip reduction strategies as well as mechanisms for funding and overseeing the delivery of trip reduction programs and strategies. The TDM Plan shall be designed to achieve the trip reduction, as required to reduce the VMT per resident from 12.0 to 11.6. The TDM Plan shall describe which measures apply to the entire site and which, if any, apply on a parcel-by-parcel basis.

Significant Impact	Mitigation Measures
	Trip reduction strategies applicable to the proposed project may include, but are not limited to, the following: • Provide Secure and Accessible Bike Parking • Provide Bicycle Maintenance Facilities • Price and Unbundle Parking • Provide Carpooling Programs • Implement Car-Sharing Program • Implement Loaner Bike Program • Provide a Transit Riders Guide • Provide a Dedicated Transportation Coordinator • Provide an Online TDM Information Center • Free Trial Rides on Transit Services • Implement a Subsidized or Discounted Transit Program The TDM plan shall indicate the estimated Vehicle Trip Reduction (VTR) for each strategy proposed based on published research or guidelines. For TDM measures containing ongoing operational VTR strategies, the TDM plan shall include an ongoing monitoring and enforcement program to ensure the Plan is implemented on an ongoing basis during project operation. For VTR strategies involving physical improvements, the project shall obtain the necessary permits/approvals from the City and install the improvements prior to building occupancy. Applicant will resubmit TDM Plan if there is a material adverse impact resulting from a change from the permitted uses (i.e., unit count, use type, phasing). The TDM Plan shall require annual evaluation of the program by the property owner, to determine if the program goals in reducing automobile travel are satisfied and to assess the effectiveness of the various strategies implemented. The property owner shall be required to conduct biennial self-certification for the first six years of project occupancy per the C/CAG TDM Program. The property owner shall conduct annual travel surveys and driveway counts to monitor the amount of automobile travel generated by the project. The goal of the TDM Plan and programs shall be to reduce the project's daily VMT per resident from 12.0 to 11.6. Based on the results of the surveys, the TDM programs shall be increased if these requirements are not met. Annual travel surveys and driveway counts (TDM program monitoring) shall be conducted for the first two years following project occupancy. The results of the monitoring program and travel surveys shall be submitted to the City for review and

Significant Impact	Mitigation Measures
	approval. If the program VMT reduction goals are met in the first six years, annual monitoring and surveys shall be suspended. If the program's VMT reduction goals are not satisfied, site management shall prepare and submit for City approval a Corrective Action Plan. The Corrective Action Plan shall detail the additional TDM measures to be implemented on site and their expected travel/mode split reduction. Additional annual travel surveys and driveway counts shall be conducted for the two years following the implementation of the Corrective Action Plan to determine if the program's VMT reduction goals are satisfied.
Impact TRN-3: The project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). **(Less than Significant Impact with Mitigation Incorporated)**	**MM TRN-3.1:** A Construction Traffic Management Plan shall be developed and implemented to minimize impacts to the transportation system. The Construction Traffic Management Plan shall detail the Project's construction schedule, vehicle type time-of-day plans, route planning, advanced public notices of partial or full street closures or traffic diversion, and other strategies to reduce potential conflicts during construction. The plan shall include, but not be limited to, the following: • Identification of the traffic controls and methods proposed during each phase of Project construction. Provision of safe and adequate access for vehicles, transit, bicycles, and pedestrians. Traffic controls and methods employed during construction shall be in accordance with Daly City standards and the requirements of the California Manual of Uniform Traffic Control Devices (CA MUTCD 2014, Revision 6). • Provision of notice to relevant emergency services, thereby avoiding interference with adopted emergency plans, emergency vehicle access, or emergency evacuation plans. • A prohibition on all construction truck activity during the weekday morning and evening peak commute periods (7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m.). • Preservation of emergency vehicle access. • Identification of approved truck routes in communication with Daly City staff. • Location of staging areas and the location of construction worker parking. • Identification of the means and locations of the separation (i.e. fencing) of construction areas and adjacent active uses. • The provision of flaggers at all on-site locations where construction trucks and construction worker

Significant Impact	Mitigation Measures
	vehicles conflict with vehicle, bicycle, transit, or pedestrian traffic. • Provision of a point of contact for residents to obtain construction information, have questions answered and convey complaints. **MM TRN-3.2:** As part of the Parcel B Development project's final design, details of the Serramonte Boulevard parking garage driveway design would include the following as determined necessary by the City Traffic Engineer: • Measures to prohibit vehicular left-turns – either through the installation of a hard concrete median, vertical delineators, or alternative means. • Adequate sight distance – obstructions to sight distance for all users should not be placed adjacent to the driveway and adequate throat distance to the garage entry should be provided accordingly. • Pedestrian and bicycle warning measures – adequate warning measures for pedestrians and bicycles should be provided on Serramonte Boulevard, including the installation of tactile domes on the sidewalk and green hatched bike lane striping on the roadway. • The Parcel B driveway along Serramonte Blvd. shall provide satisfactory separation distance from the intersection of Serramonte Blvd. and Highway 1 on- and off-ramps to address merging and any turning movements. • A separate traffic study shall be conducted to determine if a new traffic signal at the Parcel B driveway is warranted. The results of the study will affect the City's determination on whether a driveway entry and exit shall be permitted along Serramonte Blvd. **MM TRN-3.3:** As part of the project's final design, each residential facility's garage entrance accessed via the public right of way shall be designed to provide adequate storage for expected vehicle queues. The amount of storage shall be calculated based on the individual garage size and forecast rates of arrival and departure. A minimum stacking distance of 25 feet shall be provided between the back of curb and gate installation at the entrance to each residential garage entrance. The purpose of this space is to minimize the instance of vehicles queued across sidewalks and bicycle facilities. These queue calculations shall be performed for

Significant Impact	Mitigation Measures
	each garage and submitted to the City Engineer with planning/building permit for review and approval.
Impact TRN-4: The project would not result in inadequate emergency access. **(Less than Significant Impact with Mitigation Incorporated)**	**MM TRN-4.1:** In accordance with City and North County Fire Authority requirements and design standards, all future development within the project site shall provide even surface pavement, appropriate signage, delineation, and other features at all emergency access points and internal roadways to accommodate emergency vehicles. As part of the final design and permitting process, each proposed development shall seek and obtain approval from the North County Fire Authority.
Impact TRN-C: The project would not result in a cumulatively considerable contribution to a cumulatively significant transportation impact. **(Less than Significant Cumulative Impact with Mitigation Incorporated)**	See mitigation measure MM TRN-2.1 above.
Impact TCR-1: The project would not cause a substantial adverse change in the significance of a tribal cultural resource that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k). **(Less than Significant Impact with Mitigation Incorporated)**	See mitigation measures MM CUL-2.1, MM CUL-2.2, and MM CUL-3.1 above.
Impact TCR-2: The project would not cause a substantial adverse change in the significance of a tribal cultural resource that is determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. **(Less than Significant Impact with Mitigation Incorporated)**	See mitigation measures MM CUL-2.1, MM CUL-2.2, and MM CUL-3.1 above.
Impact TCR-C: The project would not result in a cumulatively considerable contribution to a cumulatively significant tribal cultural resources impact. **(Less than Significant Cumulative Impact with Mitigation Incorporated)**	See mitigation measures MM CUL-2.1, MM CUL-2.2, and MM CUL-3.1 above.

Summary of Project Alternatives

The California Environmental Quality Act (CEQA) requires that an EIR identify alternatives to the project as proposed. The CEQA Guidelines state that an EIR must identify alternatives that would feasibly attain the most basic objectives of the project, but avoid or substantially lessen significant environmental effects, or further reduce impacts that are considered less than significant with the incorporation of mitigation. A summary of project alternatives follows. The EIR considered three alternatives, beyond those presented below, but rejected them for further analysis. A full analysis of project alternatives is provided in Section 7.0 Alternatives.

No Project Alternative

The No Project Alternative assumes that the project site would remain as it is today with the existing buildings being reoccupied. All environmental impacts of the project would be avoided. However, this alternative would not achieve any of the project objectives.

No Project – Existing Zoning Alternative

The No Project – Existing Zoning Alternative is what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services. This alternative assumes the project is not approved and the project site is redeveloped consistent with the current zoning of PD-31 (Planned Development District).[1] The PD-31 zoning is the current 1985 Precise Plan for the project site, which allows for the development of up to 175 residential units (53 units in addition to the 122 units developed on Parcel A) and approximately 700,000 square feet of office space. Associated infrastructure and roadway improvements would also be required in order to construct the No Project – Existing Zoning Alternative. This alternative would lessen the project's construction criteria pollutant, TAC health risk, construction noise, and construction traffic impacts because it would reduce overall building square footage by approximately 500,000 square feet, but result in slightly greater VMT impacts per resident. This alternative would result in the same or similar impacts to all other environmental resource areas as the project. This alternative does not meet the project objective of providing new market-rate and affordable housing given this alternative would yield 175 units, substantially below the 1,235 proposed. This alternative would result in substantial office space on the project site, which is not an objective of the project.

Environmentally Superior Alternative

The CEQA Guidelines state that an EIR shall identify an environmentally superior alternative. As described in Section 7.0 Alternatives, the environmentally superior alternative to the proposed project is the No Project Alternative because all of the project's significant environmental impacts would be avoided. In addition to the No Project Alternative, the No Project – Existing Zoning Alternative would be an environmentally superior alternative.

[1] A smaller portion of the of the site in the northwest corner (Parcel A Development project) is zoned to PD-31A. The PD-31A zoning was specifically created to allow for the Parcel A Development project, which will construct 122 multifamily units. Since this project is already approved and under construction, the remainder of the project site would be developed consistent with the PD-31 zoning.

Areas of Concern

Environmental concerns expressed thus far from local residents, property owners, organizations, and/or agencies about the project include the following:

- Air quality impacts
- Biological impacts (nesting birds, wetlands, trees)
- Tribal and cultural resources
- School impacts
- Airport safety
- Project-generated traffic on roadway and freeway capacity
- Bicycle/Pedestrian impacts
- Required connections to existing utilities infrastructure and needed improvements
- Loss of an informal community garden space

SECTION 1.0 INTRODUCTION

1.1 PURPOSE OF THE ENVIRONMENTAL IMPACT REPORT

The City of Daly City, as the Lead Agency, has prepared this Draft Environmental Impact Report (EIR) for the Serramonte Del Rey Campus Redevelopment project in compliance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines.[2]

As described in CEQA Guidelines Section 15121(a), an EIR is an informational document that assesses potential environmental impacts of a proposed project, as well as identifies mitigation measures and alternatives to the proposed project that could reduce or avoid adverse environmental impacts (CEQA Guidelines 15121(a)). As the CEQA Lead Agency for this project, the City of Daly City is required to consider the information in the EIR along with any other available information in deciding whether to approve the project. The basic requirements for an EIR include discussions of the environmental setting, significant environmental impacts including growth-inducing impacts, cumulative impacts, mitigation measures, and alternatives. It is not the intent of an EIR to recommend either approval or denial of a project.

1.2 EIR PROCESS

1.2.1 Notice of Preparation and Scoping

In accordance with Section 15082 of the CEQA Guidelines, the City of Daly City prepared a Notice of Preparation (NOP) for this EIR. The NOP was circulated locally on May 7, 2021 and the standard 30-day comment period concluded on June 7, 2021. The NOP was circulated to state and federal agencies through the State Clearinghouse on June 21, 2023 and the 30-day comment period concluded on July 21, 2023. The NOP provided a general description of the proposed project and identified possible environmental impacts that could result from implementation of the project. City of Daly City also held a public scoping meeting on May 19, 2021 to discuss the project and solicit public input as to the scope and contents of this EIR. The meeting was held virtually through a video conference call due to COVID-19 restrictions. Appendix A of this EIR includes the NOP and comments received on the NOP.

1.2.2 Draft EIR Public Review and Comment Period

Publication of this Draft EIR will mark the beginning of a 45-day public review period. During this period, the Draft EIR will be available to the public and local, state, and federal agencies for review and comment. Notice of the availability and completion of this Draft EIR will be sent directly to every agency, person, and organization that commented on the NOP, as well as the Office of Planning and Research. Written comments concerning the environmental review contained in this Draft EIR during the 45-day public review period should be sent to:

[2] The project site is owned and operated by the Jefferson Union High School District; however, since the project is proposing residential and commercial uses and not educational facilities, the City of Daly City is considered the Lead Agency for the project.

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333 90th Street
Daly City, CA 94015
mvanlonkhuysen@dalycity.org

1.3 FINAL EIR/RESPONSES TO COMMENTS

Following the conclusion of the 45-day public review period, the City of Daly City will prepare a Final EIR in conformance with CEQA Guidelines Section 15132. The Final EIR will consist of:

- Revisions to the Draft EIR text, as necessary;
- List of individuals and agencies commenting on the Draft EIR;
- Responses to comments received on the Draft EIR, in accordance with CEQA Guidelines (Section 15088);
- Copies of letters received on the Draft EIR.

Section 15091(a) of the CEQA Guidelines stipulates that no public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings. If the lead agency approves a project despite it resulting in significant adverse environmental impacts that cannot be mitigated to a less than significant level, the agency must state the reasons for its action in writing. This Statement of Overriding Considerations must be included in the record of project approval.

1.3.1 Notice of Determination

If the project is approved, the City of Daly City will file a Notice of Determination (NOD), which will be available for public inspection and posted within 24 hours of receipt at the County Clerk's Office and available for public inspection for 30 days. The filing of the NOD starts a 30-day statute of limitations on court challenges to the approval under CEQA (CEQA Guidelines Section 15094(g)).

SECTION 2.0 PROJECT INFORMATION AND DESCRIPTION

2.1 PROJECT LOCATION

The approximately 22-acre project site is located on the south side of Serramonte Boulevard between the intersections of Callan Boulevard/Serramonte Boulevard and St. Francis Boulevard/Serramonte Boulevard in the City of Daly City (APN 091-211-230). The majority of the project site has a General Plan land use designation of C-O (Commercial – Office) and is zoned PD-31 (Planned Development District) while a smaller portion of the site in the northwest corner was rezoned to PD-31A for a faculty and staff housing project that has been constructed and now is occupied and has a General Plan land use designation of R-HD (Residential-High Density). Regional, vicinity, and aerial maps of the project site are provided in Figure 2.2-1, Figure 2.2-2, Figure 2.2-3, and Figure 2.2-4, respectively.

2.2 PROJECT DESCRIPTION

The project consists of two primary components: (1) development of a new approximately 22-acre Serramonte Del Rey Precise Plan (Precise Plan), and (2) a specific development proposal for the approximately 4.3-acre Parcel B within a portion of the new Precise Plan.

2.2.1 Precise Plan

A Precise Plan was approved in 1985 for an approximately 50-acre area that includes the project site and extends south to Hickey Boulevard. Phase I of the 1985 Precise Plan has already been built and includes the apartment buildings, Summit Shasta High School, and office buildings located south of the project site along Campus Drive (see Figure 2.2-3). Phase II of the 1985 Precise Plan would redevelop the approximately 22-acre project site up to 175 residential units and approximately 700,000 square feet of office space. The proposed Precise Plan would replace Phase II of the 1985 Precise Plan for the approximately 22-acre project site and would leave the original Precise Plan in place for the portion outside of the project site. The zoning and General Plan land use designation of the portion outside of the project site would also remain as-is.

This EIR provides project-level environmental review for the full buildout of the Precise Plan as described below. The City will review future project applications at the time specific development is proposed on each Parcel to ensure each proposed project is consistent with the development assumptions analyzed in this EIR. The new Precise Plan would allow for the redevelopment of the project site area with up to 1,235 units (which includes the existing 122 units on Parcel A) of affordable and market-rate rental housing, up to 14,000 square feet of neighborhood-serving retail/commercial uses (in addition to 2,400 square feet for a Head Start childcare facility), and infrastructure improvements throughout the project area. Compared to the existing approved plan, the proposal would result in a net increase of 1,060 residential units and the elimination of planned office space.[3] The new Precise Plan would require a General Plan Amendment from C-O (Commercial – Office) to C-MU (Commercial – Mixed Use). Table 2.2-1 below summarizes the proposed maximum development allowed per parcel, although the overall Precise Plan development totals would be as noted above, and less than the sum of what is possible on each parcel.

[3] The total residential units in the proposed Precise Plan is inclusive of the already approved faculty and staff housing project located on Parcel A. 1,235 units – 175 units = 1,060 units.

Table 2.2-1: Development Maximum Per Parcel		
Parcel Number	**Maximum Residential Units[1]**	**Maximum Retail/Commercial (square feet)[3]**
Parcel A[2]	122	0
Parcel B	210	8,000
Parcel C[5]	125	6,000[4]
Parcel D	270	6,000
Parcel E	330	6,000
Parcel F	400	6,000

1. Shows maximum residential units per parcel; however, the total amount of residential units across all parcels shall not exceed 1,235 units.

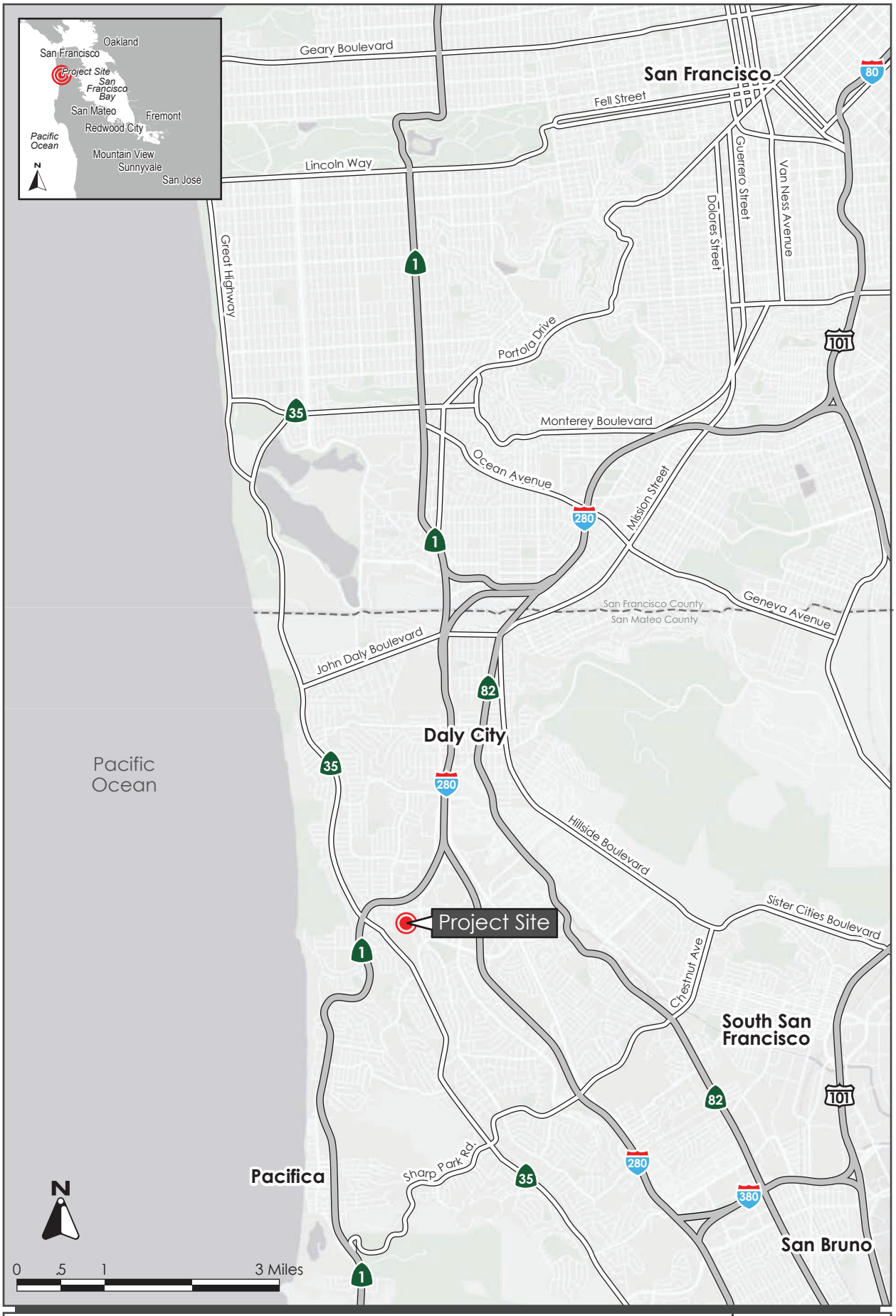
2. Parcel A has been constructed and occupied and was approved under a separate application

3. Parcels C-F may provide retail/commercial space in addition to the 8,000 square feet assumed for Parcel B; however, the total amount across all parcels shall not exceed 14,000 square feet

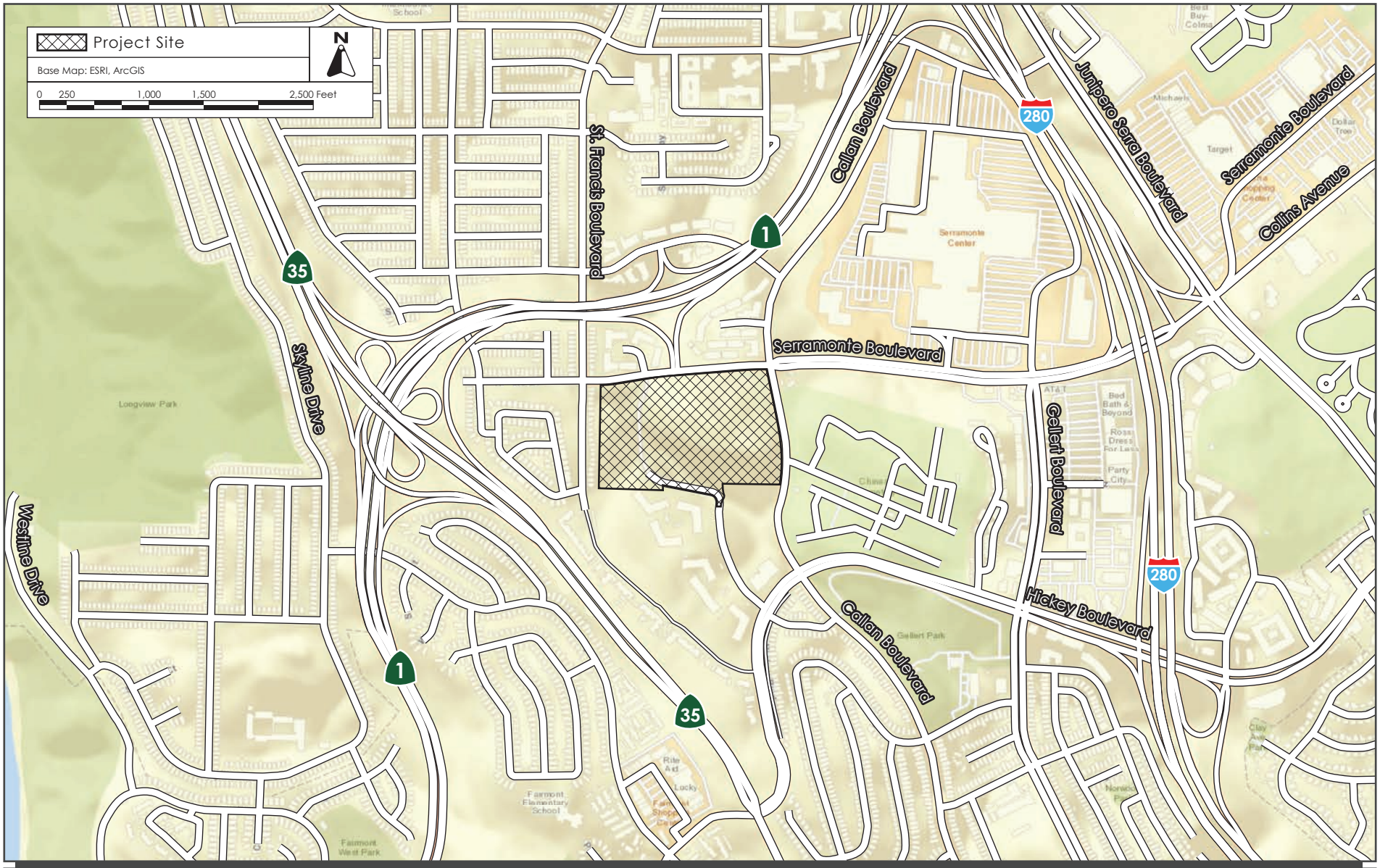
4. Parcel C is permitted to build up to 1,400 square feet of childcare facilities in addition to the overall retail/commercial square footage

5. Parcel C would be subdivided into two parcels (C1 and C2)

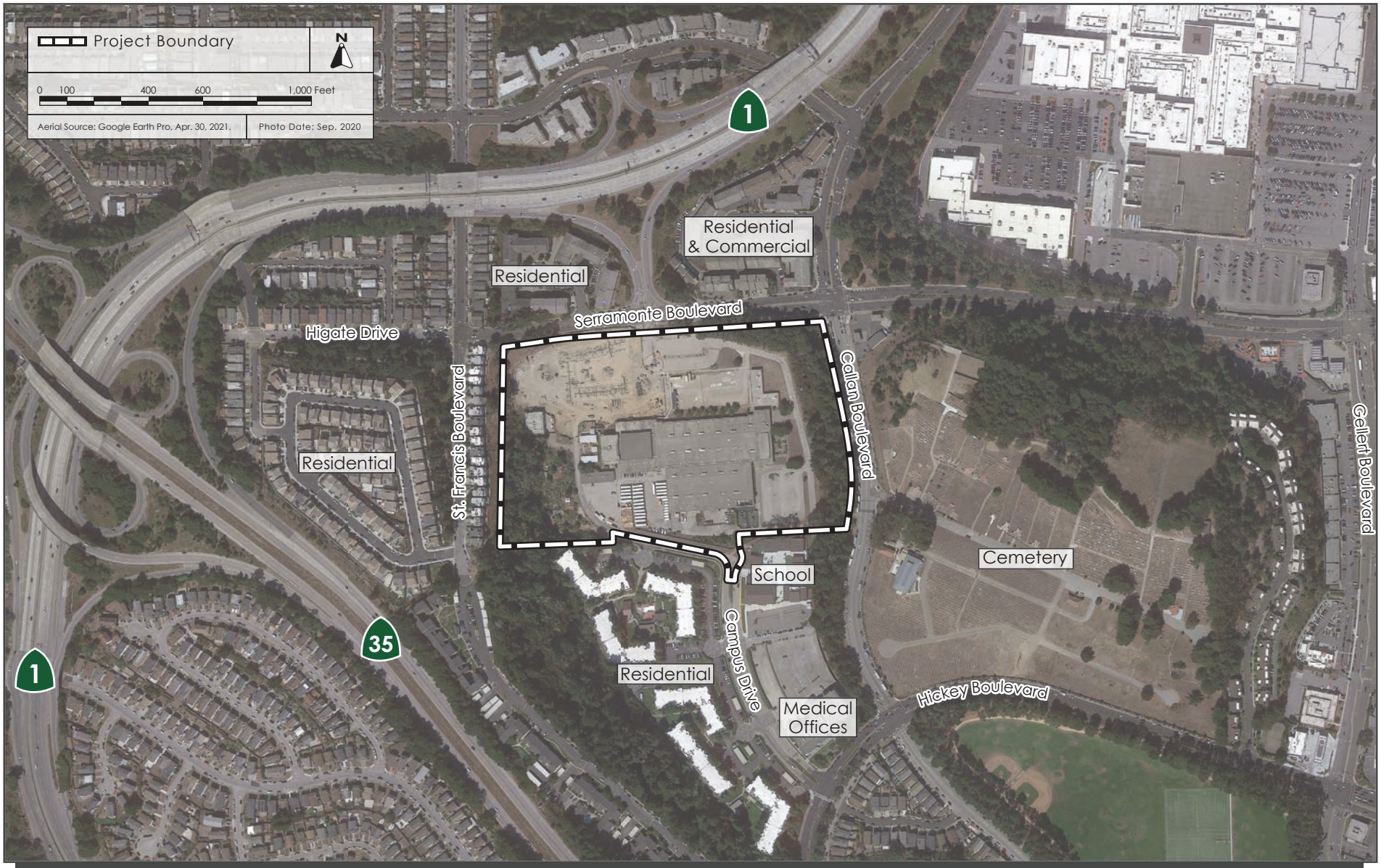
The proposed Precise Plan would divide the project site into six development parcels (with Parcel C further subdivided into two smaller parcels) and additional street parcels with public access easements (see Figure 2.2-5). Parcels A, B, and C would have maximum building heights of 77 feet, and Parcels D, E, and F would have a maximum building height of 150 feet. The 1985 Precise Plan allowed for 12-story building within the center of the project site, six-story buildings along the eastern property line, and 3.5-story buildings along the western property line. Build-out of the site and division of parcels is anticipated to be over an eight to 12 year period, but potentially up to 15 years. The proposed phasing for the Precise Plan is development of Parcel B first, followed by Parcels C and D, and finally Parcels E and F, although the phasing order may be adjusted by market conditions or other factors. The proposed Precise Plan would also establish a new Planned Development District, consistent with the City's Municipal Code Chapter 17.28. A copy of the proposed Precise Plan is included in Appendix B.



REGIONAL MAP | FIGURE 2.2-1



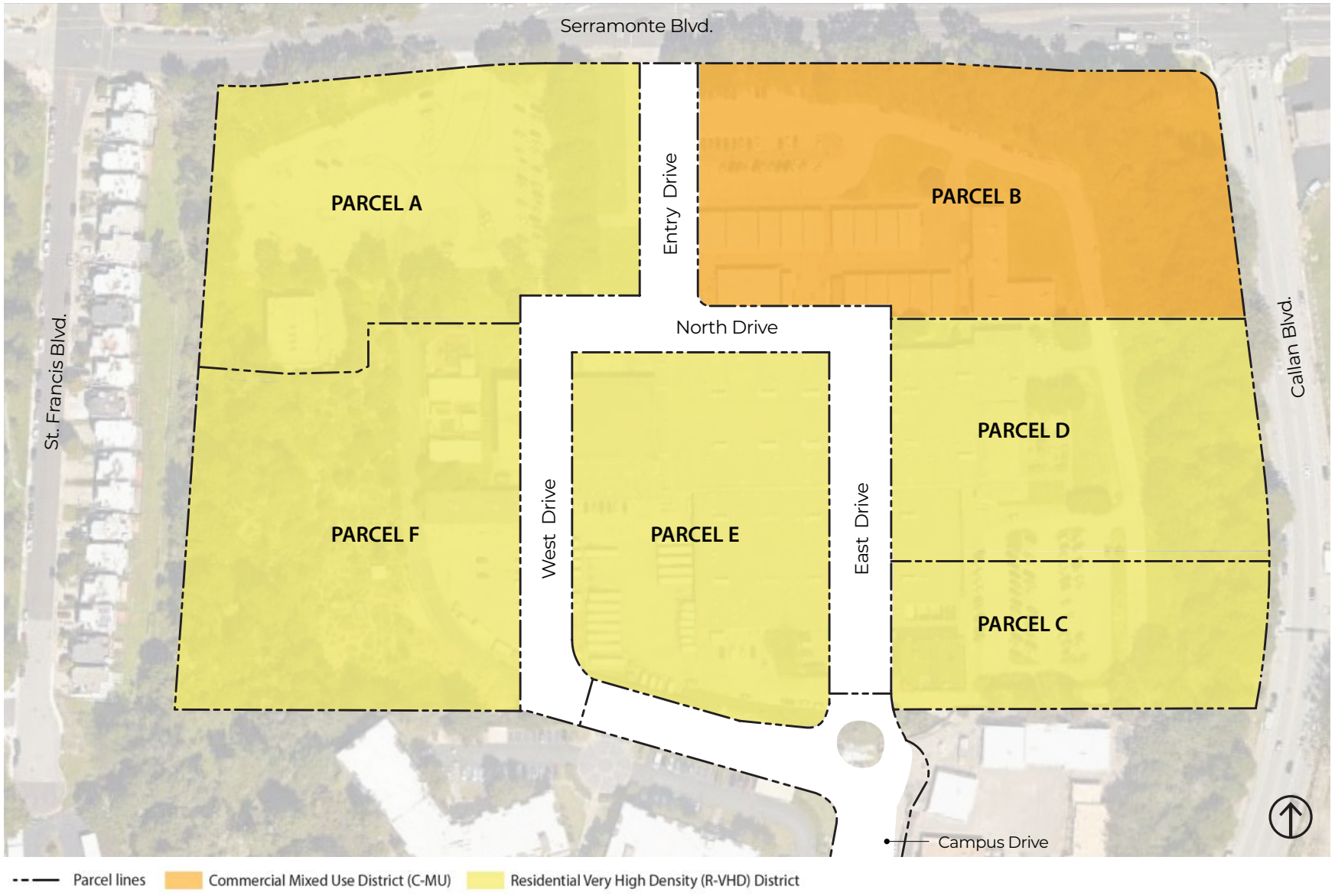
VICINITY MAP | FIGURE 2.2-2



AERIAL PHOTOGRAPH AND SURROUNDING LAND USES | FIGURE 2.2-3



PRECISE PLAN BOUNDARY | FIGURE 2.2-4



PROPOSED PRECISE PLAN PARCELS | FIGURE 2.2-5

2.2.1.1 *Serramonte Del Rey Demonstration Garden*

There is an approximately 0.5-acre school demonstration garden located in the southwest corner of the Precise Plan area. This garden was started 20 years ago and used by JUHSD for adult education as a demonstration garden. In 2019, the garden was listed as a "community garden" by the County of San Mateo; however, the listing occurred without the knowledge or permission of JUHSD leadership, and therefore the garden was removed from the list. Since the garden is intended for use by JUHSD for educational purposes, JUHSD provides limited access for members of the public and is restricting hours of use during the interim period of campus utilization prior to the start of construction of Parcel B and the demolition of the existing high school building.

The proposed Precise Plan would remove the existing garden and use the space as a construction staging area until Parcel F is fully developed with up to 400 units and 6,000 square feet of retail uses. JUHSD is providing raised planter beds at their new adult education building located at 123 Edgemont Drive, which was approved by the JUHSD Board on August 17, 2021 (see Figure 2.2-6).

2.2.1.2 *Parcel A Development Project*

The JUHSD Faculty and Staff Housing project is constructed and occupied on Parcel A of the proposed Precise Plan. The Parcel A development project was approved by the City of Daly City in January 2020 and consists of four-story (48 feet), 122 multi-family units for JUHSD faculty, staff, and their families on an approximately 3.9-acre site (see Figure 2.2-7). While the Parcel A development project was approved under a separate application, the 122 residential units are included in the proposed Precise Plan's total unit count of 1,235.

2.2.2 **Parcel B Development Project**

The specific Parcel B development project would be located on the approximately 4.3-acre Parcel B, as shown in Figure 2.2-8. Parcel B is currently developed with surface parking and a one-story temporary education building in the southeast corner of the parcel.

The proposed development would demolish the existing building and surface parking on-site and construct a seven-story (up to 73.5 feet to top of parapet and 85 feet to top of elevator shaft, see Figure 2.2-9), mixed-use building with 201 residential units and approximately 8,000 square feet of retail space. The building would include two levels of parking (one level of below grade parking). The lower level of the parking garage would provide 212 parking spaces serving the residential units. An additional 133 parking spaces would be provided on the ground-floor, with 43 reserved for retail customers and leasing and the remainder reserved for residential parking.

2.2.2.1 *Site Access and Circulation*

Vehicular access to the Parcel B site would be provided via a new driveway and the existing entry drive on Serramonte Boulevard (see Figure 2.2-8). The new driveway would be located east of the existing entry drive and provide direct access to the lower parking level. An entry road would run north-south between Parcels A and B from the existing driveway along Serramonte Boulevard. An entrance to the proposed ground-floor parking (i.e. the upper level of the parking garage) would be located along this new road. A new road serving Parcels A and B would run west-east along the

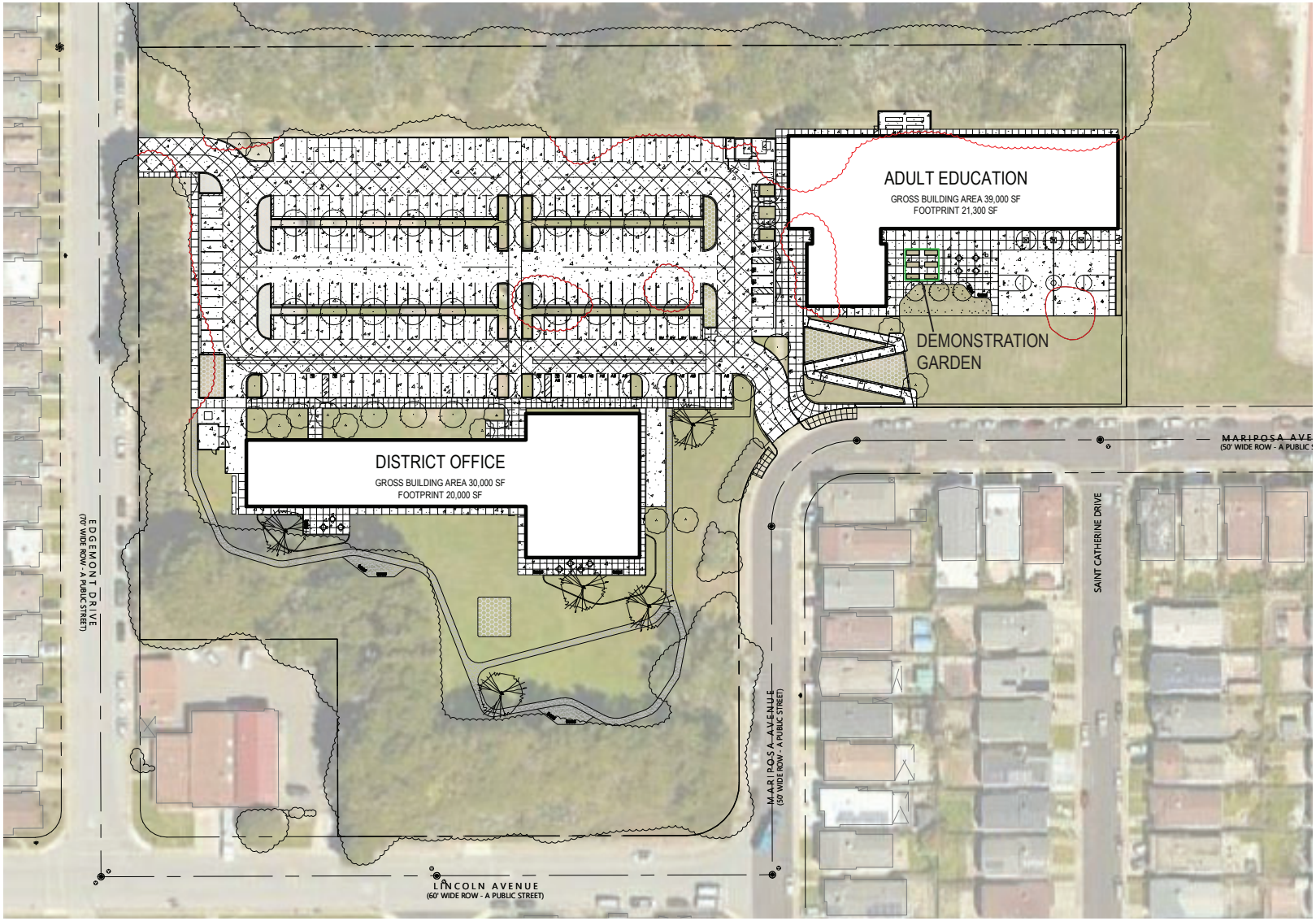
southern boundaries of Parcels A and B. A new multi-use pathway would be constructed around the perimeter of the proposed mixed-use building and Parcel B.

In addition to the proposed Parcel B development project's on-site transportation improvements (i.e., new roads, bike paths, and pedestrian paths), the City of Daly City and applicant are in discussions regarding potential additional transportation improvements that may be included in the project or possibly required as conditions of approval. Potential off-site improvements that the project may be required to construct include the following:

- Bicycle and pedestrian improvements on Campus Drive
- Serramonte Boulevard bicycle and pedestrian improvements
- Serramonte Boulevard/Highway 1 Traffic Signal
- Clarinada Avenue/Highway 1 Traffic Signal
- Sidewalk on Callan Boulevard
- Bicycle and pedestrian improvements within the proposed Precise Plan
- Improved access pathways to Gellert Park
- Serramonte Pavement Reconstruction
- Stormwater infrastructure

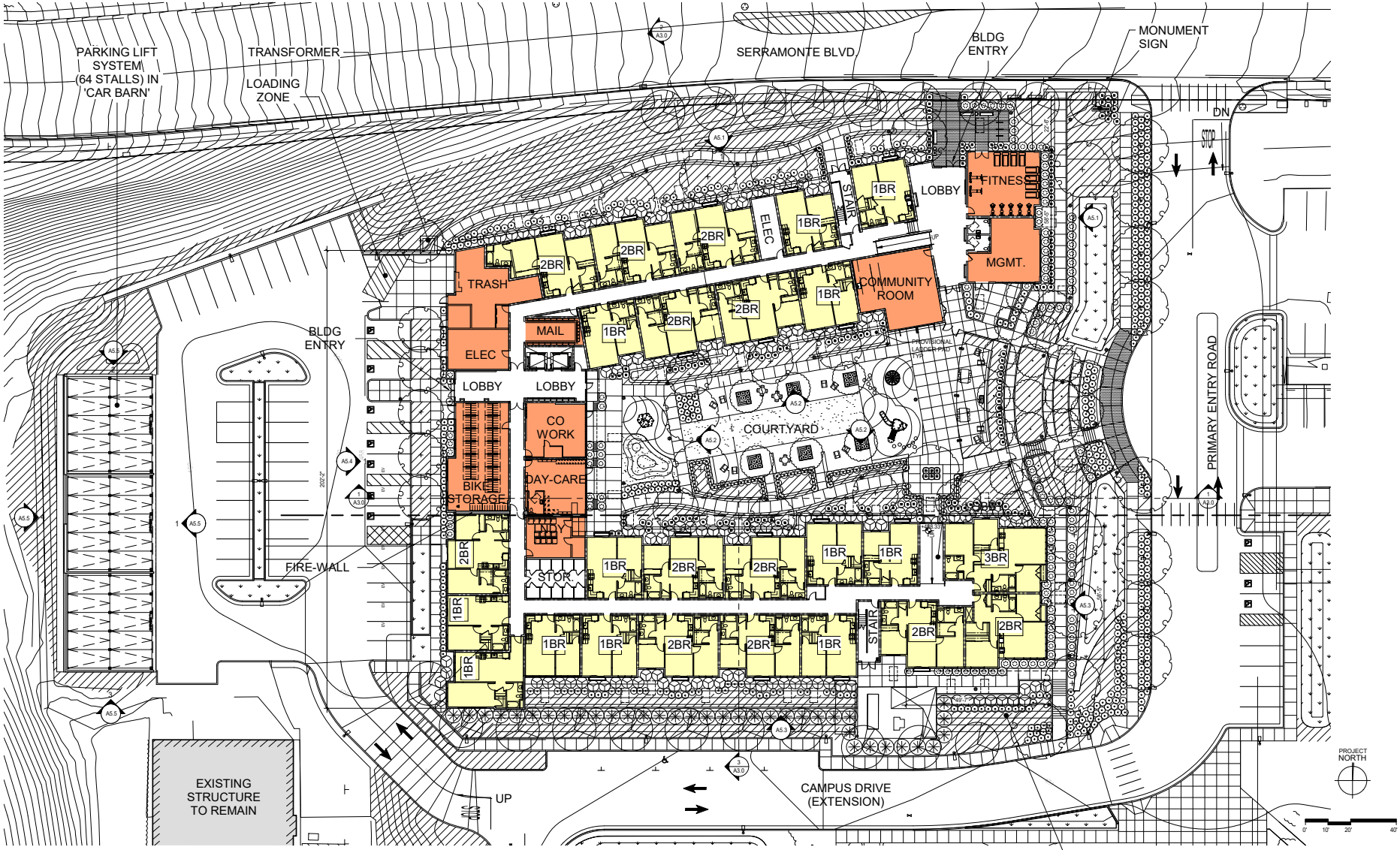
This EIR evaluates the potential implementation of the above improvements to ensure their environmental effects, if any, are disclosed and mitigated, where needed, to inform the City's decision whether to require some or all of the improvements to be implemented by the project. Any improvements ultimately to be implemented would be attached to the project as conditions of approval.

The development project would signalize the Serramonte Boulevard and project driveway intersection and add pedestrian improvements (i.e., crosswalks, pedestrian signals) to serve the future residents on Parcel B, as well as residents on constructed Parcel A. Intersections at St. Francis Boulevard/Serramonte Boulevard, St. Francis Boulevard/Callan Boulevard, Hickey Boulevard/Callan Boulevard, and Hickey Boulevard/Campus Drive would also be improved with new bike and pedestrian connections. New bike lanes and sidewalks would also be provided on Serramonte Boulevard along the project frontage and throughout the project site. Potential off-site improvements that the project may be required to construct in connection with Parcels C-F will be evaluated when they are identified and at the time the City completes the subsequent or supplemental environmental review pursuant to Guidelines Section 15162.



Source: HKIT Architects, March 4, 2021.

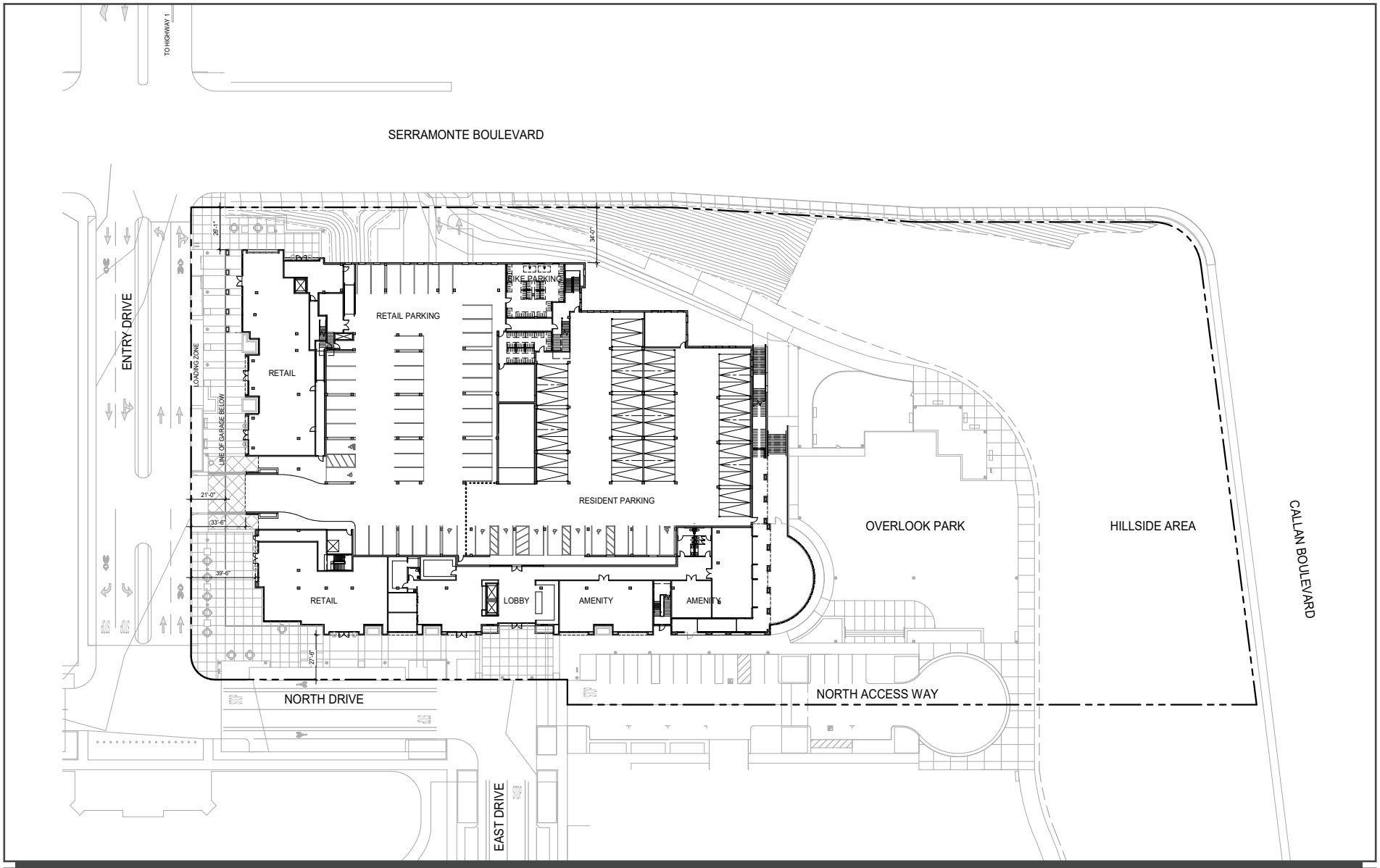
JUHSD DISTRICT OFFICE AND ADULT EDUCATION SITE PLAN | FIGURE 2.2-6



Source: Seidel Architects, June 14, 2019.

PARCEL A DEVELOPMENT PROJECT SITE PLAN

FIGURE 2.2-7



PARCEL B CONCEPTUAL SITE PLAN | FIGURE 2.2-8



SOUTH ELEVATION (NORTH DRIVE)



WEST ELEVATION (ENTRY DRIVE)

Source: Seidel Architects, April 21, 2021.

PARCEL B CONCEPTUAL BUILDING ELEVATIONS | FIGURE 2.2-9

2.2.2.2 *Open Space and Landscaping*

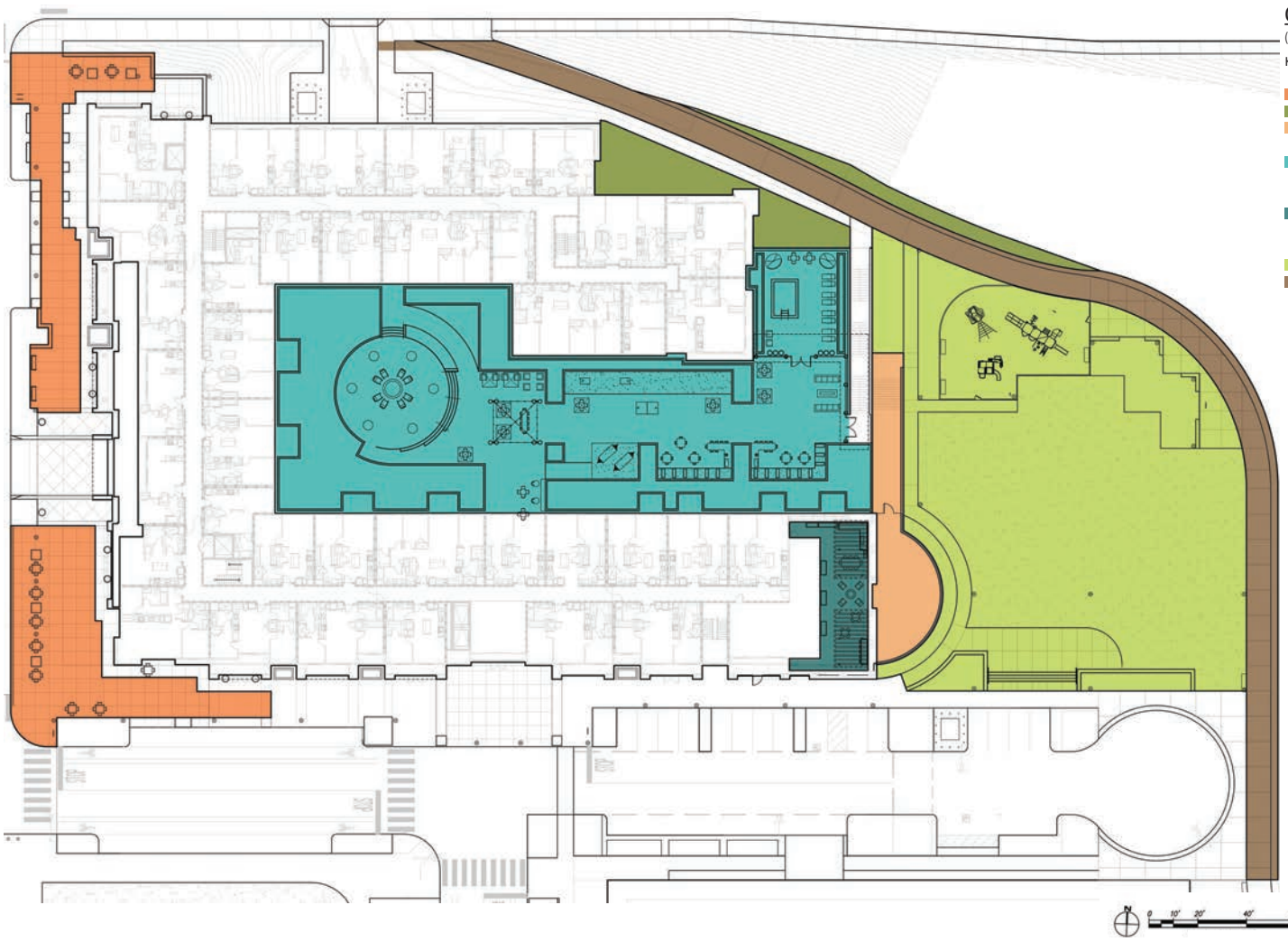
The proposed Parcel B development project would include three components of open space to be used by the public: 1) approximately 22,300 square-foot public park that would include a large grass area and playground; 2) the first phase of the recreational trail (approximately 6,800 square feet) that would be located in the southeast corner of Parcel B; and 3) open space for public use at the retail plaza (approximately 7,000 square feet) facing the new entry road (see Figure 2.2-10). Open space serving the residents of the building would include both the ground floor terrace and the roof terrace, up to 20 private balconies for individual units, and an approximately 20,300 square-foot courtyard located on the roof of the parking deck of the mixed-use building which includes amenities such as a hot tub, fire pit, lounge furniture, and an outdoor kitchen. The open space reserved for residential use plus the retail open space for public use at Parcel B would exceed the City's requirement for open space of 150 square feet per unit and is consistent with the proposed Precise Plan.

Parcel B currently contains limited landscaping consisting of grasses, shrubs, and trees within the existing surface parking lot and adjacent to the existing education building. Mature trees are located along the perimeter of Parcel B to the north and east. The proposed development would preserve the mature trees along the perimeter of Parcel B and replace the trees that are determined to be in poor condition by a certified arborist. The project proposes to plant 82 new trees throughout the project site.

2.2.2.3 *Utility, Drainage, and Off-Site Improvements*

The proposed Parcel B development project would connect to existing utilities within Serramonte Boulevard and the Precise Plan area itself. The Parcel B development project would connect to an existing 10-inch sanitary sewer line within Serramonte Boulevard and a 10-inch water line along the southern edge of Parcel B.

Stormwater would be treated on-site with area drains, drop inlets, manholes, bioretention areas, and below-grade pipes, before being discharged to a 24-inch storm drain line in Serramonte Boulevard. The project would treat stormwater before entering the city's storm drain system. In addition, an infiltration gallery is proposed to offset an increase in runoff generated from the proposed development.



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**	

PARCEL B CONCEPTUAL OPEN SPACE PLAN | FIGURE 2.2-10

2.2.2.4 *Construction Schedule*

Construction of the proposed Parcel B development project is expected to last approximately 24 months. As noted previously, full build out of the entire Precise Plan would take approximately eight-12 years, but could take up to 15 years. The proposed Parcel B development project would result in a net export of approximately 33,220 cubic yards (cy) of soil; however, the development project is proposing to store that soil on-site for use during development of the rest of the Precise Plan (i.e., Parcels C through F).

2.3 PROJECT OBJECTIVES

- Advance an innovative land use master plan to attract investment, stabilize District finances, increase funding for student education and attract and retain highly qualified teachers and staff.
- Permit development consistent with the City's General Plan that enables redevelopment of underutilized properties with higher-density, transit supportive development that facilitates bicycle and pedestrian access along an established, highly utilized transit corridor, as outlined in the 2020 Walk Bike Daly City Master Plan.
- Create a pedestrian scale neighborhood with an attractive public realm of park and outdoor spaces, inviting to the surrounding community and people of all ages.
- Maximize the number of new high-quality market-rate and affordable housing units as a well-designed, economically feasible, urban residential neighborhood with sufficient density to create a safe, active neighborhood, with development phasing subject to market conditions that provides flexibility with the sequence of construction of buildings, open space, streets, and infrastructure.
- Create opportunities to connect people with nature through open space design, a new recreational trail and immediate proximity to wooded hillside areas.
- Encourage alternative transportation with safe on- and off-street bike routes and pedestrian-oriented urban design that encourages bicycle, pedestrian, and transit access to, from and through the site.
- Design traffic-calmed residential streets for low volume, slow vehicle access between the intersection of Highway 1 and Serramonte Boulevard and the existing Campus Drive south of the Plan Area.

2.4 USES OF THE EIR

This EIR provides decision makers in the City of Daly City, CalTrans (as a responsible agency) and the general public with environmental information to use in considering the proposed project. It is intended that this EIR be used for the discretionary approvals necessary to implement the project, as proposed. These discretionary actions may include, but are not limited to, the following:

City Actions
<u>Precise Plan</u>

- General Plan Amendment
- Planned Development Rezoning and Permit

- Major Subdivision
- Design Review for future development projects

Parcel B Development Project

- Design Review Permit

Ministerial permits would subsequently be obtained from the City, which could include demolition permits, grading permits, and building permits, in order to complete the projects and construct necessary infrastructure improvements, including any off-site improvements.

Caltrans Actions

- Encroachment Permit

SECTION 3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION

This section presents the discussion of impacts related to the following environmental subjects in their respective subsections:

3.1	Aesthetics	3.11	Land Use and Planning
3.2	Agriculture and Forestry Resources	3.12	Mineral Resources
3.3	Air Quality	3.13	Noise
3.4	Biological Resources	3.14	Population and Housing
3.5	Cultural Resources	3.15	Public Services
3.6	Energy	3.16	Recreation
3.7	Geology and Soils	3.17	Transportation
3.8	Greenhouse Gas Emissions	3.18	Tribal Cultural Resources
3.9	Hazards and Hazardous Materials	3.19	Utilities and Service Systems
3.10	Hydrology and Water Quality	3.20	Wildfire

The discussion for each environmental subject includes the following subsections:

Environmental Setting – This subsection 1) provides a brief overview of relevant plans, policies, and regulations that compose the regulatory framework for the project and 2) describes the existing, physical environmental conditions at the project site and in the surrounding area, as relevant.

Impact Discussion – This subsection includes the recommended checklist questions from Appendix G of the CEQA Guidelines to assess impacts.

- **Project Impacts** – This subsection discusses the project's impact on the environmental subject as related to the checklist questions. For significant impacts, feasible mitigation measures are identified. "Mitigation measures" are measures that will minimize, avoid, or eliminate a significant impact (CEQA Guidelines Section 15370). Each impact is numbered to correspond to the checklist question being answered. For example, Impact BIO-1 answers the first checklist question in the Biological Resources section. Mitigation measures are also numbered to correspond to the impact they address. For example, MM BIO-1.3 refers to the third mitigation measure for the first impact in the Biological Resources section.
- **Cumulative Impacts** – This subsection discusses the project's cumulative impact on the environmental subject. Cumulative impacts, as defined by CEQA, refer to two or more individual effects, which when combined, compound or increase other environmental impacts. Cumulative impacts may result from individually minor, but collectively significant effects taking place over a period of time. CEQA Guideline Section 15130 states that an EIR should discuss cumulative impacts "when the project's incremental effect is cumulatively considerable." The discussion does not need to be in as great detail as is necessary for project impacts, but is to be "guided by the standards of practicality and reasonableness." The purpose of the cumulative analysis is to allow decision makers to better understand the

impacts that might result from approval of past, present, and reasonably foreseeable future projects, in conjunction with the proposed project addressed in this EIR.

The CEQA Guidelines advise that a discussion of cumulative impacts should reflect both their severity and the likelihood of their occurrence (CEQA Guidelines Section 15130(b)). To accomplish these two objectives, the analysis should include either a list of past, present, and probable future projects or a summary of projections from an adopted general plan or similar document (CEQA Guidelines Section 15130(b)(1)). This EIR uses the list of projects approach.

The analysis must determine whether the project's contribution to any cumulatively significant impact is cumulatively considerable, as defined by CEQA Guideline Section 15065(a)(3). The cumulative impacts discussion for each environmental issue accordingly addresses the following issues: 1) would the effects of all of past, present, and probable future (pending) development result in a significant cumulative impact on the resource in question; and, if that cumulative impact is likely to be significant, 2) would the contribution from the proposed project to that significant cumulative impact be cumulatively considerable?

Table 3.0-1 identifies the approved (but not yet constructed or occupied) and pending projects in the project vicinity that are evaluated in the cumulative analysis.

Table 3.0-1: Cumulative Projects List

Name	Address	Description	Status
Serramonte Shopping Center Expansion – Northwest Quadrant	3 Serramonte Center, Daly City	70,000 sq. ft. Cinema, 75,000 sq. ft. Hotel, 28,000 sq. ft. Retail, 12,000 sq. ft. Restaurants	Approved
Serramonte Shopping Center Expansion – Northeast Quadrant	3 Serramonte Center, Daly City	Two drive-through restaurants (5,100 sq. ft. and 2,100 sq. ft.)	Under Construction
Seton Medical Center Expansion	1900 Sullivan Avenue, Daly City	Four hospital buildings totaling 433,385 sq. ft. of new hospital space. Overall net increase of 200,385 sq. ft. of building space	Under Construction
Serramonte Condominiums	525-595 Serramonte Boulevard, Daly City	323 total units - 17-story 133-unit 170,164 GSF condo building and two 13-story 95-unit 181,806 GSF condo buildings	Approved
Serramonte Hotel	525-595 Serramonte Boulevard, Daly City	12-story, 176-room 153,886 GSF hotel	Approved

For each resource area, cumulative impacts may occur over different geographic areas. For example, the project effects on air quality would combine with the effects of projects in the entire air basin, whereas noise impacts would primarily be localized to the surrounding area. The geographic area that could be affected by the proposed project varies depending upon the type of environmental issue being considered. Section 15130(b)(3) of the CEQA Guidelines states that lead agencies should define the geographic scope of the area affected by the cumulative effect. Table 3.0-2 provides a summary of the different geographic areas used to evaluate cumulative impacts.

Table 3.0-2: Geographic Considerations in Cumulative Analysis

Resource Area	Geographic Area
Aesthetics	Project site and adjacent parcels
Agriculture and Forestry Resources	Countywide
Air Quality	San Francisco Bay Area Air Basin
Biological Resources	Project site and adjacent parcels
Cultural Resources	Project site and adjacent parcels
Energy	Energy provider's territory
Geology and Soils	Project site and adjacent parcels
GHGs	Planet-wide
Hazards and Hazardous Materials	Project site and adjacent parcels
Hydrology and Water Quality	Colma Creek watershed
Land Use and Planning/Population and Housing	Citywide
Minerals	Identified mineral recovery or resource area
Noise and Vibration	Project site and adjacent parcels
Public Services and Recreation	Citywide
Transportation/Traffic	Citywide
Tribal Cultural Resources	Project site and adjacent parcels
Utilities and Service Systems	Citywide
Wildfire	Within or adjacent to the wildfire hazard zone

3.1 AESTHETICS

3.1.1 Environmental Setting

3.1.1.1 *Regulatory Framework*

State

Senate Bill 743

Senate Bill (SB) 743 was adopted in 2013 and, among other changes, SB 743 specifies that aesthetic impacts of qualifying transit oriented developments are not considered significant impacts on the environment if:

1. The project is a residential, mixed-use residential, or employment center project, and
2. The project is located on an infill site within a transit priority area.[4]

The exemption for aesthetic impacts does not include impacts to historic or cultural resources, however. In addition, local governments retain their ability to regulate a project's transportation, aesthetics, and parking impacts outside of the CEQA process.

Scenic Highways Program

The California Scenic Highway Program is managed by the California Department of Transportation (Caltrans). The program is intended to protect and enhance the natural scenic beauty of California highways and adjacent corridors through special conservation treatment. State laws governing the Scenic Highway Program are found in the Streets and Highway Code, Sections 260 through 263. There are three eligible State scenic highways within the City of Daly City, although none are officially designated; Skyline Boulevard (State Route (SR) 35), Cabrillo Highway (SR 1), and Junipero Serra (I-280).

Local

Daly City 2030 General Plan

The City of Daly City General Plan includes a Visual Quality section under the Resources Management Element. General Plan policies and tasks relevant to the project with regards to aesthetics are listed below.

[4] An "infill site" is defined as "a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses." A "transit priority area" is defined as "an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations." A "major transit stop" means "a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods." Source: Office of Planning and Research. "Changes to CEQA for Transit Oriented Development – FAQ." October 14, 2014. Accessed: August 24, 2021. http://www.opr.ca.gov/ceqa/updates/sb-743/transit-oriented.html.

Policy/Task	Description
Task CE-20.7	As a part of all new development, require, where appropriate, the provision of pedestrian-oriented signs, pedestrian-scaled lighting, benches, and other street furniture so as to make non-motorized forms of travel comfortable and attractive alternatives to the automobile. Where necessary in new development, the City may require additional sidewalk and/or right-of-way width to accommodate these amenities.
Policy LU-16	Regulate the size, quantity, and location of signs to maintain and enhance the visual appearance of Daly City.
Policy RME-20	Recognize the physical differences between different parts of the City and regulate land uses within these areas accordingly.
Task RME-20.4	Incorporate design features in new development that reflect the character of the neighborhood, to ensure that new construction is compatible with existing development.
Policy LU-17	Ensure that private development is responsible for providing any on-or off-site improvements related to and/or mitigating the impacts it causes.

3.1.1.2 *Existing Conditions*

Project Site

The 22-acre project site is located on the south side of Serramonte Boulevard between the intersections of Callan Boulevard/Serramonte Boulevard and St. Francis Boulevard/Serramonte Boulevard (see Figure 2.2-3). The northwest corner of the project site (Parcel A) is developed with the Jefferson Union High School District (JUHSD) Faculty and Staff Housing project. The northeast corner of the project site (Parcel B) is currently developed with a surface parking lot and portable building units (see Photo 1). The southwest corner of the project site is developed with the JUHSD demonstration garden (see Photo 2). The remainder of the project site it developed with surface parking lots and a one- to two-story concrete building that serves as the existing JUHSD district office and adult education buildings (see Photo 3). The project site meets the definition of an infill site per SB 743.

Surrounding Visual Character

The project site is surrounded by residential development to the north, northeast, south, and west. The residences to the north and northeast are two- to three-story apartment buildings made of stucco and wood construction. The residences to the south (Serramonte Ridge Apartment Homes) are three- to four-story apartment buildings also made of stucco and wood construction. The residences to the west are two-story, single-family homes made of wood construction (see Photo 4).

Southeast of the project site is the Summit Shasta High School, which is developed with one- to two-story concrete education buildings (see Photo 4). East of the project site across Callan Boulevard is a Chinese cemetery consisting of mostly open space and gravestones.



Photo 1: View from Serramonte Boulevard looking south.



Photo 2: View of Demonstration Garden looking northwest.

PHOTOS 1 & 2



Photo 3: View of administration building looking north.



Photo 4: View looking south of project site down Campus Drive.

PHOTOS 3 & 4

Scenic Vistas and Resources

San Bruno Mountain reaches approximately 1,000 feet in elevation and is visible from various locations throughout the City, including the project site, which is about a 2.6 miles southwest of San Bruno Mountain. Views of the coastline are not visible from the project site. The project site is comprised of surface parking lots and commercial buildings and no scenic resources, such as rock outcroppings or historic buildings (refer to Section 4.5 Cultural Resources), are present on the site or in the project area, other than numerous mature trees. The project site is not visible from any state or County designated scenic highways or roadways.

Locations within a Transit Priority Area

The project site is located within a transit priority area as defined in SB 743. The Serramonte Shopping Center bus stop, and the multiple bus lines serving that location, qualifies as a major transit stop and the project site is within one-half mile (see Figure 3.1-1).

3.1.2 Impact Discussion

For the purpose of determining the significance of the project's impact on aesthetics, except as provided in Public Resources Code Section 21099, would the project:

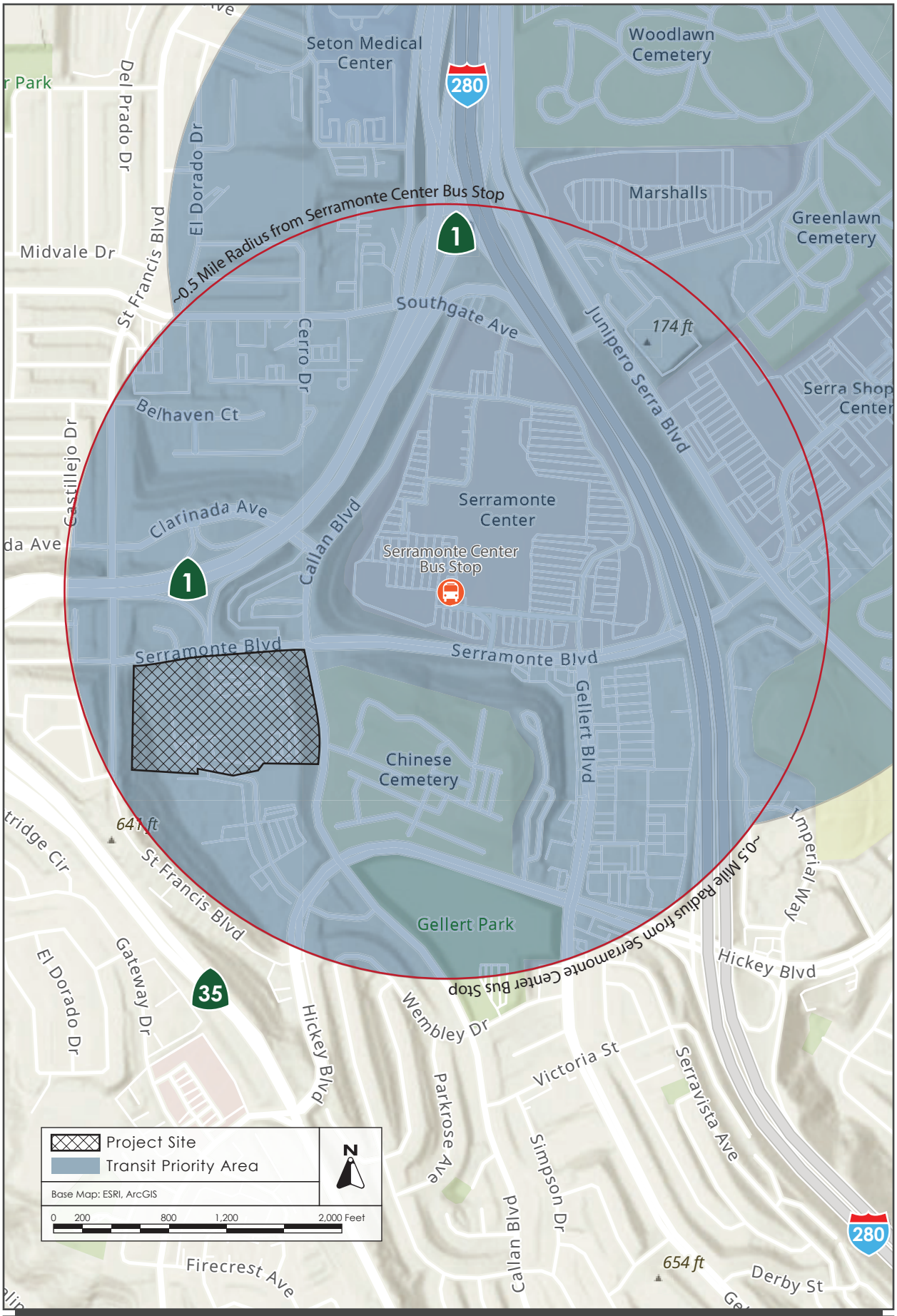
1) Have a substantial adverse effect on a scenic vista?
2) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?
3) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings?[5] If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?
4) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

3.1.2.1 *Project Impacts*

Impact AES-1:	The project would not have a substantial adverse effect on a scenic vista. **(Less than Significant Impact)**

Implementation of the project would result in changes to the built environment; however, the proposed project would consist of mixed-use residential land uses and is located on an infill site within a transit priority area. Pursuant to SB 743 (Public Resources Code section 21099[d][1]) "aesthetic and parking impacts of a residential, mixed-use residential, or employment center on an infill site within a transit priority area shall not be considered significant impacts on the environment;" therefore, the aesthetics impacts of the project are not considered significant. **(Less than Significant Impact)**

[5] Public views are those that are experienced from publicly accessible vantage points.



TRANSIT PRIORITY AREA | FIGURE 3.1-1

3.1.2.2 *Cumulative Impacts*

Impact AES-C:	The project would not result in a cumulatively considerable contribution to a cumulatively significant aesthetics impact. **(Less than Significant Cumulative Impact)**

Precise Plan and Parcel B Development Project

By statute, the project's aesthetic impacts, individually and cumulatively, are deemed less than significant, see Impact AES-1 discussion above. **(Less than Significant Cumulative Impact)**

3.2 AGRICULTURE AND FORESTRY RESOURCES

3.2.1 Environmental Setting

3.2.1.1 *Regulatory Framework*

State

Farmland Mapping and Monitoring Program

The California Department of Conservation's Farmland Mapping and Monitoring Program (FMMP) assesses the location, quality, and quantity of agricultural land and conversion of these lands over time. Agricultural land is rated according to soil quality and irrigation status. The best quality land is identified as Prime Farmland. In CEQA analyses, the FMMP classifications and published county maps are used, in part, to identify whether agricultural resources that could be affected are present on-site or in the project area.[6]

California Land Conservation Act

The California Land Conservation Act (Williamson Act) enables local governments to enter into contracts with private landowners to restrict parcels of land to agricultural or related open space uses. In return, landowners receive lower property tax assessments. In CEQA analyses, identification of properties that are under a Williamson Act contract is used to also identify sites that may contain agricultural resources or are zoned for agricultural uses.[7]

Fire and Resource Assessment Program

The California Department of Forestry and Fire Protection (CAL FIRE) identifies forest land, timberland, and lands zoned for timberland production that can (or do) support forestry resources.[8] Programs such as CAL FIRE's Fire and Resource Assessment Program and are used to identify whether forest land, timberland, or timberland production areas that could be affected are located on or adjacent to a project site.[9]

3.2.1.2 *Existing Conditions*

The approximately 22-acre project site is not used for agricultural or timberland purposes. A demonstration garden is located in the southwest corner of the project site (see Photo 2); however, this garden is not considered an agricultural resource under CEQA as it does not meet the definition

[6] California Department of Conservation. "Farmland Mapping and Monitoring Program." Accessed December 6, 2021. http://www.conservation.ca.gov/dlrp/fmmp/Pages/Index.aspx.
[7] California Department of Conservation. "Williamson Act." http://www.conservation.ca.gov/dlrp/lca.
[8] Forest Land is land that can support 10 percent native tree cover and allows for management of forest resources (California Public Resources Code Section 12220(g)); Timberland is land not owned by the federal government or designated as experimental forest land that is available for, and capable of, growing trees to produce lumber and other products, including Christmas trees (California Public Resources Code Section 4526); and Timberland Production is land used for growing and harvesting timber and compatible uses (Government Code Section 51104(g)).
[9] California Department of Forestry and Fire Protection. "Fire and Resource Assessment Program." Accessed December 6, 2021. http://frap.fire.ca.gov/.

of agricultural land.[10] Surrounding land uses include residences to the north, west, and south, a shopping mall to the northeast, and a cemetery and park to the east. The San Mateo County Important Farmlands 2018 Map designates the project site as "Urban and Built-Up Land", defined as land with at least six structures per 10 acres. Common examples of "Urban and Built-Up Land" are residential, institutional, industrial, commercial, landfill, golf course, airports, and other utility uses. The site is not under a Williamson Act contract and there are no existing agricultural or forestry resources on or in the vicinity of the site.

The project site is zoned as a Planned Development. 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.

3.2.2 Impact Discussion

For the purpose of determining the significance of the project's impact on agriculture and forestry resources, would the project:

1) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?
2) Conflict with existing zoning for agricultural use, or a Williamson Act contract?
3) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?
4) Result in a loss of forest land or conversion of forest land to non-forest use?
5) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

3.2.2.1 *Project Impacts*

Impact AG-1:	The project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use. **(No Impact)**

As discussed under Section 3.2.1.2, the project site is not designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Therefore, the project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. **(No Impact)**

[10] Agricultural land is means prime farmland, farmland of statewide importance, or unique farmland, as defined by the United States Department of Agriculture land inventory and monitoring criteria, as modified for California (California Public Resources Code Section 21060.1).

Impact AG-2:	The project would not conflict with existing zoning for agricultural use, or a Williamson Act contract. **(No Impact)**

As discussed under Section 3.2.1.2, the project site is neither zoned for agricultural use or under a Williamson Act contract; therefore, the proposed project would not conflict with zoning for agricultural uses or a Williamson Act contract. **(No Impact)**

Impact AG-3:	The project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production. **(No Impact)**

As discussed under Section 3.2.1.2, the project site is not zoned as timberland or forest land. For this reason, the project would have not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production. **(No Impact)**

Impact AG-4:	The project would not result in a loss of forest land or conversion of forest land to non-forest use. **(No Impact)**

See response to Impact AG-3. **(No Impact)**

Impact AG-5:	The project would not involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use. **(No Impact)**

See responses to Impact AG-1 through Impact AG-4. In addition, as discussed above in Section 3.2.1.2 Existing Conditions, the demonstration garden on the project site is not considered an agricultural resource and its removal would not result in a significant impact. The school district, however, is providing a substitute demonstration garden at their new district offices next to Westmoor High School (see Section 2.2.1.1 for more details). **(No Impact)**

3.2.2.2 *Cumulative Impacts*

Impact AG-C:	The project would not result in a cumulatively considerable contribution to a cumulatively significant agricultural and forestry resources impact. **(No Cumulative Impact)**

As discussed above, the implementation of the proposed project would not impact agricultural, forestry, and/or timberland; therefore, implementation of the project would not contribute to a cumulative impact to those resources. **(No Cumulative Impact)**

3.3 AIR QUALITY

The following discussion is based, in part, on an air quality and greenhouse gas assessment prepared for the project by Illingworth & Rodkin, Inc. A copy of this report, dated June 17, 2022, is attached to this EIR as Appendix C.

3.3.1 Environmental Setting

3.3.1.1 *Background Information*

Criteria Pollutants

Air quality in the Bay Area is assessed related to six common air pollutants (referred to as criteria pollutants), including ground-level ozone (O_3), nitrogen oxides (NO_x), particulate matter (PM), carbon monoxide (CO), sulfur oxides (SO_x), and lead.[11] Criteria pollutants are regulated because they result in health effects. An overview of the sources of criteria pollutants and their associated health effects are summarized in Table 3.3-1. The most commonly regulated criteria pollutants in the Bay Area are discussed further below.

Table 3.3-1: Health Effects of Air Pollutants

Pollutants	Sources	Primary Effects
Ozone (O_3)	Atmospheric reaction of organic gases with nitrogen oxides in sunlight	• Aggravation of respiratory and cardiovascular diseases • Irritation of eyes • Cardiopulmonary function impairment
Nitrogen Dioxide (NO_2)	Motor vehicle exhaust, high temperature stationary combustion, atmospheric reactions	• Aggravation of respiratory illness • Reduced visibility
Fine Particulate Matter ($PM_{2.5}$) and Coarse Particulate Matter (PM_{10})	Stationary combustion of solid fuels, construction activities, industrial processes, atmospheric chemical reactions	• Reduced lung function, especially in children • Aggravation of respiratory and cardiorespiratory diseases • Increased cough and chest discomfort • Reduced visibility
Toxic Air Contaminants (TACs)	Cars and trucks, especially diesel-fueled; industrial sources, such as chrome platers; dry cleaners and service stations; building materials and products	• Cancer • Chronic eye, lung, or skin irritation • Neurological and reproductive disorders

High O_3 levels are caused by the cumulative emissions of reactive organic gases (ROG) and NO_x. These precursor pollutants react under certain meteorological conditions to form high O_3 levels. Controlling the emissions of these precursor pollutants is the focus of the Bay Area's attempts to

[11] The area has attained both state and federal ambient air quality standards for CO. The project does not include substantial new emissions of sulfur dioxide or lead. These criteria pollutants are not discussed further.

reduce O_3 levels. The highest O_3 levels in the Bay Area occur in the eastern and southern inland valleys that are downwind of air pollutant sources.

PM is a problematic air pollutant of the Bay Area. PM is assessed and measured in terms of respirable particulate matter or particles that have a diameter of 10 micrometers or less (PM_{10}) and fine particulate matter where particles have a diameter of 2.5 micrometers or less ($PM_{2.5}$). Elevated concentrations of PM_{10} and $PM_{2.5}$ are the result of both region-wide emissions and localized emissions.

Toxic Air Contaminants

TACs are a broad class of compounds known to have health effects. They include but are not limited to criteria pollutants. TACs are found in ambient air, especially in urban areas, and are caused by industry, agriculture, diesel fuel combustion, and commercial operations (e.g., dry cleaners). TACs are typically found in low concentrations, even near their source (e.g., diesel particulate matter [DPM] near a freeway).

Diesel exhaust is the predominant TAC in urban air and is estimated to represent about three-quarters of the cancer risk from TACs. Diesel exhaust is a complex mixture of gases, vapors, and fine particles. Medium- and heavy-duty diesel trucks represent the bulk of DPM emissions from California highways. The majority of DPM is small enough to be inhaled into the lungs. Most inhaled particles are subsequently exhaled, but some deposit on the lung surface or are deposited in the deepest regions of the lungs (most susceptible to injury).[12] Chemicals in diesel exhaust, such as benzene and formaldehyde, have been previously identified as TACs by the California Air Resources Board (CARB).

Sensitive Receptors

Some groups of people are more affected by air pollution than others. CARB has identified the following persons who are most likely to be affected by air pollution: children under 16, the elderly over 65, athletes, and people with cardiovascular and chronic respiratory diseases. These groups are classified as sensitive receptors. Locations that may contain a high concentration of these sensitive population groups include residential areas, hospitals, daycare facilities, elder care facilities, and elementary schools.

3.3.1.2 *Regulatory Framework*

Federal and State

Clean Air Act

At the federal level, the United States Environmental Protection Agency (EPA) is responsible for overseeing implementation of the Clean Air Act and its subsequent amendments. The federal Clean Air Act requires the EPA to set national ambient air quality standards for the six common criteria pollutants (discussed previously), including PM, O_3, CO, SO_x, NO_x, and lead.

[12] California Air Resources Board. "Overview: Diesel Exhaust and Health." Accessed December 6, 2021. https://ww2.arb.ca.gov/resources/overview-diesel-exhaust-and-health.

CARB is the state agency that regulates mobile sources throughout the state and oversees implementation of the state air quality laws and regulations, including the California Clean Air Act. The EPA and the CARB have adopted ambient air quality standards establishing permissible levels of these pollutants to protect public health and the climate. Violations of ambient air quality standards are based on air pollutant monitoring data and are determined for each air pollutant. Attainment status for a pollutant means that a given air district meets the standard set by the EPA and/or CARB.

Risk Reduction Plan

To address the issue of diesel emissions in the state, CARB developed the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles. In addition to requiring more stringent emission standards for new on-road and off-road mobile sources and stationary diesel-fueled engines to reduce particulate matter emissions by 90 percent, the plan involves application of emission control strategies to existing diesel vehicles and equipment to reduce DPM (in additional to other pollutants). Implementation of this plan, in conjunction with stringent federal and CARB-adopted emission limits for diesel fueled vehicles and equipment (including off-road equipment), will significantly reduce emissions of DPM and NO_X.

Regional

2017 Clean Air Plan

The Bay Area Air Quality Management District (BAAQMD) is the agency primarily responsible for assuring that the federal and state ambient air quality standards are maintained in the San Francisco Bay Area. Regional air quality management districts, such as BAAQMD, must prepare air quality plans specifying how state and federal air quality standards will be met. BAAQMD's most recently adopted plan is the Bay Area 2017 Clean Air Plan (2017 CAP). The 2017 CAP focuses on two related BAAQMD goals: protecting public health and protecting the climate. To protect public health, the 2017 CAP describes how BAAQMD will continue its progress toward attaining state and federal air quality standards and eliminating health risk disparities from exposure to air pollution among Bay Area communities. To protect the climate, the 2017 CAP includes control measures designed to reduce emissions of methane and other super-greenhouse gases (GHGs) that are potent climate pollutants in the near-term, and to decrease emissions of carbon dioxide by reducing fossil fuel combustion.[13]

CEQA Air Quality Guidelines

The BAAQMD CEQA Air Quality Guidelines are intended to serve as a guide for those who prepare or evaluate air quality impact analyses for projects and plans in the San Francisco Bay Area. Jurisdictions in the San Francisco Bay Area Air Basin utilize the thresholds and methodology for assessing air quality impacts developed by BAAQMD within their CEQA Air Quality Guidelines. The guidelines include information on legal requirements, BAAQMD rules, methods of analyzing impacts, and recommended mitigation measures.

[13] BAAQMD. *Final 2017 Clean Air Plan.* April 19, 2017. http://www.baaqmd.gov/plans-and-climate/air-quality-plans/current-plans.

Local

Daly City 2030 General Plan

The Daly City 2030 General Plan (General Plan) includes policies for the purpose of avoiding or mitigating impacts resulting from development projects within the City. The following policies are specific to air quality and are applicable to the proposed project.

Policy/Task	Description
Policy RME-5	Assess projected air emissions from new development and associated construction and demolition activities in conformance with the BAAQMD CEQA Guidelines, and relative to state and federal standards.
Task RME-5.1	Amend the Planning Division's development review procedures to include a formal step that would help identify how a development project can incorporate design or functional changes that will minimize air quality impacts.
Task RME-5.3	Consider cumulative air quality impacts consistent with the region's Clean Air Plan and State law.
Task RME-5.4	Require the preparation of a Transportation Systems Management plan for new development that has been determined to contribute to a reduction in location air quality.
Task RME-5.5	Consult with BAAQMD to identify stationary and mobile TAC sources and determine the need for and requirements of a health risk assessment for proposed developments.
Policy RME-6	Minimize exposure of residents to objectionable smoke and odors by proactively regulating potential sources.
Task RME-6.2	Require new residential development projects and projects categorized as sensitive receptors to be located an adequate distance from facilities that are existing and potential sources of odor. An adequate separate distance will be determined based upon the type, size and operations of the facility.

3.3.1.3 *Existing Conditions*

The project is located in San Mateo County, which is in the San Francisco Bay Area Air Basin. The project area's proximity to both the Pacific Ocean and the San Francisco Bay has a moderating influence on the climate. The Bay Area is considered a nonattainment area for ground-level O_3 and $PM_{2.5}$ under both the federal Clean Air Act and state Clean Air Act. The area is also considered in nonattainment for PM_{10} under the state act, but not the federal act. The area has attained both state and federal ambient air quality standards for CO. As part of an effort to attain and maintain ambient air quality standards for O_3 and PM_{10}, BAAQMD has established thresholds of significance for these air pollutants and their precursors. These thresholds are for O_3 precursor pollutants (ROG and NO_X), PM_{10}, and $PM_{2.5}$, and apply to both construction period and operational period impacts.

The northwest corner of the project site (Parcel A) has been developed with the Jefferson Union High School District (JUHSD) Faculty and Staff Housing project. The northeast corner of the project site (Parcel B) is currently developed with a surface parking lot and portable building units. The southwest corner of the project site is developed with the JUHSD demonstration garden. The remainder of the project site it developed with surface parking lots and a one- to two-story concrete

building that serves as the existing JUHSD district office and adult education buildings. The nearest sensitive receptors to the project site are single- and multi-family residences adjacent the west and south, across Serramonte Boulevard to the north, and the Summit Shasta High School adjacent to the south.

3.3.2 Impact Discussion

For the purpose of determining the significance of the project's impact on air quality, would the project:

1) Conflict with or obstruct implementation of the applicable air quality plan?
2) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?
3) Expose sensitive receptors to substantial pollutant concentrations?
4) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

3.3.2.1 *Thresholds of Significance*

Impacts from the Project

As discussed in CEQA Guidelines Section 15064(b), the determination of whether a project may have a significant effect on the environment calls for judgment on the part of the lead agency and must be based, to the extent possible, on scientific and factual data. The City of Daly City has considered the air quality thresholds updated by BAAQMD in May 2017 and regards these thresholds to be based on the best information available for the San Francisco Bay Area Air Basin and conservative in terms of the assessment of health effects associated with TACs and $PM_{2.5}$. The BAAQMD CEQA Air Quality thresholds used in this analysis are identified in Table 3.3-2 below.

Table 3.3-2: BAAQMD Air Quality Significance Thresholds			
Pollutant	**Construction Thresholds**	**Operation Thresholds**	
	Average Daily Emissions (pounds/day)	**Average Daily Emissions (pounds/day)**	**Annual Average Emissions (tons/year)**
Criteria Air Pollutants			
ROG, NO_x	54	54	10
PM_{10}	82 (exhaust)	82	15
$PM_{2.5}$	54 (exhaust)	54	10
CO	Not Applicable	9.0 ppm (eight-hour) or 20.0 ppm (one-hour)	
Fugitive Dust	Dust Control Measures/Best Management Practices	Not Applicable	
Health Risks and Hazards for New Sources (within a 1,000-foot Zone of Influence)			
Health Hazard	**Single Source**	**Combined Cumulative Sources**	
Excess Cancer Risk	10 per one million	100 per one million	
Hazard Index	1.0	10.0	
Incremental Annual $PM_{2.5}$	0.3 µg/m^3	0.8 µg/m^3 (average)	

3.3.2.2 *Project Impacts*

Impact AIR-1: The project would not conflict with or obstruct implementation of the applicable air quality plan**. (Less than Significant Impact)**

The proposed project will not conflict with the latest Clean Air planning efforts since; (1) the project's operational emissions would be well below the BAAQMD thresholds of significance for air pollutants as discussed below in Impact AIR-2 and development of the project site would be considered urban infill. **(Less than Significant Impact)**

Impact AIR-2: The project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard. **(Less than Significant Impact with Mitigation Incorporated)**

The California Emissions Estimator Model (CalEEMod) Version 2020.4.0 was used to estimate emissions from construction and operation of the project. The project land use types and size, and anticipated construction schedule were input to CalEEMod. The model output from CalEEMod along with construction and operational inputs can be found in Appendix C.

BAAQMD is the regional agency responsible for overseeing compliance with State and Federal laws, regulations, and programs within the San Francisco Bay Area Air Basin. As previously stated, BAAQMD's most recently adopted plan is the 2017 CAP. The primary goals of the 2017 CAP are to attain air quality standards, reduce population exposure and protect public health, and reduce GHG emissions and protect the climate. The BAAQMD has also developed CEQA guidelines to assist lead agencies in evaluating the significance of air quality impacts. In formulating compliance strategies, BAAQMD relies on planned land uses established by local general plans. Land use planning affects vehicle travel, which in turn affects region-wide emissions of air pollutants and GHGs.

The 2017 CAP includes control measures that are intended to reduce air pollutant emissions in the Bay Area either directly or indirectly. Plans must show consistency with the control measures listed within the 2017 CAP. As shown in Table 3.3-3 below, the proposed project would generally be consistent with the 2017 CAP measures to reduce automobile trips, as well as energy and water use.

Table 3.3-3: Project Consistency with Applicable 2017 BAAQMD CAP Control Measures

Control Measure	Project Consistency with Measure Intent
Transportation Measures	
TR2 - Trip Reduction Programs: Implement the regional Commuter Benefits Program (Rule 14-1) that requires employers with 50 or more Bay Area employees to provide commuter benefits. Encourage trip reduction policies and programs in local plans, e.g., general and specific plans while providing grants to support trip reduction efforts. Encourage local governments to require mitigation of vehicle travel as part of new development approval, to adopt transit benefits ordinances in order to reduce transit costs to employees, and to develop innovative ways to encourage rideshare, transit, cycling, and walking for work trips. Fund various employer-based trip reduction programs.	**Consistent:** The project is required to implement a Transportation Demand Management (TDM) program (see mitigation measure MM TRN-2.1) to reduce vehicle miles traveled by at approximately three percent. The program measures could include, but are not limited to, carpool incentives, carshare memberships, additional last-mile services, and vanpools. The project sites are also in proximity to regional transit.
TR8 - Ridesharing, Last-Mile Connection: Promote carpooling and vanpooling by providing funding to continue regional and local ridesharing programs, and support the expansion of carsharing programs. Provide incentive funding for pilot projects to evaluate the feasibility and cost-effectiveness of innovative ridesharing and other last-mile solution trip reduction strategies. Encourage employers to promote ridesharing and carsharing to their employees.	
TR9 - Bicycle and Pedestrian Access and Facilities: Encourage planning for bicycle and pedestrian facilities in local plans, e.g., general and specific plans, fund bike lanes, routes, paths and bicycle parking facilities.	**Consistent:** As discussed in Section 3.17 Transportation, the existing bicycle and pedestrian facilities provide adequate access to the project site. The project would construct additional bicycle/pedestrian facilities

Table 3.3-3: Project Consistency with Applicable 2017 BAAQMD CAP Control Measures	
Control Measure	**Project Consistency with Measure Intent**
	as part of the project and include bicycle parking facilities on-site.
TR13 - Parking Policies: Encourage parking policies and programs in local plans, e.g., reduce minimum parking requirements; limit the supply of off-street parking in transit-oriented areas; unbundle the price of parking spaces; support implementation of demand-based pricing in high-traffic areas.	**Consistent:** The project proposes a lower parking supply than required by the City's Municipal Code (see Section 3.17.3). In addition, as required by mitigation measure MM TRN-2.1, the project shall implement TDM measures to promote alternatives to single-occupancy vehicle trips.
Building Measures	
BL1 - Green Buildings: Collaborate with partners such as KyotoUSA to identify energy-related improvements and opportunities for onsite renewable energy systems in school districts; investigate funding strategies to implement upgrades. Identify barriers to effective local implementation of the California Green Building Standards Code (CALGreen; Title 24) statewide building energy code; develop solutions to improve implementation/enforcement. Work with ABAG's BayREN program to make additional funding available for energy-related projects in the buildings sector. Engage with additional partners to target reducing emissions from specific types of buildings.	**Consistent:** The project would be constructed consistent with CALGreen and Title 24 requirements.
BL2 - Decarbonize Buildings: Explore potential Air District rulemaking options regarding the sale of fossil fuel-based space and water heating systems for both residential and commercial use. Explore incentives for property owners to replace their furnace, water heater or natural-gas powered appliances with zero-carbon alternatives. Update Air District guidance documents to recommend that commercial and multi-family developments install ground source heat pumps and solar hot water heaters.	**Consistent:** Electricity is provided to the site by Peninsula Clean Energy (PCE). PCE customers are automatically enrolled in the ECOplus plan, which generates its electricity from 100 percent carbon-free sources, with at least 50 percent from renewable sources. Customers have the option to enroll in the ECO100 plan, which generates its electricity from 100 percent carbon-free, renewable sources

Table 3.3-3: Project Consistency with Applicable 2017 BAAQMD CAP Control Measures	
Control Measure	**Project Consistency with Measure Intent**
Waste Management Measures	
WA4 - Recycling and Waste Reduction: Develop or identify and promote model ordinances on community-wide zero waste goals and recycling of construction and demolition materials in commercial and public construction projects.	**Consistent:** The project shall recycle and/or salvage for reuse a minimum of 60 percent of nonhazardous construction and demolition waste, consistent with Chapter 15.64, Recycling and Diversion of Construction and Demolition Debris of the City's Municipal Code.
Water Measures	
WR2 - Support Water Conservation: Develop a list of best practices that reduce water consumption and increase on-site water recycling in new and existing buildings; incorporate into local planning guidance.	**Consistent:** The project would be constructed consistent with CALGreen and Title 24 requirements, which require incorporation of water conservation measures.

As described above in Table 3.3-3, the project would be consistent with the applicable 2017 CAP control measures by reducing project generated trips, including bicycle parking facilities on-site, complying with CALGreen and Title 24, using 100 percent carbon free electricity, and recycling. The project, therefore, would not conflict with or obstruct the implementation of the 2017 CAP.

At the project-level, there are no consistency measures or thresholds. The proposed project would not conflict with the latest Clean Air planning efforts because the project would have operational emissions below the BAAQMD thresholds and would be an urban infill development.

Construction Period Emissions

CalEEMod provided annual emissions for construction including both on-site and off-site construction activities for full buildout of the proposed Precise Plan. Construction emissions were based on land use, construction start dates, and soil hauling information provided by the applicant to then generate CalEEMod default equipment and schedule information for a project of this type and size per phase. On-site activities are primarily made up of construction equipment emissions, while off-site activity includes worker, hauling, and vendor traffic. As noted previously in the Project Description, full build out of the entire Precise Plan would take approximately eight-12 years, but could take up to 15 years. However, for purposes of the air quality analysis, the project construction schedule and equipment usage assume the project would be constructed over a period of six years (1,110 workdays). In disclosing construction air quality impacts, it is more conservative to evaluate a shorter construction period, since compressing the total construction activity into a shorter period of time results in higher daily emissions than if the project were built over a longer period of time, so assuming six years rather than eight to 12 years would overstate the construction emissions. The project's average daily emissions were computed by dividing the total construction emissions by the number of construction days.

Table 3.3-4 shows average daily construction emissions of ROG, NO_X, PM_{10} exhaust, and $PM_{2.5}$ exhaust during construction of the project.

Table 3.3-4: Average Daily Construction Period Emissions - Unmitigated				
Year	**ROG (lbs./day)**	**NO_X (lbs./day)**	**PM_{10} (lbs./day)**	**$PM_{2.5}$ (lbs./day)**
2023 (130 workdays)	2.03	18.60	0.92	0.75
2024 (209 workdays)	18.62	15.99	0.79	0.64
2025-2026 (304 workdays)	2.03	16.63	0.80	0.63
2027 (126 workdays)	48.07	12.66	0.65	0.49
2028 (219 workdays)	2.17	16.46	0.87	0.63
2029 (122 workdays)	**81.00**	13.27	0.74	0.52
BAAQMD Thresholds (lbs./day)	**54**	**54**	**82**	**54**
Exceed Threshold?	**Yes (2029)**	No	No	No

As shown in Table 3.3-4 above, the project would generate significant levels of average daily ROG (ROG is primarily emitted from architectural coatings) in 2029 during construction. Additionally, construction activities, particularly during site preparation and grading, would temporarily generate fugitive dust in the form of PM_{10} and $PM_{2.5}$. Sources of fugitive dust would include disturbed soils at the construction site and trucks carrying uncovered loads of soils. Unless properly controlled, vehicles leaving the site would deposit mud on local streets, which could be an additional source of airborne dust after it dries. The BAAQMD CEQA Air Quality Guidelines consider these impacts to be less than significant if best management practices (BMPs) are implemented to reduce these emissions.

Mitigation Measures: The project will be required to implement the following mitigation measures to reduce reactive organic gas (ROG) and fugitive dust generation to a less than significant level:

MM AIR-2.1: BAAQMD Best Management Practices: The project shall implement the Bay Area Air Quality Management District's (BAAQMD's) recommended best management practices (BMPs) and additional measures to reduce construction equipment exhaust emissions. These measures shall include the following:

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered three times a day and at a frequency adequate to maintain minimum soil moisture of 12 percent. Moisture content shall be verified by lab samples or moisture probe.
- All haul trucks transporting soil, sand, or other loose material off-site shall be covered.

- All visible mud or dirt track-out onto adjacent public roads shall be removed using a wet power vacuum street sweeper at least once per day. The use of dry power sweeping shall be prohibited.
- All vehicle speeds on unpaved roads shall be limited to 15 mph.
- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
- All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
- Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.
- All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph and visible dust extends beyond site boundaries.
- Wind breaks (e.g., trees, fences) shall be installed on the windward side(s) of actively disturbed areas of construction adjacent to sensitive receptors. Wind breaks should have at maximum 50 percent air porosity.
- Vegetative ground cover (e.g., fast-germinating native grass seed) shall be planted in disturbed areas as soon as possible and watered appropriately until vegetation is established.
- The simultaneous occurrence of excavation, grading, and ground-disturbing construction activities on the same area at any one time shall be limited. Activities shall be phased to reduce the amount of disturbed surfaces at any one time.
- Avoid tracking of visible soil material on to public roadways by employing the following measures if necessary: (1) Site accesses to a distance of 100 feet from public paved roads shall be treated with a 6 to 12-inch compacted layer of wood chips, mulch, or gravel and (2) washing truck tires and construction equipment of prior to leaving the site.
- Sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways from sites with a slope greater than one percent.

MM AIR-2.2: Selection of Construction Equipment: All construction equipment larger than 25 horsepower used at the site for more than two continuous days or 20 hours total shall meet U.S. Environmental Protection Agency (EPA) Tier 4 emission standards PM (PM_{10} and $PM_{2.5}$), if feasible, otherwise,

- Use equipment that meets U.S. EPA emission standards for Tier 2 or 3 engines and include particulate matter emissions control equivalent to

California Air Resources Board (CARB) Level 3 verifiable diesel emission control devices that altogether achieve a 50-percent reduction in particulate matter exhaust in comparison to uncontrolled equipment; alternatively (or in combination).

- Use of electrical or non-diesel fueled equipment.

Alternatively, the applicant may develop another construction operations plan demonstrating that the construction equipment used on-site would achieve a reduction in construction diesel particulate matter emissions by 70 percent or greater. Elements of the plan could include a combination of some of the following measures:

- Implementation of Tier 4 or alternatively fueled equipment,
- Installation of electric power lines during early construction phases to avoid use of diesel generators and compressors,
- Use of electrically-powered equipment,
- Forklifts and aerial lifts used for exterior and interior building construction shall be electric or propane/natural gas powered,
- Change in construction build-out plans to lengthen phases, and
- Implementation of different building techniques that result in less diesel equipment usage.

Such a construction operations plan would be subject to review by an air quality expert and approved by the City prior to construction.

MM AIR-2.3: Low Volatile Organic Compound (VOC) Coating: The project shall use low volatile organic compound or VOC (i.e., ROG) coatings, that are below current BAAQMD requirements (i.e., Regulation 8, Rule 3: Architectural Coatings), for at least 50 percent of all residential and nonresidential interior paints and 50 percent of exterior paints. This includes all architectural coatings applied during both construction and reapplications throughout the project's operational lifetime. At least 50 percent of coatings applied must meet a "super-compliant" VOC standard of less than 10 grams of VOC per liter of paint. For reapplication of coatings during the project's operational lifetime, the Declaration of Covenants, Conditions, and Restrictions shall contain a stipulation for low VOC coatings to be used.

MM AIR-2.1 through MM AIR-2.3 would reduce ROG emissions by 50 percent, to 40.74 lbs./day, resulting in ROG emissions below the BAAQMD threshold. Therefore, with implementation of MM-AIR-2.1 through MM-AIR-2.3, project construction would not exceed BAAQMD's thresholds of significance.

Operational Period Emissions

Operational period emissions from full buildout of the proposed Precise Plan would be generated primarily from vehicles driven by future residents, employees, customers, and vendors.[14] Evaporative emissions from architectural coatings and maintenance products (classified as consumer products) are also typical emissions from these types of uses. The proposed project also would include four 750-kilowatt (kW) diesel-fueled emergency generators. The emergency generators would be tested periodically and would power the proposed buildings in the event of a power failure. For modeling purposes, it was assumed that the generators would be operated primarily for testing and maintenance purposes. CARB and BAAQMD requirements limit these engine operations to 50 hours each per year of non-emergency operation. During testing periods, the engine would typically be run for less than one hour. CalEEMod was used to estimate emissions from operation of the proposed project. As discussed in Section 3.17 Transportation, the proposed project would implement a Transportation Demand Management (TDM) plan to achieve a three percent reduction in vehicle miles traveled (VMT); therefore, mobile emissions were reduced by three percent to reflect the effectiveness of the TDM plan. A summary of the calculated annual operational emissions is provided in Table 3.3-5, below. It was assumed that the earliest year of full project buildout and operation would occur in 2030 (in the event full buildout occurs later in time beyond 2030, emissions would be even lower as fuel efficiency gains would further reduce emissions), and as individual parcels are built and occupied, emissions would remain below the table values presented below.

Table 3.3-5: Unmitigated Operational Period Emissions

Scenario	ROG	NO_X	PM_{10}	$PM_{2.5}$
2022 Existing Emissions	1.02	0.49	0.65	0.17
2030 Project Operational Emissions (tons/year)	10.83	2.94	6.81	1.78
2030 Net Project Operational Emissions (tons/year)	9.81	2.44	6.16	1.60
BAAQMD Thresholds (tons/year)	**10**	**10**	**15**	**10**
Exceed Threshold?	No	No	No	No
2030 Net Project Operational Emissions (lbs./day)[1]	53.77	13.38	33.76	8.79
BAAQMD Thresholds (lbs./day)[1]	**54**	**54**	**82**	**54**
Exceed Threshold?	No	No	No	No
[1]Assumes 365-day operation				

As shown in Table 3.3-5, above, the project would not exceed annual or daily BAAQMD significance thresholds during project operation. **(Less than Significant Impact with Mitigation Incorporated)**

[14] Vehicle trips from the already built Parcel A project were included in the operational analysis to accurately reflect full buildout of the proposed Precise Plan.

Impact AIR-3:	The project would not expose sensitive receptors to substantial pollutant concentrations. **(Less than Significant Impact with Mitigation Incorporated)**

This project would introduce new sources of TACs during construction (i.e., on-site construction activity and truck hauling emissions) and operation (i.e., emergency diesel generators). Sensitive receptors within the project vicinity include residences to the south, west, and north of the project site and the Summit Shasta High School adjacent to the southern boundary of the project site.

Construction Toxic Air Contaminants

Project construction activity would generate dust and equipment exhaust that would affect nearby sensitive receptors. Community risk impacts were addressed by predicting increased cancer risk, the increase in annual $PM_{2.5}$ concentrations and computing the Hazard Index (HI) for non-cancer health risks. The maximally exposed individual (MEI) for construction cancer risk was determined to be located on the first floor at a multi-family residence across Serramonte Boulevard north of the project site (see Figure 3.3-1). The maximum annual $PM_{2.5}$ concentration from construction was shown to occur on the first floor at the Summit Shasta High School, adjacent to the southern boundary of the project (as seen in Figure 3.3-1) and was estimated to be 0.29 $\mu g/m^3$. Table 3.3-6 summarizes the community health risk impacts associated with project construction.

Table 3.3-6: Construction Risk Impacts at Off-Site MEI

Source		Cancer Risk (per million)[1]	$PM_{2.5}$ Concentration ($\mu g/m^3$)[2]	Hazard Index [2]
Most Affected Residential Receptor				
Project Construction	Unmitigated	**19.28 (infant)**	0.15	0.01
	Mitigated[3]	3.33 (infant)	0.05	<0.01
BAAQMD Single-Source Threshold		**10**	**0.3**	**1.0**
Exceed Threshold?	Unmitigated	**Yes**	No	No
	Mitigated	No	No	No
Most Affected Student Receptor – Summit Shasta High School				
Project Construction	Unmitigated	**11.96 (child)**	0.29	0.02
	Mitigated	2.13 (child)	0.11	<0.01
BAAQMD Single-Source Threshold		**10**	**0.3**	**1.0**
Exceed Threshold?	Unmitigated	**Yes**	No	No
	Mitigated[3]	No	No	No

1. Maximum assuming third-trimester fetus, infant, child exposure for construction and child/adult exposure during operation for 30-year exposure.

2. Maximum annual concentration for any year.

3. Assumes implementation of mitigation measures MM AIR-2.1 and MM AIR-2.2.



Source: Illingworth & Rodkin, Inc., June 17, 2022.

LOCATION OF OFF-SITE RECEPTORS, MEIS, AND PROPOSED EMERGENCY GENERATORS | FIGURE 3.3-1

As shown in Table 3.3-6, unmitigated project construction would exceed the BAAQMD single-source threshold for cancer risk at the residential and student MEI. However, implementation of MM AIR-2.1 and MM AIR-2.2 would reduce the project's cancer risk impacts to less than significant levels. Both the unmitigated and mitigated maximum annual $PM_{2.5}$ concentration and HI value from project construction would not exceed their respective BAAQMD single-source thresholds.

The community health risk impacts summarized in Table 3.3-6 are based on the proposed construction phasing of developing Parcel B first, followed by Parcels C and D, and finally Parcels E and F (see Section 2.2.1 Precise Plan). Any deviations from this phasing could result in different community health risk impacts than analyzed in this EIR. If construction phasing were to change during buildout of the proposed Precise Plan, the project would be required to implement the following mitigation measure.

Mitigation Measures: The project will be required to implement the following mitigation measure if construction phasing changes in order to confirm community health risk impacts are reduced to a less than significant level:

MM AIR-3.1: Prior to the issuance of a grading permit, the applicant shall provide the City with the most recent construction phasing schedule by parcel for buildout of the proposed Precise Plan. If the most recent construction phasing schedule increases the number of units per construction phase compared to the construction phasing assumed in the air quality analysis of this EIR, the applicant shall prepare an updated community health risk assessment to confirm that the new phasing will not result in any new or more significant air quality impacts not previously disclosed in this EIR. The updated community health risk assessment shall be reviewed and approved by the Director of Community Development or Director's designee.

Operational Toxic Air Contaminants

As previously stated, operation of the full buildout of the Precise Plan would have long-term emissions from the proposed emergency generators and project generated traffic. Figure 3.3-1 shows the proposed locations of the generators throughout the project site. The MEI for project operation was determined to be the same as the construction MEI for cancer risk and $PM_{2.5}$. CalEEMod was used to calculate the health risk impacts from the emergency generators and CalTrans version of the EMFAC2017 emissions model was used to calculate health risk impacts from project generated traffic. The results are summarized in Table 3.3-7 below.

Table 3.3-7: Operational Risk Impacts at Off-Site MEI

Source	Cancer Risk (per million)[1]	$PM_{2.5}$ Concentration ($\mu g/m^3$)[2]	Hazard Index [2]
Most Affected Residential Receptor			
Project Traffic	0.48 (child)	0.10	<0.01
Emergency Generators	1.37 (child)	<0.01	<0.01

Table 3.3-7: Operational Risk Impacts at Off-Site MEI			
Source	**Cancer Risk (per million)[1]**	**$PM_{2.5}$ Concentration ($\mu g/m^3$)[2]**	**Hazard Index [2]**
Unmitigated Project Total	1.85 (child)	0.1	0.01
BAAQMD Single-Source Threshold	**10**	**0.3**	**1.0**
Exceed Threshold?	No	No	No
Most Affected Student Receptor – Summit Shasta High School			
Project Traffic	0.26 (child)	0.11	<0.01
Emergency Generators	0.09 (child)	<0.01	<0.01
Unmitigated Project Total	0.35 (child)	0.11	0.02
BAAQMD Single-Source Threshold	**10**	**0.3**	**1.0**
Exceed Threshold?	No	No	No
1. Maximum assuming third-trimester fetus, infant, child exposure for construction and child/adult exposure during operation for 30-year exposure. 2. Maximum annual concentration for any year.			

As shown in Table 3.3-7, the proposed emergency generators and project generated traffic would not exceed BAAQMD single-source thresholds at the location of the MEI. Additionally, diesel engines are subject to CARB's Stationary Diesel Airborne Toxics Control Measure and the proposed generator would require permits from the BAAQMD since it would be larger than 50 horsepower. As part of the BAAQMD permit requirements for toxics screening analysis, the engine emissions will have to meet Best Available Control Technology for Toxics and pass the toxic risk screening level of less than ten in a million. The risk assessment would be prepared by the BAAQMD. Depending on results, the BAAQMD would set limits for DPM emissions (e.g., more restrictive engine operation periods). Sources of air pollutant emissions complying with all applicable BAAQMD regulations generally will not be considered to have a significant air quality community risk impact.

Combined Project Toxic Air Contaminants

As shown in Table 3.3-6 and Table 3.3-7 above, unmitigated project construction would exceed the BAAQMD single-source threshold for cancer risk at the residential and student MEI and unmitigated operational emissions would not exceed BAAQMD single-source thresholds. Table 3.3-8 summarizes the mitigated cancer risks, annual $PM_{2.5}$ concentrations, and HI values associated with construction and operation of the proposed project.

Table 3.3-8: Combined Mitigated Risk Impacts at Off-Site MEI			
Source	**Cancer Risk (per million)[1]**	**$PM_{2.5}$ Concentration ($\mu g/m^3$)[2]**	**Hazard Index [2]**
Most Affected Residential Receptor			
Construction (Years 0 – 6)[3]	3.33 (infant)	0.05	<0.01

Table 3.3-8: Combined Mitigated Risk Impacts at Off-Site MEI			
Source	**Cancer Risk (per million)[1]**	**$PM_{2.5}$ Concentration ($\mu g/m^3$)[2]**	**Hazard Index [2]**
Traffic (Years 3 – 30)	0.48 (child)	0.10	<0.01
Emergency Generators (Years 3 – 30)	1.37 (child)	<0.01	<0.01
Mitigated Project Total	5.18 (infant)	0.10	0.01
BAAQMD Single-Source Threshold	**10**	**0.3**	**1.0**
Exceed Threshold?	No	No	No
Most Affected Student Receptor – Summit Shasta High School			
Construction (Years 0 – 6) [3]	2.13 (child)	0.11	<0.01
Traffic (Years 3 – 9)	0.26 (child)	0.11	<0.01
Emergency Generators (Years 3 – 9)	0.09 (child)	<0.01	<0.01
Mitigated Project Total	2.48 (child)	0.11	<0.01
BAAQMD Single-Source Threshold	**10**	**0.3**	**1.0**
Exceed Threshold?	No	No	No

1. Maximum assuming third-trimester fetus, infant, child exposure for construction and child/adult exposure during operation for 30-year exposure.

2. Maximum annual concentration for any year.

3. Assumes implementation of mitigation measures MM AIR-2.1 and MM AIR-2.2.

As shown in Table 3.3-8, with implementation of MM AIR-2.1 and MM AIR-2.2, cancer risks would be reduced to less than significant levels. Both the unmitigated and mitigated annual $PM_{2.5}$ concentration and HI value from construction and operation activities would not exceed the single-source significance thresholds.

In a 2018 decision (*Sierra Club v. County of Fresno*), the state Supreme Court determined CEQA requires that when a project's criteria air pollutant emissions would exceed applicable thresholds and contribute a cumulatively considerable contribution to a significant cumulative regional criteria pollutant impact, the potential for the project's emissions to affect human health in the air basin must be disclosed. State and federal ambient air quality standards are health-based standards, and exceedances of those standards result in continued unhealthy levels of air pollutants. As stated in the 2017 BAAQMD CEQA Air Quality Guidelines, air pollution by its nature is largely a cumulative impact. No single project is sufficient in size, by itself, to result in nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. In developing thresholds of significance for air pollutants, BAAQMD considered the emission levels for which a project's individual emissions would be cumulatively considerable. If a project has a less than significant impact for criteria pollutants, it is assumed to have no adverse health effect. **(Less than Significant Impact with Mitigation Incorporated)**

Impact AIR-4:	The project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. **(Less than Significant Impact)**

The project would generate localized emissions of diesel exhaust during construction equipment operation and truck activity. These emissions may be noticeable from time to time by adjacent receptors. However, they would be localized and not likely to adversely affect people off-site by resulting in confirmed odor complaints. Occupancy of the residential buildings and the ground floor retail spaces would not generate odors that would result in complaints. There were no identified odor sources that would affect the project in terms of generating frequent odor complaints. **(Less Than Significant Impact)**

3.3.2.3 *Cumulative Impacts*

Impact AIR-C:	The project would not result in a cumulatively considerable contribution to a cumulatively significant air quality impact. **(Less than Significant Cumulative Impact with Mitigation Incorporated)**

Cumulative Exposure of Sensitive Receptors

Community health risk assessments typically look at all substantial sources of TACs that can affect sensitive receptors that are located within 1,000 feet of the project site (i.e., influence area). These sources include railroads, freeways or highways, busy surface streets, and stationary sources identified by BAAQMD. A review of the project area indicated that State Route (SR) 1, SR 35 (Skyline Boulevard), Callan Boulevard, Hickey Boulevard, and Serramonte Boulevard have an average daily traffic (ADT) over 10,000 vehicles per day. Other nearby streets all have ADT less than 10,000 vehicles and are not considered sources of TACs. Additionally, a review of the BAAQMD's Permitted Stationary Sources 2018 GIS website map indicates there is one stationary source within the project site's 1,000-foot influence area. Table 3.3-9 shows the project and cumulative community risk impacts at the off-site MEI. The off-site MEI is the same as those identified under Impact AIR-3 above.

Table 3.3-9: Cumulative Community Risk Impacts at Off-Site MEI

Source		Cancer Risk (per million)[1]	$PM_{2.5}$ Concentration ($\mu g/m^3$)[2]	Hazard Index [2]
Project[3]	Unmitigated	**21.13**	0.29	0.02
	Mitigated	5.18	0.11	<0.01
State Route 1 & 35		5.71	0.09	--
Callan Boulevard, ADT 13,950		0.29	0.02	<0.01
Hickey Boulevard, ADT 17,950		0.02	0.01	<0.01
Serramonte Boulevard, ADT 11,565		2.01	0.01	<0.01

Table 3.3-9: Cumulative Community Risk Impacts at Off-Site MEI				
Source		**Cancer Risk (per million)[1]**	**$PM_{2.5}$ Concentration ($\mu g/m^3$)[2]**	**Hazard Index [2]**
KNK Petroleum Inc dba Triton Gas (Facility ID #111517, Gas Station), MEI at 325 feet		2.61	--	0.01
Cumulative Total	Unmitigated	31.77	0.42	<0.06
	Mitigated	15.82	0.24	<0.05
BAAQMD Cumulative-Source Threshold		**100**	**0.8**	**10.0**
Exceed Threshold?	Unmitigated	No	No	No
	Mitigated	No	No	No
1. Maximum assuming third-trimester fetus, infant, child exposure for construction and child/adult exposure during operation for 30-year exposure for residential receptors and 9-year exposure for student receptors. 2. Maximum annual concentration for any year. 3. Cancer risk MEI occurred at residential receptor to the north and $PM_{2.5}$ Concentration MEI occurred at high school receptor to the south.				

As shown in Table 3.3-9, the combined effect of all TAC sources in the project area (with implementation of MM AIR-2.1 and MM AIR-2.2) would be less than significant because the cumulative threshold of significance would not be exceeded. Thus, the project would not make a considerable contribution to a cumulative impact. **(Less than Significant Cumulative Impact with Mitigation Incorporated)**

3.3.3 Non-CEQA Effects

Per *California Building Industry Association v. Bay Area Air Quality Management District,* 62 Cal. 4th 369 *(BIA v. BAAQMD)*, effects of the environment on the project are not considered CEQA impacts. The following discussion is included for informational purposes only because the City of Daly City has policies (Policy RME-5) that address existing air quality conditions affecting a proposed project.

On-site Community Health Risk – New Project Residents

A health risk assessment was completed to analyze the impact of existing and new TAC sources (i.e., emergency diesel generator, project generated traffic) would have on the new proposed sensitive receptors (i.e., residents and daycare) that buildout of the proposed Precise Plan would introduce to the site. New sensitive receptors would be located in the proposed apartment buildings and daycare space. The on-site MEI was determined to be located on the west side of Parcel D. The same TAC sources discussed under Impact AIR-3 were used in this health risk assessment. A summary of this assessment is shown in Table 3.3-10.

Table 3.3-10: Cumulative Community Risk Impacts at On-Site MEI				
Source		**Cancer Risk (per million)**	**$PM_{2.5}$ Concentration ($\mu g/m^3$)**	**Hazard Index**
Project	Unmitigated	**27.31**	**0.35**	0.02
	Mitigated	5.21	0.14	0.01
State Route 1 & 35		5.79	0.20	--
Callan Boulevard, ADT 13,950		0.23	0.03	<0.01
Hickey Boulevard, ADT 17,950		0.07	0.01	<0.01
Serramonte Boulevard, ADT 11,565		1.08	0.10	<0.01
KNK Petroleum Inc dba Triton Gas (Facility ID #111517, Gas Station), Project Site at 300 feet		3.09	--	0.01
BAAQMD Single-Source Threshold		**10**	**0.3**	**1.0**
Exceed Threshold?	Unmitigated	**Yes**	**Yes**	No
	Mitigated	No	No	No
Cumulative Total	Unmitigated	35.57	0.69	<0.06
	Mitigated	15.47	0.48	<0.05
BAAQMD Cumulative-Source Threshold		**100**	**0.8**	**10.0**
Exceed Threshold?	Unmitigated	No	No	No
	Mitigated	No	No	No

As shown in Table 3.3-10, the project construction sources' unmitigated cancer risk and $PM_{2.5}$ concentrations exceed the BAAQMD single-source thresholds, but the project and cumulative sources combined would not exceed the cumulative-source thresholds. With implementation of MM AIR-2.1 and MM AIR-2.2, cancer risk and $PM_{2.5}$ concentrations affecting future project residents due to project construction would be reduced to below the BAAQMD single-source thresholds, and no additional mitigation is needed to reduce cumulative health risks.

3.4 BIOLOGICAL RESOURCES

The following discussion is based, in part, on a Biological Resource Assessment (dated October 2021) prepared by Environmental Collective, a Wetland Assessment (dated February 13,2023) prepared by Hanson Bridgett, LLP, and a Biological Peer Review (dated May 2023) prepared by WRA Environmental Consultants. Copies of these reports are attached to this EIR as Appendix D, Appendix E, and Appendix F, respectively.

3.4.1 Environmental Setting

3.4.1.1 *Background Information*

Sensitive Natural Communities

Sensitive natural communities are natural community types considered to be rare or of a "high inventory priority" by the California Department of Fish and Wildlife (CDFW). Although sensitive natural communities have no legal protective status under the Federal Endangered Species Act (FESA) or California Environmental Species Act (CESA) (refer to Section 3.4.1.2 Regulatory Framework), they are provided some level of consideration under CEQA. Appendix G of the CEQA Guidelines identifies potential impacts on a sensitive natural community as one of six criteria to consider in determining the significance of a proposed project. While no thresholds are established as part of this criterion, it serves as an acknowledgement that sensitive natural communities are an important resource and, depending on their rarity, should be recognized as part of the environmental review process. The level of significance of a project's impact on any particular sensitive natural community will depend on that natural community's relative abundance and rarity.

Species of Special Concern

The CDFW maintains an administrative list of Species of Special Concern (SSC), defined as a "species, subspecies, or distinct population of an animal native to California that currently satisfies one or more of the following (not necessarily mutually exclusive) criteria:

- Extirpated from the State, or, in the case of birds, in its primary seasonal or breeding role;
- Listed as federally, but not State-, threatened or endangered;
- Meets the State definition of threatened or endangered but has not formally been listed;
- Experiencing, or formerly experienced, serious (noncyclical) population declines or range retractions (not reversed) that, if continued or resumed, could qualify it for State threatened or endangered status;
- Has naturally, small populations exhibiting high susceptibility to risk from any factor(s) that, if realized, could lead to declines that would qualify it for State threatened or endangered status.

The CDFW's Nongame Wildlife Program is responsible for producing and updating SSC publications for mammals, birds, and reptiles and amphibians. Section 15380 of the CEQA Guidelines clearly indicates that SSC should be included in an analysis of project impacts if they can be shown to meet the criteria of sensitivity outline therein. In contrast to species listed under the federal ESA or CESA, however, SSC have no formal legal status.

The California Native Plant Society (CNPS) is a non-profit conservation organization dedicated to the preservation of native flora in California. The CNPS has been involved in assembling, evaluating, and distributing information on special-status plant species in the state, as listed in the Inventory of Rare and Endangered Plants of California. CNPS has recently updated their rating system for the rarity of special-status plants, and now include both a California Rare Plant Rank and a Threat Rank. CEQA requires government agencies to consider environmental impacts of discretionary projects and to avoid or mitigate them where possible. Under Section 15380, CEQA provides protection for both State-listed species and for any other species which can be shown to meet the criteria for State listing. The CDFW recognizes that special-status plants with a California Rare Plant Rank of 1A (Presumed extinct in California), 1B (Rare, threatened, or endangered in California and elsewhere), and 2 (Rare and endangered in California, but are more common elsewhere) in the CNPS Inventory consist of plants that, in a majority of cases, would qualify for listing and these species should be addressed under CEQA review. In addition, the CDFW recommends, and local governments may require, protection of species which are regionally significant, such as locally rare species, disjunct populations, essential nesting and roosting habitat for more common wildlife species, or plants with a CNPS California Rare Plant Rank of 3 (Plant species for which additional data is needed – a review list) and 4 (Plant species of limited distribution – a watch list).

3.4.1.2 *Regulatory Framework*

Federal and State

Endangered Species Act

Individual plant and animal species listed as rare, threatened, or endangered under federal and state Endangered Species Acts are considered special-status species. Federal and state endangered species legislation has provided the United States Fish and Wildlife Service (USFWS) and the CDFW with a mechanism for conserving and protecting plant and animal species of limited distribution and/or low or declining populations. Permits may be required from both the USFWS and CDFW if activities associated with a proposed project would result in the take of a species listed as threatened or endangered. To "take" a listed species, as defined by the State of California, is "to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill" these species. Take is more broadly defined by the federal Endangered Species Act to include harm of a listed species.

In addition to species listed under state and federal Endangered Species Acts, Sections 15380(b) and (c) of the CEQA Guidelines provide that all potential rare or sensitive species, or habitats capable of supporting rare species, must be considered as part of the environmental review process. These may include plant species listed by the California Native Plant Society and CDFW-listed Species of Special Concern.

Clean Water Act

The United States Army Corps of Engineers (USACE) is responsible under Section 404 of the Clean Water Act to regulate the discharge of fill material into waters of the U.S. These waters, and their lateral limit, are defined in 33 CFR Part 328.3(a) and include streams that are tributaries to navigable waters and their adjacent wetlands. The lateral limits of jurisdiction for a non-tidal stream are measured at the line of the Ordinary High Water Mark (33 CFR Part 328.3[e]) or the limit of adjacent wetlands (33 CFR Part 328.3[b]). Any permanent extension of the limits of an existing water of the

U.S., whether natural or man-made, results in a similar extension of Corps jurisdiction (33 CFR Part 328.5).

Waters of the U.S. fall into two broad categories: wetlands and other waters. Other waters include waterbodies and watercourses generally lacking plant cover such as rivers, streams, lakes, springs, ponds, coastal waters, and estuaries. Wetlands are aquatic habitats that support hydrophytic wetland plants and include marshes, wet meadows, seeps, floodplains, basins, and other areas experiencing extended seasonal soil saturation. Seasonally or intermittently inundated features, such as seasonal ponds, ephemeral streams, and tidal marshes, are categorized as wetlands if they have hydric soils and support wetland plant communities. Seasonally inundated waterbodies or watercourses that do not exhibit wetland characteristics are classified as other waters of the U.S.

Waters and wetlands that cannot trace a continuous hydrologic connection to a navigable water of the U.S. are not tributary to waters of the U.S. These are termed "isolated wetlands." Isolated wetlands are jurisdictional when their destruction or degradation can affect interstate or foreign commerce (33 CFR Part 328.3[a]). The Corps may or may not take jurisdiction over isolated wetlands depending on the specific circumstances.

In general, a project proponent must obtain a Section 404 permit from the Corps before placing fill or grading in wetlands or other waters of the U.S. Prior to issuing the permit, the Corps is required to consult with the USFWS under Section 7 of the ESA if the project may affect federally listed species.

All Corps permits require water quality certification under Section 401 of the Clean Water Act. In the San Francisco Bay Area, this regulatory program is administered by the San Francisco Bay Regional Water Quality Control Board (RWQCB). Project proponents who propose to fill wetlands or other waters of the U.S. must apply for water quality certification from the RWQCB. The RWQCB has adopted a policy requiring mitigation for any loss of wetland, streambed, or other jurisdictional area.

Porter-Cologne Water Quality Control Act

Under this Act (California Water Code Sections 13000–14920), the RWQCB is authorized to regulate the discharge of waste that could affect the quality of the State's waters. The RWQCB asserts jurisdiction over isolated waters and wetlands, as well as waters and wetlands that are regulated by the Corps. Therefore, even if a project does not require a federal permit, it may still require review and approval by the RWQCB. When reviewing applications, the RWQCB focuses on ensuring that projects do not adversely affect the "beneficial uses" associated with waters of the State. In most cases, the RWQCB seeks to protect these beneficial uses by requiring the integration of waste discharge requirements (WDRs) into projects that will require discharge into waters of the State. For most construction projects, the RWQCB requires the use of construction and post-construction Best Management Practices (BMPs).

Migratory Bird Treaty Act

The federal Migratory Bird Treaty Act (MBTA) prohibits killing, capture, possession, or trade of migratory birds except in accordance with regulations prescribed by the Secretary of the Interior. Hunting and poaching are also prohibited. The taking and killing of birds resulting from an activity is

not prohibited by the MBTA when the underlying purpose of that activity is not to take birds.[15] Nesting birds are considered special-status species and are protected by the USFWS. The CDFW also protects migratory and nesting birds under California Fish and Game Code Sections 3503, 3503.5, and 3800. The CDFW defines taking as causing abandonment and/or loss of reproductive efforts through disturbance.

Fish and Game Code

The CDFW is also responsible for enforcing the California Fish and Game Code, which contains several provisions potentially relevant to construction projects. For example, Section 1602 of the Fish and Game Code governs the issuance of Lake and Streambed Alteration Agreements by the CDFW. Lake or Streambed Alteration Agreements are required whenever project activities substantially divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake designated as such by the CDFW.

The Fish and Game Code also lists animal species designated as Fully Protected or Protected, which may not be taken or possessed at any time. The CDFW does not issue licenses or permits for take of these species except for necessary scientific research, habitat restoration/species recovery actions, or live capture and relocation pursuant to a permit for the protection of livestock. Fully protected species are listed in Sections 3511 (birds), 4700 (mammals), 5050 (reptiles and amphibians), and 5515 (fish) of the Fish and Game Code, while Protected amphibians and reptiles are listed in Chapter 5, Sections 41 and 42.

Several provisions in the California Fish and Game code provide for the protection of birds and bird nests in active use. Unless the Fish and Game Code (FGC) or its implementing regulations provide otherwise, under California law it is unlawful to:

- Take a bird, mammal, fish, reptile, or amphibian (FGC Section2000);
- Take, possess, or needlessly destroy the nest or eggs of any bird (FGC Section 3503);
- Take, possess, or destroy any bird of prey in the orders Strigiformes (owls) and Falconiformes (such as falcons, hawks and eagles) or the nests or eggs of such bird (FGC Section 3503.5);
- Take or possess any of the thirteen fully protected bird species listed in FGC Section 3511;
- Take any non-game bird (i.e., bird that is naturally occurring in California that is not a gamebird, migratory game bird, or fully protected bird) (FGC Section 3800);
- Take or possess any migratory non-game bird as designated in the MBTA or any part of such bird, except as provided by rules or regulations adopted by the DOI under the MBTA (FGC Section 3513);
- Take, import, export, possess, purchase, or sell any bird (or products of a bird), listed as an endangered or threatened species under the CESA unless the person or entity possesses an Incidental Take Permit or equivalent authorization from CDFW (FGC Section 2050 et seq.).

[15] United States Department of the Interior. "Memorandum M-37050. The Migratory Bird Treaty Act Does Not Prohibit Incidental Take." Accessed December 6, 2021. https://www.doi.gov/sites/doi.gov/files/uploads/m-37050.pdf.

- Non-native species, including European starling, house sparrow, and rock pigeon, are not afforded any protection under the MBTA or California Fish and Game Code.

Regional

San Bruno Mountain Habitat Conservation Plan

The San Bruno Mountain Habitat Conservation Plan (HCP) was executed as an Agreement in November 1982 with the US Fish and Wildlife Service, California Department of Fish and Game, County of San Mateo, the cities of Brisbane, Daly City and South San Francisco, and several private property owners. The HCP was created to provide for the indefinite perpetuation of the Mission blue butterfly and to protect habitat of the other Species of Concern. It includes the establishment of public ownership of sufficient habitat area to support the species as well as funding for the ongoing maintenance of the habitat. Funding is provided by limited development that was excluded from such habitat area and devoted to urban uses, including, among others, residential, community service, commercial and recreational uses.

Given that the San Bruno Mountain encompasses approximately 3,600 acres, with various ownerships and within various cities, the HCP presents a single unifying and coordinating document to provide protection, enhancement and funding for the entire San Bruno Mountain ecological community. The HCP provides for the perpetuation of conserved habitat areas through eradication of exotic species; re-vegetation with grassland species; effective yearly monitoring of the species of concern to control reintroduction of exotics; and patrol of the area to discourage destructive human activities.

Portions of three of the four HCP planning areas are located within the jurisdiction of Daly City (Saddle, Radio Ridge, and Guadalupe Hills). Within those areas, all designated development has been completed including Point Pacific, Village in the Park, South Hills Estates, Linda Vista, and Bay Ridge. All of this development resulted in a net gain of available habitat either through dedication, easements, or on-site restoration. Furthermore, all of these projects continue to contribute to a trust fund that is used to maintain and monitor the habitat in perpetuity.

The project site is approximately 1.5 miles southwest of the San Bruno HCP boundary.

Local

Daly City 2030 General Plan

The General Plan includes policies for the purpose of avoiding or mitigating impacts resulting from development projects within the City. The following policies are specific to biological resources and are applicable to the proposed project.

Policy/Task	Description
Policy LU-17	Ensure that private development is responsible for providing any on- or off-site improvements related to and/or mitigating the impacts it causes.

Policy LU-18	Development activities shall not be allowed to significantly disrupt the natural or urban environment and all reasonable measures shall be taken to identify and prevent or mitigate potentially significant effects.
Policy RME-16	The City shall continue to recognize the importance of the San Bruno Mountain HCP, uphold the integrity of the concepts behind the plan, and respect the agreements that serve to implement it.

Municipal Code Chapter 12.40 – Urban Forestry Ordinance

The Municipal Code provides regulations to optimize the use of trees and other landscaping within the city. Chapter 12.40 requires plans submitted to the City for the construction, repair, or alteration of any building, housing, or structure to include provisions for sufficient guards or protectors to prevent injury to any existing publicly owned trees, shrubs, flowers, or vines. It also imposes conditions regarding the displacement of public trees, where a comparable size tree shall be planted, or a fee is paid to the City to cover the cost of replacing a removed tree.

3.4.1.3 *Existing Conditions*

The project site is located within an urbanized area of Daly City and is developed with the JUHSD campus, which is situated on an artificial flat that was created when the sloping property was graded and developed in 1969. The area has been extensively disturbed by past development, with most of the graded portion of project site occupied by buildings and pavement. Trees and landscaping are scattered throughout the area. The slopes located on the western, northern, and eastern portions of the area are occupied by non-native Monterey pine (Pinus radiata) and Monterey cypress (Hesperocyparis macrocarpa) trees, with an understory of non-native grasses and forbs, ivy (Hedera spp.), periwinkle (Vinca major), ice plant (Delosperma sp.), poison oak (Toxicodendron diversilobum), sour grass (Oxalis pes-caprae), and other species. Grassland species consist of annual grasses and forbs such as wild oats (Avena spp.), bromes (Bromus spp.), cut-leaf geranium (Geranium dissectum), bristly ox-tongue (Helminthotheca echioides), and bindweed (Convolvulus arvensis), among others.[16]

Sensitive Natural Communities

No riparian, native grassland, valley oak woodland, or other sensitive natural communities are present within the project site. As mentioned in Section 2.2.1.1, there is a demonstration garden in the southwest portion of the site. As documented in Appendix D, although native plant species are present in the Demonstration Garden as a result of being planted by gardeners (refer to Figure 3.4-1 and Photo 2), no rare or threatened plant species were found on-site; therefore, the garden does not meet CDFW's definition of a sensitive natural community with special status under federal and state law (refer to Section 3.4.1.1 Environmental Setting and Section 3.4.1.2 Regulatory Framework). The project site is also occupied by two separate stands of native arroyo willow, including one located on the eastern slopes and another located to the south of the Demonstration Garden (refer to Figure 3.4-1).[17]

[16] A forb is a herbaceous flowering plant.
[17] Arroyo willow is considered a Facultative Wetland (FACW) species according to the National Wetland Plant List (NWPL) typically growing in riparian conditions indicative of available surface water. The NWPL is used by the



Source: Environmental Collaborative, July 14, 2021.

Biological Land Cover | FIGURE 3.4-1

Each stand is several hundred square feet in size and surrounded by non-native plantings and impervious surfaces. These stands are not indicative of riparian conditions since there are no natural drainages entering or leaving the willow stand locations, indicating they are likely formed by poor drainage following development of the property or irrigation runoff. This is particularly true for the willow stand located on the steep eastern slopes where water could not concentrate. Additionally, these willow stands are dominated by non-native upland species of grasses and shrubs, and are located in an area extensively disturbed by past development. Based on these facts, both the Biological Resources Assessment and Biological Peer Review (refer to Appendix D and Appendix F, respectively) concurred that these willow stands do not meet the definition of a sensitive natural community.

Special-Status Species

Special-status species are plants and animals that are legally protected under the Federal Endangered Species Act (FESA), California Endangered Species Act (CESA), or other regulations, and species that are considered sufficiently rare by the scientific community to qualify for such listing. For purposes of this analysis, special-status plant species include the following:

- Listed under FESA as threatened, endangered, proposed threatened, proposed endangered, or a candidate species.
- Listed under CESA as threatened, endangered, rare, or a candidate species.
- Listed by the CNPS as California Rare Plant Rank (CRPR) 1A, 1B, 2, 3, or 4.

For purposes of this analysis, special-status wildlife species include the following:

- Listed under FESA as threatened, endangered, proposed threatened, proposed endangered, or a candidate species.
- Listed under CESA as threatened, endangered, or a candidate threatened or endangered species.
- Designated by the CDFW as a California species of special concern.
- Listed in the California Fish and Game Code as fully protected species (fully protected birds are provided in Section 3511, mammals in Section 4700, reptiles and amphibians in Section 5050, and fish in Section 5515).

Special Status Plants

No special-status plant species were observed on the project site during surveys conducted by Environmental Collective and WRA. None of the special-status plants known to occur in Daly City are mapped within the project site according to the California Natural Diversity Database (CNDDB). Suitable conditions for special-status plants are not present within the project site due to the extensive grading and development that the area has undergone, which precludes their occurrence within the area. While the Demonstration Garden includes some native plants planted by gardeners, none are classified as special-status.

Special-Status Wildlife

No special-status wildlife species were observed during the surveys conducted by Environmental Collective and WRA. Most special-status wildlife species known to occur in northern San Mateo County are associated with coastal salt marsh and riparian habitat, which are not present within the Precise Plan area. Due to a lack of larval host plant species or suitable habitat such as serpentine substrate or perennial aquatic habitat, special-status invertebrate species are unlikely to be present within the project site. The range of the western bumble bee, which is not a protected species under federal or state law but is being closely monitored due to declines in numbers and distribution over the past two decades, does not encompass the project site.

Bird nests of migratory bird species are protected under federal and state law (refer to Section 3.4.1.2 Regulatory Framework). No evidence of bird nests was observed during the aforementioned site visits, but suitable nesting habitat exists in the trees located along the project site perimeter.

There are no recorded occurrences of any special-status bat species within the project site and surrounding vicinity. However, trees and man-made building cavities, both of which are present on-site, are commonly used by bats, including the pallid bat (Antrozous pallidus) and Townsend's western big-eared bat (Corynorhinus townsendii), for roosting.

Jurisdictional Waters

As noted above under Sensitive Natural Communities, arroyo willow is typically found growing in riparian conditions indicative of available surface water, but may occur in non-wetlands. The arroyo willow stands are not connected to a natural drainage and have likely been supported by poor drainage following site development or irrigation runoff. Further, soils present at the willow stands lack redoximorphic features and do not meet the hydric soil criteria used to delineate wetlands.[18] Accordingly, both the Biological Resources Assessment and Biological Peer Review (refer to Appendix D and Appendix F, respectively) concurred that the willow stands do not meet the definition of a regulated wetland under federal and state law.

There is an approximately 865 square foot meadow located adjacent to the southwestern willow stand (see Photo 5 and Figure 3.4-1) that consists of facultative grasses including Italian ryegrass (Festuca perennis), bristly ox-tongue (Helminthotheca echioides), velvet grass (Holcus lanatus), annual beard grass (Polypogon monspeliensis), fringed willowherb (Epilobium ciliatum), and common rush (Juncus patens).[19] Soils present within this meadow exhibit redoximorphic features, and met hydric soil indicators. The meadow, however, is a result of deferred maintenance on the project site's drainage system and is not a naturally occurring wetland (see Appendix E and Appendix F); therefore, the meadow would not qualify as a jurisdictional wetland under the Clean Water Act or Porter-Cologne Act or as a sensitive natural community type.

[18] Redoximorphic features are color patterns soils that indicate periodic or regular saturation with water. Hydric soil is soil that has formed under conditions of saturation, flooding, or ponding long enough during the growing season to develop anaerobic conditions in the upper part of the soil.
[19] A facultative species is one that occurs in wetlands and non-wetlands.



Photo 5: View of meadow in southwest corner of the project site.

PHOTO 5

3.4.2 Impact Discussion

For the purpose of determining the significance of the project's impact on biological resources, would the project:

1) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or United States Fish and Wildlife Service (USFWS)?
2) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the CDFW or USFWS?
3) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?
4) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?
5) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?
6) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

3.4.2.1 *Project Impacts*

Impact BIO-1:	The project would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS. **(Less than Significant Impact with Mitigation Incorporated)**

As discussed in Section 3.4.1.3 Existing Conditions, there are no known occurrences of special-status plants or wildlife within the project site. However, trees and buildings present on-site may provide suitable nesting and roosting habitat for protected and/or special-status birds and bats. The potential impacts of the project on these species are discussed below.

Special-Status Birds

As previously noted, trees located within and along the project site perimeter may provide nesting habitat for migratory birds as well as native nesting birds. If vegetation removal, demolition, and construction activities occur during the nesting season (February 1 through August 31), these activities could result in the destruction or abandonment of an active nest and loss of any eggs or younglings in the nest, which would constitute a significant adverse effect and a violation of the federal Migratory Bird Treaty Act and State Fish and Game code.

Mitigation Measures:

MM BIO-1.1:

- If construction is initiated during the non-breeding season (September 1 to January 31), then vegetation removal, building demolition and other construction may proceed with no restrictions.
- If initial building demolition, vegetation removal, and construction is proposed during the nesting season (February 1 to August 31), a focused survey for nesting raptors and other native birds shall be conducted by a qualified biologist within 14 days prior to the onset of construction in order to determine whether any active nests are present on the site and surrounding area within 250 feet of proposed construction. The survey shall be reconducted any time construction has been delayed or curtailed for more than 14 days during the nesting season.
- If no active nests are identified during the construction survey period, then building demolition, vegetation removal, and other construction may proceed with no restrictions.
- If active bird nests are found, an adequate setback shall be established by a qualified biologist, approved by the City Planning Division, around the nest location and construction activities restricted within this no-disturbance zone until the qualified biologist has confirmed that any young birds have fledged and are able to function outside the nest location. Required setback distances for the no-disturbance zone shall be based on input received from the CDFW and may vary depending on species and sensitivity to disturbance. As necessary, the no-disturbance zone shall be fenced with temporary orange construction fencing if construction is to be initiated elsewhere on the site outside this zone.
- A report of findings shall be prepared by the qualified biologist and submitted to the Director of Community Development or Director's designee for review and approval prior to initiation of construction during the nesting season (February 1 to August 31). The report shall either confirm absence of any active nests or should confirm that any young are located within a designated no-disturbance zone and construction can proceed. No report of findings is required if construction is initiated during the non-nesting season (September 1 to January 31) and continues uninterrupted according to the above criteria.

With implementation of MM BIO-1.1, the project's impact to birds nesting on or near the site would be less than significant.

Special-Status Bats

Trees located within and along the perimeter of the project site and cavities in the existing buildings may provide roosting habitat for special-status bats and other designated priority bat species, including the pallid bat and Townsend's western big-eared bat. Tree trimming/removal and demolition of the existing buildings could displace any roosting bats, if present. Destruction of active

roosts, particularly a maternity roost of a special-status bat species with a high or medium-high priority by the Western Bat Working Group, would constitute a significant adverse effect.

Mitigation Measures:

MM BIO-1.2: Adequate measures shall be taken to avoid roosting by special-status bat species as a result of tree removal and building demolition, specifically:

- To the extent feasible, any tree removal or trimming that is deemed necessary by a certified arborist to maintain tree health shall be conducted outside of the bat maternity season (i.e. generally avoiding tree removal or trimming April through October).
- Building demolition shall, to the extent feasible, be conducted outside of the bat maternity season (i.e. generally avoiding demolition April through October).
- If tree removal, trimming, or building demolition occurs within bat maternity season (i.e. generally April through October), a pre-construction bat roost assessment shall be conducted by a qualified biologist at least 14 days and no more than 30 days prior to tree removal or building demolition to determine if bats roosts are present that may be impacted by project activities.
- If special-status bat species or maternity roosts are detected during these surveys, a qualified biologist shall identify any additional measures required to protect the roosts, such as including avoidance of the roosts until the end of the maternity roosting season.
- Regardless of the timing of tree removal or trimming activities, all felled trees or large limbs shall remain on the ground for at least 24-hours prior to chipping, off-site removal, or other processing to allow any roosting individual bats to vacate the premises of their own volition.
- A report of findings shall be prepared by the qualified biologist and submitted to the Director of Community Development or Director's designee for review and approval prior to initiation of construction during the maternity roosting season (April through October). The report shall either confirm absence of any active maternity roosts or specify any additional measures necessary to protect roosts until the end of the maternity roosting season. No report of findings is required if construction is initiated during the non-maternity roosting season (November through March) and continues uninterrupted according to the above criteria.

With implementation of MM BIO-1.2, impacts to individual bats and non-special status individuals and colonies of bats would be avoided during project construction. **(Less than Significant Impact with Mitigation Incorporated)**

Impact BIO-2:	The project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the CDFW or USFWS. **(No Impact)**

As discussed in Section 3.4.1.3 Existing Conditions, no riparian habitat or sensitive natural communities are present within the project site. Therefore, since construction and operation of the proposed project would be constrained to the project site, the project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community. **(No Impact)**

Impact BIO-3:	The project would not have a substantial adverse effect on state or federally protected wetlands through direct removal, filling, hydrological interruption, or other means. **(No Impact)**

Implementation of the project would result in the removal of the arroyo willow stands and meadow discussed in Section 3.4.1.3 Existing Conditions. Both willow stands are surrounded by upland plant species, located on steep slopes, and lack hydric soil conditions; therefore, they do not meet wetland criteria under federal or state wetland definitions. The Biological Resource Assessment (see Appendix D), Biological Peer Review (see Appendix F), and Wetland Assessment (see Appendix E) all agree that the approximately 865 square foot meadow in the southwest corner of the project site appears to contain wetland features; however, the Wetland Assessment documents that the small meadow is not a naturally occurring wetland, is isolated from natural drainages downstream, and is the result of deferred maintenance of the project site's drainage system. While the Biological Resource Assessment identifies the presence of wetland features, it does not reach a definitive conclusion about the meadow qualifying as a jurisdictional wetland and recommends a formal wetland delineation be performed prior to project implementation to allow the US Army Corp and/or the Regional Water Quality Control Board to determine whether to assert jurisdiction over the meadow as a wetland. The Biological Peer Review, however, agrees with the findings of the Wetland Assessment and concludes that the meadow would not qualify as a jurisdictional wetland under the Clean Water Act or Porter-Cologne Act. Based on the information presented regarding the origin and nature of the meadow, and consistent with the findings of the Biological Peer Review and Wetland Assessment, the City concludes that the meadow is not a formal wetland and, therefore, the removal of the meadow would not constitute a significant impact under CEQA and no mitigation is required to offset its loss. Thus, the project would not have a substantial adverse effect on state or federally protected wetlands. **(No Impact)**

Impact BIO-4:	The project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. **(Less than Significant Impact)**

As documented in Section 3.4.1.3 Existing Conditions, the project site is located in an urban area and has been extensively disturbed by past development, and is almost fully developed with buildings and impervious surfaces. No watercourses or other natural features are present that would serve as a movement corridor for migratory fish or wildlife species, or as a native wildlife nursery. The majority of trees and understory grasses, forbs, and other plants located on the perimeter of the project site would be preserved and continue to serve as habitat for local wildlife. Any wildlife present within the vicinity of the project site is already acclimated to human activity, and construction activities would not cause any significant impacts on wildlife movement in the area. For these reasons, the project would not interfere with fish and wildlife movement or in the use of native wildlife nursery sites. **(Less than Significant Impact)**

Impact BIO-5:	The project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. **(Less than Significant Impact)**

As discussed under Impact BIO-1, the project would mitigate potential impacts to nesting birds and bats to a less than significant level (consistent with General Plan policies LU-17 and LU-18). Additionally, the project would not conflict with the San Bruno Mountain Habitat Conservation Plan (refer to the discussion under Impact BIO-6), consistent with General Plan Policy RME-16. The project proposes to replace any trees removed during construction at a 2:1 ratio; however, since the trees are located on private property, the removal of these trees is not regulated by the City of Daly City and the City's Urban Forestry Ordinance. Off-site improvements (see Section 2.2.2.1 above) related to the project could result in the removal of street trees; however, the project would comply with the City's Urban Forestry Ordinance by replacing any removed street trees with a similar sized tree or through a fee payment directly to the City. Accordingly, the project would not conflict with any local policies or ordinances protecting biological resources. **(Less than Significant Impact)**

Impact BIO-6:	The project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. **(No Impact)**

The project site is approximately 1.5 miles southwest of the San Bruno HCP boundary. Therefore, the project would not conflict with the provisions of an adopted HCP. **(No Impact)**

3.4.2.2 *Cumulative Impacts*

Impact BIO-C:	The project would not result in a cumulatively considerable contribution to a cumulatively significant biological resources impact. **(Less than Significant Cumulative Impact with Mitigation Incorporated)**

The geographic area for cumulative impacts to biological resources includes the project site and its surrounding area because localized development would affect the same group of biological resources. The only cumulative projects within the vicinity of the project site are the Serramonte Shopping Center Expansion, located at 3 Serramonte Center, and the Serramonte Condominiums and Hotel project, located at 525-595 Serramonte Boulevard, both of which are adjacent to the northeast corner of the project site.

Candidate, Sensitive, or Special Status Species

As discussed under Impact BIO-1, the project would have a less than significant impact on candidate, sensitive, and special-status species with implementation of MM BIO-1.1 and MM BIO-1.2. Similar to the project, trees located at 3 Serramonte Center and 525-595 Serramonte Boulevard and cavities in existing buildings at 3 Serramonte Center may provide nesting and roosting habitat for birds and bats. Both the Serramonte Center Expansion and Serramonte Condominiums and Hotel projects would be subject to the same federal (FESA, MBTA), state (CESA, Fish and Game Code), and local policies and regulations in the City's General Plan protecting these species of birds and bats, and would be required to implement protective measures as warranted. Further, the project site, 3 Serramonte Center, and 525-595 Serramonte Boulevard are separated by a major intersection and intervening easements, which would reduce the potential for these projects to result in a cumulatively considerable impact to these species. Therefore, the project would not result in a cumulatively considerable contribution to a cumulatively significant impact on candidate, sensitive, or special-status species. **(Less than Significant Cumulative Impact with Mitigation Incorporated)**

Riparian Habitats or Sensitive Natural Communities

No riparian habitats or sensitive natural communities are present within the project site or adjacent parcels; therefore, the project would not result in a cumulatively considerable contribution to a cumulatively significant impact on riparian habitats or other sensitive natural communities. **(Less than Significant Cumulative Impact)**

Wetlands

As discussed under Impact BIO-3, the project would have no impact on state or federally protected wetlands. No wetlands are mapped within the cumulative project sites on the U.S. Fish and Wildlife National Wetlands Inventory, and these cumulative projects would be subject to the state and federal regulations protecting wetlands identified in Section 3.4.1.2 Regulatory Framework should any wetlands be discovered during the environmental review process.[20] Accordingly, the project would

[20] U.S. Fish and Wildlife Service. "National Wetlands Inventory". Accessed December 22, 2021. https://www.fws.gov/wetlands/data/Mapper.html

not result in a cumulatively considerable contribution to a cumulatively significant impact on state or federally protected wetlands. **(Less than Significant Cumulative Impact)**

Movement, Migration, or Use of Native Wildlife Nursery Sites

No watercourses or natural features are present within the project site or adjacent parcels that would serve as a movement corridor for migratory fish or wildlife species, or as a native wildlife nursery. Therefore, the project would not result in a cumulatively considerable contribution to a cumulatively significant impact fish and wildlife movement or in the use of native wildlife nursery sites. **(Less than Significant Cumulative Impact)**

Policies or Ordinances Protecting Biological Resources

As discussed under Impact BIO-5, the project would be in compliance with policies and ordinances protecting biological resources, specifically those outlined in the City's General Plan and Municipal Code. The cumulative projects identified in Table 3.0-1 would also be required to comply with these same policies, and therefore the project would not result in a cumulatively considerable contribution to a cumulatively significant conflict with local policies or ordinances protecting biological resources. **(Less than Significant Cumulative Impact)**

Habitat Conservation Plans

Neither the project site or other cumulative projects are located within an area covered by an adopted HCP, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, the project would not result in a cumulatively considerable contribution to a cumulatively significant conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. **(No Cumulative Impact)**

3.5 CULTURAL RESOURCES

The following discussion is based, in part, on a Historic Resources Evaluation prepared by Archaeological/Historical Consultants, dated October 2021. A copy of this report is attached to this EIR as Appendix G. The analysis is also based on a Cultural Resources Study prepared for the project by Tom Origer & Associates, dated February 2021. A copy of this report is on file at the City of Daly City Planning Division.

3.5.1 Environmental Setting

3.5.1.1 *Regulatory Framework*

Federal and State

National Historic Preservation Act

Federal protection is legislated by the National Historic Preservation Act of 1966 (NHPA) and the Archaeological Resource Protection Act of 1979. These laws maintain processes for determination of the effects on historical properties eligible for listing in the National Register of Historic Places (NRHP). Section 106 of the NHPA and related regulations (36 Code of Federal Regulations [CFR] Part 800) constitute the primary federal regulatory framework guiding cultural resources investigations and require consideration of effects on properties that are listed or eligible for listing in the NRHP. Impacts to properties listed in the NRHP must be evaluated under CEQA.

California Register of Historical Resources

The California Register of Historical Resources (CRHR) is administered by the State Office of Historic Preservation and encourages protection of resources of architectural, historical, archeological, and cultural significance. The CRHR identifies historic resources for state and local planning purposes and affords protections under CEQA. Under Public Resources Code Section 5024.1(c), a resource may be eligible for listing in the CRHR if it meets any of the NRHP criteria.[21]

Historical resources eligible for listing in the CRHR must meet the significance criteria described previously and retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance. A resource that has lost its historic character or appearance may still have sufficient integrity for the CRHR if it maintains the potential to yield significant scientific or historical information or specific data.

The concept of integrity is essential to identifying the important physical characteristics of historical resources and, therefore, in evaluating adverse changes to them. Integrity is defined as "the authenticity of a historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance." The processes of determining integrity are similar for both the CRHR and NRHP and use the same seven variables or aspects to define integrity that are used to evaluate a resource's eligibility for listing. These seven characteristics include 1) location, 2) design, 3) setting, 4) materials, 5) workmanship, 6) feeling, and 7) association.

[21] California Office of Historic Preservation. "CEQA Guidelines Section 15064.5(a)(3) and California Office of Historic Preservation Technical Assistance Series #6." Accessed August 31, 2020. http://www.ohp.parks.ca.gov/pages/1069/files/technical%20assistance%20bulletin%206%202011%20update.pdf.

Senate Bill 18

The intent of SB 18 is to aid in the protection of traditional tribal cultural places through local land use planning by requiring city governments to consult with California Native American tribes on projects which include adoption or amendment of general plans (defined in Government Code Section 65300 et seq.) and specific plans (defined in Government Code Section 65450 et seq.). SB 18 requires local governments to consult with tribes prior to making certain planning decisions and to provide notice to tribes at certain key points in the planning process.

Assembly Bill 52

AB 52, effective July 2015, established a new category of resources for consideration by public agencies called Tribal Cultural Resources (TCRs). AB 52 requires lead agencies to provide notice of projects to tribes that are traditionally and culturally affiliated with the geographic area if they have requested to be notified. Where a project may have a significant impact on a tribal cultural resource, consultation is required until the parties agree to measures to mitigate or avoid a significant effect on a tribal cultural resource or until it is concluded that mutual agreement cannot be reached.

Under AB 52, TCRs are defined as follows:

- Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are also either:
    - Included or determined to be eligible for inclusion in the California Register of Historic Resources, or
    - Included in a local register of historical resources as defined in Public Resources Code Section 5020.1(k).
- A resource determined by the lead agency to be a TCR.

California Native American Historical, Cultural, and Sacred Sites Act

The California Native American Historical, Cultural, and Sacred Sites Act applies to both state and private lands. The act requires that upon discovery of human remains, construction or excavation activity must cease and the county coroner be notified.

Public Resources Code Sections 5097 and 5097.98

Section 15064.5 of the CEQA Guidelines specifies procedures to be used in the event of an unexpected discovery of Native American human remains on non-federal land. These procedures are outlined in Public Resources Code Sections 5097 and 5097.98. These codes protect such remains from disturbance, vandalism, and inadvertent destruction, establish procedures to be implemented if Native American skeletal remains are discovered during construction of a project, and establish the Native American Heritage Commission (NAHC) as the authority to resolve disputes regarding disposition of such remains.

Pursuant to Public Resources Code Section 5097.98, in the event of human remains discovery, no further disturbance is allowed until the county coroner has made the necessary findings regarding the origin and disposition of the remains. If the remains are of a Native American, the county coroner must notify the NAHC. The NAHC then notifies those persons most likely to be related to the Native

American remains. The code section also stipulates the procedures that the descendants may follow for treating or disposing of the remains and associated grave goods.

Local

Daly City 2030 General Plan

The General Plan includes policies for the purpose of avoiding or mitigating impacts resulting from development projects within the City. The following policies are specific to cultural resources and are applicable to the proposed project.

Policy/Task	Description
Policy LU-19.1	Archeological resources should be preserved where possible.
Task LU-19.1	Archeological resources are a valuable educational resource for the residents of the city. Every effort should be made to preserve them in their natural state when found or be excavated by professional archeologists for display in a museum.
Policy RME-19	Undertake measures to protect and preserve historic and archaeological resources.
Task RME-19.1	Comply with State statues related to historical and archaeological resources.
Task RME-19.1	Serve as a leader in historic preservation by preserving, restoring, and reusing City-owned historic resources where feasible.

3.5.1.2 *Existing Conditions*

Archaeological Resources

The San Francisco Bay Area was historically inhabited by a Native American group known as the "Costanoan" or Ohlone over a period of 5,000 to 8,000 years prior to Spanish exploration and colonization of the region. According to the Northwest Information Center (NWIC), Native American resources in the northern part of San Mateo County have been found in close proximity to sources of water (including perennial and intermittent streams and springs), near the bay margin and its associated wetlands, along the coastal terraces and sheltered valleys, and near ecotones and other productive environments. The tribelet which inhabited the Daly City area lived primarily in two main inland villages located on the Colma and San Bruno Creeks and a seasonal village along the coast at Mussel Rock. At the time of European settlement, the project site was controlled by the Ramaytush linguistic group of the Ohlone/Costanoan people.

The project site is within an urbanized area of Daly City and is developed with the JUHSD campus, which is situated on an artificial flat that was created when the property was developed in 1969. The project site is located at what was once the headwaters of a small drainage that flowed east into Colma Creek. Prior to development of the project site, this drainage would have been the closest source of freshwater for nearby Ohlone/Costanoan people. No archaeological resources have been documented within a half-mile of the project site.

Historic Resources

The project site is currently developed with the JUHSD campus, which includes a main campus and storage bungalows (constructed in 1969), a General Education Department building (constructed in 1982), two one-story portables (constructed in 1998) and a Comcast relay station (constructed in 2002). Neither the project site or existing buildings are identified as a historic resource in the NRHP or CRHR, or identified as a property with potential historic value in the Daly City General Plan. The Historic Resources Evaluation prepared by Archaeological/Historical Consultants found none of the buildings to be an example of any unique architectural style or the work of a master architect or builder, nor were any structures determined to be associated with any significant person or local event in the area, and therefore the JUHSD campus does not meet the definition of an historic resource under CEQA. There are no documented historic resources within the vicinity of the JUHSD campus.

3.5.2 Impact Discussion

For the purpose of determining the significance of the project's impact on cultural resources, would the project:

1) Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5?
2) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?
3) Disturb any human remains, including those interred outside of dedicated cemeteries?

3.5.2.1 *Project Impacts*

Impact CUL-1:	The project would not cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5. **(No Impact)**

The existing JUHSD campus is not listed in the National Register of Historic Places or the California Register of Historical Resources, or the local registry of historic resources reflected in the Daly City General Plan. While the main campus and storage bungalows are over 50 years in age, these buildings are of simple utilitarian design constructed with commonplace materials (steel, concrete, wood, tar, gravel) and are not an example of any unique architectural style or the work of a master architect or builder. Further, these buildings are not known to be associated with any significant person or local event in the area. There are no documented historic resources within the vicinity of the JUHSD campus. For these reasons, demolition of the JUHSD campus would not cause a substantial adverse change in the significance of a historical resource. **(No Impact)**

Impact CUL-2:	The project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5. **(Less than Significant Impact with Mitigation Incorporated)**

The project site has been previously disturbed and developed with the JUHSD campus as described under Section 3.5.1.2 Existing Conditions. No archaeological resources have been documented within a half-mile of the project site. However, based on the site's proximity to a historic freshwater source and the historic occupation of Daly City and the project site by the Ohlone/Costanoan people, the Cultural Resources Study identified a moderate sensitivity for subsurface archaeological resources to be encountered during construction-related ground disturbing activities (demolition, grading, excavation, etc.). The project could result in significant impacts to undiscovered subsurface archaeological resources if encountered during construction-related ground disturbing activities.

Mitigation Measures:

MM CUL-2.1: Undiscovered Archaeological Resources. If evidence of an archaeological site or other suspected cultural resource as defined by CEQA Guideline Section 15064.5, including darkened soil representing past human activity ("midden"), that could conceal material remains (e.g., worked stone, worked bone, fired clay vessels, faunal bone, hearths, storage pits, or burials) is discovered during construction related earth-moving activities, all ground-disturbing activity within 100 feet of the resources shall be halted and the City's Planning Manager shall be notified. The project sponsor shall hire a qualified archaeologist to conduct a field investigation. The City's Planning Manager shall consult with the archaeologist to assess the significance of the find. Impacts to any significant resources shall be mitigated to a less-than-significant level through data recovery or other methods determined adequate by a qualified archaeologist and that are consistent with the Secretary of the Interior's Standards for Archaeological documentation. Any identified cultural resources shall be recorded on the appropriate DPR 523 (A-J) form and filed with the NWIC.

MM CUL-2.2: Report of Archaeological Resources. If archaeological resources are identified, a final report summarizing the discovery of cultural materials shall be submitted to the City's Planning Manager prior to issuance of certificate of occupancy. This report shall contain a description of the mitigation program that was implemented and its results, including a description of the monitoring and testing program, a list of the resources found and conclusion, and a description of the disposition/curation of the resources.

Implementation of MM CUL-2.1 would ensure that any potentially undiscovered archaeological resources are identified and appropriately treated and protected by a qualified archaeologist in accordance with the Secretary of the Interior's standards. Mitigation addressing subsurface archaeological resources would be documented and enforced through implementation of MM CUL-2.2. Therefore, the project would not cause a substantial adverse change in the significance of an

archaeological resource pursuant to CEQA Guidelines Section 15064.5. **(Less than Significant Impact with Mitigation Incorporated)**

Impact CUL-3:	The project would not disturb any human remains, including those interred outside of dedicated cemeteries. **(Less than Significant Impact with Mitigation Incorporated)**

Due to the project site's history of prehistoric residential activities, human remains have the potential to be discovered during construction. If human remains are unearthed during project construction, damage to or destruction of human remains would be a potentially significant impact.

Mitigation Measures:

MM CUL-3.1: Human Remains. If human remains are discovered during project construction, all ground-disturbing activity within 100 feet of the resources shall be halted and the City's Planning Manager and the San Mateo County coroner shall be notified immediately, according to Section 5097.98 of the State Public Resources Code and Section 7050.5 of California's Health and Safety Code. If the remains are determined by the County coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. The project sponsor shall also retain a professional archaeologist with Native American burial experience to conduct a field investigation of the specific site and consult with the Most Likely Descendant, if any, identified by the NAHC. As necessary, the archaeologist may provide professional assistance to the Most Likely Descendant, including the excavation and removal of the human remains. The City of Daly City shall be responsible for approval of recommended mitigation as it deems appropriate, taking account of the provisions of State law, as set forth in CEQA Guidelines section 15064.5(e) and Public Resources Code section 5097.98. The project sponsor shall implement approved mitigation, to be verified by the City of Daly City, before the resumption of ground-disturbing activities within 100 feet of where the remains were discovered.

By following the process set forth in MM CUL-3.1, the project would ensure that any human remains encountered during ground-disturbing activities are appropriately identified and treated. **(Less than Significant Impact with Mitigation Incorporated)**

3.5.2.2 *Cumulative Impacts*

Impact CUL-C:	The project would not result in a cumulatively considerable contribution to a cumulatively significant cultural resources impact. **(Less than Significant Cumulative Impact)**

The project would not impact historic resources, and so would not contribute to cumulative impacts to historic resources. With regard to archaeological resources, most development projects in Daly City would require a level of excavation and grading or other activities that may affect archaeological resources, including human remains. Each project is to complete its own literature review, as applicable, to determine the level of archeological and cultural sensitivity of its project site. However, all projects occurring within Daly City would be required to implement mitigation measures, as applicable, that would avoid impacts and/or reduce them to a less than significant level, consistent with CEQA requirements. Such measures consist of preliminary investigation prior to full excavation, avoidance measures during ground disturbance activities, and/or monitor during ground disturbance activities. Collection and evaluation of finds are also part of these conditions and/or mitigation measures. These projects would also be subject to federal, state, and county laws regulating cultural resources such as protocols of handling human remains, if found on the project site. For these reasons, the proposed project in combination with the cumulative scenario project would not result a significant cultural resources impact. **(Less than Significant Cumulative Impact)**

3.6 ENERGY

The following discussion is based, in part, on an air quality and greenhouse gas assessment prepared for the project by Illingworth & Rodkin, Inc. A copy of this report, dated June 17, 2022, is attached to this EIR as Appendix C.

3.6.1 Environmental Setting

3.6.1.1 *Regulatory Framework*

Federal and State

Energy Star and Fuel Efficiency

At the federal level, energy standards set by the EPA apply to numerous consumer products and appliances (e.g., the EnergyStar™ program). The EPA also sets fuel efficiency standards for automobiles and other modes of transportation.

Renewables Portfolio Standard Program

In 2002, California established its Renewables Portfolio Standard Program, with the goal of increasing the percentage of renewable energy in the state's electricity mix to 20 percent of retail sales by 2010. Governor Schwarzenegger issued Executive Order (EO) S-3-05, requiring statewide emissions reductions to 80 percent below 1990 levels by 2050. In 2008, EO S-14-08 was signed into law, requiring retail sellers of electricity serve 33 percent of their load with renewable energy by 2020. In October 2015, Governor Brown signed SB 350 to codify California's climate and clean energy goals. A key provision of SB 350 requires retail sellers and publicly owned utilities to procure 50 percent of their electricity from renewable sources by 2030. SB 100, passed in 2018, requires 100 percent of electricity in California to be provided by 100 percent renewable and carbon-free sources by 2045.

Executive Order B-55-18 To Achieve Carbon Neutrality

In September 2018, Governor Brown issued an executive order, EO-B-55-18 To Achieve Carbon Neutrality, setting a statewide goal "to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter." The executive order requires CARB to "ensure future Scoping Plans identify and recommend measures to achieve the carbon neutrality goal." EO-B-55-18 supplements EO S-3-05 by requiring not only emissions reductions, but also that, by no later than 2045, the remaining emissions be offset by equivalent net removals of CO_2 from the atmosphere through sequestration.

California Building Standards Code

The Energy Efficiency Standards for Residential and Nonresidential Buildings, as specified in Title 24, Part 6 of the California Code of Regulations (Title 24), was established in 1978 in response to a legislative mandate to reduce California's energy consumption. Title 24 is updated approximately

every three years.[22] Compliance with Title 24 is mandatory at the time new building permits are issued by city and county governments.[23]

California Green Building Standards Code

CALGreen establishes mandatory green building standards for buildings in California. CALGreen was developed to reduce GHG emissions from buildings, promote environmentally responsible and healthier places to live and work, reduce energy and water consumption, and respond to state environmental directives. CALGreen covers five categories: planning and design, energy efficiency, water efficiency and conservation, material and resource efficiency, and indoor environmental quality.

Advanced Clean Cars Program

CARB adopted the Advanced Clean Cars program in 2012 in coordination with the EPA and National Highway Traffic Safety Administration. The program combines the control of smog-causing pollutants and GHG emissions into a single coordinated set of requirements for vehicle model years 2015 through 2025. The program promotes development of environmentally superior passenger cars and other vehicles, as well as saving the consumer money through fuel savings.[24]

Local

City of Daly City General Plan

The City of Daly City's General Plan includes specific goals and policies to address energy conservation opportunities within the City. All new residential and nonresidential construction in the City must abide by the State of California's residential building standards for energy efficiency (Title 24 of the California Administrative Code). Title 24 Standards were established in 1978 to ensure that all new construction meets a minimum level of energy efficiency.

Policy/Task	Description
Policy HE-23	Gradually increase energy and water efficiency standards for all new and existing housing while minimizing the costs of such standards.
Task HE-23.1	Develop enhanced residential energy efficiency standards (Title 24, California Administrative Code) in all new residential construction which exceeds State-mandated requirements by five percent in 2015, ten percent in 2020, and twenty percent in 2030.
Task HE-23.2	Establish energy and water efficiency upgrade programs that promote energy and water efficiency upgrades in all existing residential buildings. Energy efficiency upgrades promoted as part of this program could include upgrades such as attic

[22] California Building Standards Commission. "California Building Standards Code." Accessed December 1, 2021. https://www.dgs.ca.gov/BSC/Codes#@ViewBag.JumpTo.
[23] California Energy Commission (CEC). "2019 Building Energy Efficiency Standards." Accessed December 1, 2021. https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2019-building-energy-efficiency.
[24] California Air Resources Board. "The Advanced Clean Cars Program." Accessed December 1, 2021. https://www.arb.ca.gov/msprog/acc/acc.htm.

Policy/Task	Description
	insulation, programmable thermostats, heating duct insulation, and water heater insulation. Water efficiency upgrades could include the installation of low-flow shower heads, where feasible, and retrofit of existing toilets to meet low-flush requirements as established by the City. Examples of programs developed as a part of this task could provide financial incentives (e.g., rebates, appliance buy-back, and similar programs) aimed at providing strong incentives to residential building owners to use the programs.
Policy HE-24	Mandate the inclusion of green building techniques into most new construction.
Policy HE-28	Promote alternative sources of energy in all homes.

Daly City's Green Vision

Daly City's Green Vision, A Climate Action Plan (CAP) for 2011-2020 and Beyond, was adopted in December 2010. Daly City's Green Vision guides the City towards a sustainable future that reduces GHG emissions from current levels, while promoting economic prosperity for present and future generations. The Green Vision identifies ten goals and seeks to achieve these goals through cost-effective strategies by the year 2020. The GHG reduction goals include adopting a general plan with measurable policies for sustainable development, reducing energy use in buildings, reducing transportation emissions, reducing solid waste disposal, and GHG emissions reductions from municipal operations. Daly City completed an update to the General Plan which incorporated these goals in March 2013.

Daly City Municipal Code

The City recently adopted Ordinance 1448, which requires all new residential buildings to be all electric and use no natural gas.[25] The City's Recycling and Diversion of Construction and Demolition ordinance (Municipal Code 15.64) requires that construction and demolition projects recycle or reuse 60 percent of the waste generated from the project. This ordinance is consistent with the requirements for construction and demolition debris diversion in CALGreen. Many of the construction materials, such as concrete, asphalt, asphalt singles, gypsum wallboard, wood and metals, can be reused or recycled, thus prolonging our supply of natural resources and potentially saving money in the process.

3.6.1.2 *Existing Conditions*

Total energy usage in California was approximately 7,802 trillion British thermal units (Btu) in the year 2019, the most recent year for which this data was available.[26] Out of the 50 states, California is ranked second in total energy consumption and 46th in energy consumption per capita. The breakdown by sector was approximately 19 percent (1,456 trillion Btu) for residential uses, 19 percent (1,468 trillion Btu) for commercial uses, 23 percent (1,805 trillion Btu) for industrial uses,

[25] City of Daly City. *Daly City Municipal Code Ordinance No. 1448*. May 10, 2021.
[26] United States Energy Information Administration. "State Profile and Energy Estimates, 2019." Accessed December 1, 2021. https://www.eia.gov/state/?sid=CA#tabs-2.

and 39 percent (3,073 trillion Btu) for transportation.[27] This energy is primarily supplied in the form of natural gas, petroleum, nuclear electric power, and hydroelectric power.

Electricity

Electricity in San Mateo County in 2020 was consumed primarily by the non-residential sector (60 percent), with the residential sector consuming 40 percent. In 2020, a total of approximately 4,167 GWh of electricity was consumed in San Mateo County.[28]

Peninsula Clean Energy (PCE) is a public and locally controlled electricity provider for the County of San Mateo. Electricity provided by PCE is delivered through PG&E transmission lines. Commercial and residential customers in San Mateo County are included in the PCE service area and can choose to have 50 to 100 percent of their electricity supplied from carbon-free and renewable sources. Customers are automatically enrolled in the ECOplus plan, which generates its electricity from 100 percent carbon-free sources, with at least 50 percent from renewable sources. Customers have the option to enroll in the ECO100 plan, which generates its electricity from 100 percent carbon-free, renewable sources. [29] The project site currently uses approximately 1.7 GWh of electricity per year.

Natural Gas

PG&E provides natural gas services within the City of Daly City In 2020, approximately two percent of California's natural gas supply came from in-state production, while the remaining supply was imported from other western states and Canada.[30] In 2019 residential and commercial customers in California used 33 percent of the state's natural gas, power plants used 26 percent, the industrial sector used 35 percent, and other uses used six percent.[31] Transportation accounted for one percent of natural gas use in California. In 2019, San Mateo County used approximately nine percent of the state's total consumption of natural gas.[32] The project site currently uses approximately 2,788,100 kBtu of natural gas per year.

Fuel for Motor Vehicles

In 2019 (pre-Covid), 15.4 billion gallons of gasoline were sold in California.[33] The average fuel economy for light-duty vehicles (autos, pickups, vans, and sport utility vehicles) in the United States has steadily increased from about 13.1 miles per gallon (mpg) in the mid-1970s to 25.4 mpg in

[27] Ibid.
[28] California Energy Commission. Energy Consumption Data Management System. "Electricity Consumption by County." Accessed December 1, 2021. http://ecdms.energy.ca.gov/elecbycounty.aspx.
[29] Sources: 1) Peninsula Clean Energy. "Frequently Asked Questions." Accessed December 1, 2021. https://www.peninsulacleanenergy.com/faq/. 2) Peninsula Clean Energy. "Energy Choices." Accessed December 1, 2021. https://www.peninsulacleanenergy.com/faq/.
[30] California Gas and Electric Utilities. 2020 *California Gas Report.* Accessed August 2, 2021. https://www.socalgas.com/sites/default/files/2020-10/2020_California_Gas_Report_Joint_Utility_Biennial_Comprehensive_Filing.pdf.
[31] United States Energy Information Administration. "State Profile and Energy Estimates, 2019." Accessed August 2, 2021. https://www.eia.gov/state/?sid=CA#tabs-2.
[32] California Energy Commission. "Natural Gas Consumption by County." Accessed August 2, 2021. http://ecdms.energy.ca.gov/gasbycounty.aspx.
[33] California Department of Tax and Fee Administration. "Net Taxable Gasoline Gallons." Accessed December 1, 2021. https://www.cdtfa.ca.gov/dataportal/dataset.htm?url=VehicleTaxableFuelDist.

2020.[34] Federal fuel economy standards have changed substantially since the Energy Independence and Security Act was passed in 2007. That standard, which originally mandated a national fuel economy standard of 35 miles per gallon by the year 2020, was updated in March 2020 to require all cars and light duty trucks achieve an overall industry average fuel economy of 40.4 mpg by model year 2026. [35,36] The existing uses vehicles miles traveled (VMT) is estimated to be 1,904,889.[37] Assuming a 25.4 mpg, the trips from existing uses require use approximately 75,000 gallons of fuel per year.

3.6.2 Impact Discussion

For the purpose of determining the significance of the project's impact on energy, would the project:

1) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?
2) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

3.6.2.1 *Project Impacts*

Impact EN-1:	The project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation. **(Less than Significant Impact)**

Construction

Construction of the project would require energy for the manufacture and transportation of building materials, site preparation and grading, and construction of the proposed Parcel B Development project and future buildout of the proposed Precise Plan. Construction processes are generally designed to be efficient in order to avoid excess monetary costs. That is, equipment and fuel are not typically used wastefully on the site because of the added expense associated with renting the equipment, as well as maintenance and fuel. In addition, as discussed in Section 3.3 Air Quality, the project would implement mitigation measures to minimize the idling of construction equipment thus reducing the potential for energy waste. Further, the project would recycle at least 60 percent of construction and demolition waste. For these reasons, construction of the project would not use energy in a wasteful manner.

Operational

The proposed project would increase the density/intensity of uses on the site and would result in a net increase in energy use. Operation of the project would consume energy for multiple purposes

[34] United States Environmental Protection Agency. "The 2021 EPA Automotive Trends Report: Greenhouse Gas Emissions, Fuel Economy, and Technology since 1975." November 2021. https://nepis.epa.gov/Exe/ZyPDF.cgi?Dockey=P1010U68.pdf

[35] United States Department of Energy. *Energy Independence & Security Act of 2007.* Accessed December 1, 2021. http://www.afdc.energy.gov/laws/eisa.

[36] Public Law 110–140—December 19, 2007. *Energy Independence & Security Act of 2007.* Accessed December 1, 2021. http://www.gpo.gov/fdsys/pkg/PLAW-110publ140/pdf/PLAW-110publ140.pdf.

[37] Illingworth & Rodkin, Inc. *Serramonte Del Rey Campus Redevelopment Project Air Quality and Greenhouse Gas Assessment.* June 17, 2022.

including, building heating and cooling, lighting for the proposed buildings and parking garages, and operation of appliances and electronics. Energy would also be consumed during each vehicle trip generated by residents, visitors, and employees. The project's estimated energy demand is summarized in Table 3.6-1.

Table 3.6-1: Estimated Annual Project Energy Demand

	Net Electricity (GWh)	**Net Natural Gas** (kBtu)	**Net Gasoline*** (gallons)
Existing	1.70	2,788,100	75,000
Project	7.65	63,840	734,326

Note: *Gasoline demand was calculated by dividing the project's estimated VMT by 25.4 mpg (Source: Illingworth & Rodkin, Inc. *Serramonte Del Rey Campus Redevelopment Project Air Quality and Greenhouse Gas Assessment*. June 17, 2022.)

To ensure that energy is not wasted or unnecessarily consumed, the project would comply with Title 24 and CALGreen energy efficiency measures, as well as City of Daly City Green Vision requirements and Recycling and Diversion of Construction and Demolition Ordinance. These various requirements would reduce project energy demand by ensuring that the project would be built to current energy efficiency standards, include energy efficient appliances, and reduce construction waste disposal trips. As noted above, the City recently adopted Ordinance 1448, which requires all new residential buildings to be all electric and use no natural gas. The project is also on an infill site that encourages alternatives to single-vehicle occupancy trips by being proximate to transit and being on a site adequately served by pedestrian and bicycle facilities. For these reasons, operation of the project would not use energy in a wasteful manner. **(Less than Significant Impact)**

Impact EN-2: The project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. **(Less than Significant Impact)**

According to the 2019 Integrated Energy Policy Report, the state is working towards decarbonizing the energy system and moving towards a 100 percent carbon-free system by 2045.[38] The project would obtain energy from the PCE which provides 50 to 100 percent carbon free electricity to the project site. The project would result in an increase in demand on existing energy resources; however, the project is required to comply with applicable regulations and City policies that would conserve energy and water, and reduce fuel consumption and waste generation. For these reasons, the proposed project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. **(Less than Significant Impact)**

[38] California Energy Commission. *2019 Integrated Energy Policy Report*. 2019.

3.6.2.2 *Cumulative Impacts*

Impact EN-C:	The project would not result in a cumulatively considerable contribution to a cumulatively significant energy impact. **(Less than Significant Cumulative Impact)**

By its nature, energy is a cumulative resource, and demands on energy supplies are cumulative. Past, present, and future development projects contribute to the state's energy impacts. If the project is determined to have a significant energy impact, it is concluded that the impact is cumulatively considerable. As discussed under Impact EN-1 and Impact EN-2 above, the project itself would not result in significant energy impacts. Further, all projects in Daly City and adjacent cities are required to meet CALGreen and Title 24 energy efficiency requirements, thus lessening overall energy demand. Therefore, the project would not result in a considerable contribution to a significant cumulative energy impact. **(Less than Significant Cumulative Impact)**

3.7 GEOLOGY AND SOILS

The following discussion is based, in part, on a Preliminary Geotechnical Investigation Report prepared for the project by Slate Geotechnical Consultants, Inc. A copy of this report, dated April 20, 2021, is attached to this EIR as Appendix H.

3.7.1 Environmental Setting

3.7.1.1 *Regulatory Framework*

State

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act was passed following the 1971 San Fernando earthquake. The act regulates development in California near known active faults due to hazards associated with surface fault ruptures. Alquist-Priolo maps are distributed to affected cities, counties, and state agencies for their use in planning and controlling new construction. Areas within an Alquist-Priolo Earthquake Fault Zone require special studies to evaluate the potential for surface rupture to ensure that no structures intended for human occupancy are constructed across an active fault.

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act (SHMA) was passed in 1990 following the 1989 Loma Prieta earthquake. The SHMA directs the California Geological Survey (CGS) to identify and map areas prone to liquefaction, earthquake-induced landslides, and amplified ground shaking. CGS has completed seismic hazard mapping for the portions of California most susceptible to liquefaction, landslides, and ground shaking, including the central San Francisco Bay Area. The SHMA requires that agencies only approve projects in seismic hazard zones following site-specific geotechnical investigations to determine if the seismic hazard is present and identify measures to reduce earthquake-related hazards.

California Building Standards Code

The CBC prescribes standards for constructing safe buildings. The CBC contains provisions for earthquake safety based on factors including occupancy type, soil and rock profile, ground strength, and distance to seismic sources. The CBC requires that a site-specific geotechnical investigation report be prepared for most development projects to evaluate seismic and geologic conditions such as surface fault ruptures, ground shaking, liquefaction, differential settlement, lateral spreading, expansive soils, and slope stability. The CBC is updated every three years.

California Division of Occupational Safety and Health Regulations

Excavation, shoring, and trenching activities during construction are subject to occupational safety standards for stabilization by the California Department of Industrial Relations, Division of Occupational Safety and Health (Cal/OSHA) under Title 8 of the California Code of Regulations and Excavation Rules. These regulations minimize the potential for instability and collapse that could injure construction workers on the site.

Public Resources Code Section 5097.5

Paleontological resources are the fossilized remains of organisms from prehistoric environments found in geologic strata. They range from mammoth and dinosaur bones to impressions of ancient animals and plants, trace remains, and microfossils. These materials are valued for the information they yield about the history of the earth and its past ecological settings. California Public Resources Code Section 5097.5 specifies that unauthorized removal of a paleontological resource is a misdemeanor. Under the CEQA Guidelines, a project would have a significant impact on paleontological resources if it would disturb or destroy a unique paleontological resource or site or unique geologic feature.

Local

Daly City 2030 General Plan

The General Plan includes policies for the purpose of avoiding or mitigating impacts resulting from development projects within the City. The following policies are specific to hazards and hazardous materials and are applicable to the proposed project.

Policy	Description
Policy SE-1.1	Continue to investigate the potential for seismic and geologic hazards as part of the development review process and maintain this information for the public record. Update Safety Element maps as appropriate.
Policy SE-1.2	Require site specific geotechnical, soils, and foundation reports for development proposed on sites identified in the Safety Element and its Geologic and Hazard Maps as having moderate or high potential for ground failure.
Policy SE-1.3	Permit development in areas of potential geologic hazards only where it can be demonstrated that the project will not be endangered by, nor contribute to, the hazardous condition on the site or on adjacent properties. All proposed development is subject to the City's Zoning Ordinance and Building Codes.
Policy SE-1.4	Prohibit development—including any land alteration, grading for roads and structural development—in areas of slope instability or other geologic concerns unless mitigation measures are taken to limit potential damage to levels of acceptable risk.
Policy SE-6.1	Regulate building construction practices to prevent hazardous structures and assure structural safety. Measures may include requiring conformance to an accepted set of construction standards, authorizing inspection of suspected dangerous structures, discontinuing improper construction activities, and eliminating hazardous conditions.

Daly City Municipal Code

Title 15 of the Daly City Municipal Code includes Chapter 15.62 “Grading, Erosion, and Sediment Control”, which is intended to provide for safe grading operations, to safeguard public health and property, and to preserve and enhance the natural environment, including, but not limited to, water quality, by regulating site clearing, grading and erosion control on all public and private properties. Among other conditions, Chapter 15.62 requires projects to prepare an erosion and sediment control

plan, an engineering geology report, and when requested, a soil/geotechnical engineering report in order to address geological and soils related hazards and engineering issues.

3.7.1.2 *Existing Conditions*

Regional Geology

The project site and surrounding area is located within the Coast Ranges physiographic province, a series of northwest-trending mountain ranges and valleys that extend along much of the coastal region of California. Geologic mapping indicates that the project site is underlain by the late Pliocene- to early Pleistocene-age Merced Formation, which consists of weak, friable sandstone, siltstone, and claystone, with local fossiliferous beds that are well-cemented.

Seismicity and Seismic Hazards

The entire San Francisco Bay Area is located within the San Andreas Fault Zone, a complex of active faults with the potential to generate earthquakes of magnitude 7.0 or greater. The overall probability of a magnitude 6.7 or greater earthquake on a fault in the greater Bay Area in the next 30 years is estimated at 63 percent. The closest major active fault segments include the San Andreas Fault Peninsula segment, located 0.6 miles southwest of the project site, the Pilarcitos Fault (located 4.5 miles southwest), the San Gregorio Fault North segment (located five miles southwest), and the Point Reyes Fault (located 6.3 miles west).

The project site is not within an Alquist-Priolo Fault Zone.[39] Based on hazard maps prepared for the Daly City General Plan, the project site is projected to experience very violent shaking during a seismic event, is at very low risk of liquefaction, and at moderate risk of landsliding.[40] Additionally, as the project site is considered to be at very low risk of liquefaction, it is also considered to be at low risk of lateral spreading.[41]

Soils and Topography

Based on subsurface borings and cone penetration tests completed in 2019 for the project site, underlying soils are a mixture of fill materials and native soil and weathered rock. Fill materials on site consist of variable compositions of sand, clayey sand, and sandy clay ranging in density from medium dense to very dense and consistency from medium stiff to hard. Fill materials are expected to be up to 140 feet in thickness in areas to the west and south of the existing buildings on-site. The native soil and weathered rock encountered consisted of clayey sand and sandy clay ranging in density and consistency from dense to very dense and stiff to hard. Soils tested during subsurface borings had a Plasticity Index (PI) of six.

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[39] California Geological Survey. *California Earthquake Hazards Zone Application (EQ ZAPP).* Date accessed September 22, 2020. https://maps.conservation.ca.gov/cgs/EQZApp/app/

[40] Liquefaction is a temporary loss of shear strength as a result of increased pore pressure due to strong ground shaking or cyclic loading. Liquefaction is defined by saturation of soil and loss of cohesion. It is associated with loose, high-plasticity soils and near-surface groundwater levels.

[41] Lateral spreading typically occurs as a form of horizontal displacement of relatively flat-lying soil toward an open or "free" face such as an open body of water, channel, or excavation. This movement is often associated with liquefaction and commonly occurs on gentle slopes in seismically active regions. Lateral spread presents a significant hazard to the integrity of buildings and other structures.

The project site underwent mass grading during the original development of the site between 1966 and 1969, with significant cut and leveling of a high knoll on the eastern half of the site, and mass excavation of existing ravine walls up to 80 feet deep and hillside cuts along the western boundary of the site. As a result, the project site overall is southeast sloping, with the western portion of the site featuring a 100-foot high moderately sloped hillside cut that descends to the relatively flat existing Serramonte Del Rey campus, which extends east to a 65- to 50-foot high slope that descends to Callan Boulevard.

Groundwater

No groundwater was encountered during the subsurface borings completed in 2019 on the project site, which extended between 29 and 50 feet below ground surface (bgs). For purposes of this EIR, groundwater in the project area vicinity is projected to flow generally south and east towards the San Francisco Bay at a depth of greater than 50 feet bgs.[42] Fluctuations in groundwater levels occur due to many factors including seasonal fluctuation, underground drainage patterns, regional fluctuations, and other factors.

Paleontological Resources

The project site is within the Merced Formation of the Franciscan complex, which was formed during the early to late Pliocene age of the Neogene period, and has a high sensitivity for paleontological resources. At a regional level, the project site is within the Pilarcitos stratigraphic area, which has approximately nine historic fossil collection sites, the closest of which is Mussel Rock, approximately one mile west of the project site. Fossils have been discovered elsewhere in Daly City along the coastline and on the shores of Lake Merced, but have not been discovered inland within Daly City.[43] As discussed above, the project site underwent mass grading and is underlain by fill, therefore, paleontological resources are unlikely to be found near the ground surface.

3.7.2 Impact Discussion

For the purpose of determining the significance of the project's impact on geology and soils, would the project:

1) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:
   - Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault (refer to Division of Mines and Geology Special Publication 42)?
   - Strong seismic ground shaking?
   - Seismic-related ground failure, including liquefaction?
   - Landslides?
2) Result in substantial soil erosion or the loss of topsoil?

[42] Strata Environmental Services, Inc. *Phase I Environmental Site Assessment, Serramonte del Rey Campus*. February 2020.
[43] Macrostrat. "Macrostrat Geologic Map". Accessed September 14, 2021. https://macrostrat.org/map/#/z=1.5/x=16/y=23/bedrock/lines/

3) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?
4) Be located on expansive soil, as defined in the current California Building Code, creating substantial direct or indirect risks to life or property?
5) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?
6) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?

3.7.2.1 *Project Impacts*

Impact GEO-1:	The project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault; strong seismic ground shaking; seismic-related ground failure, including liquefaction; or landslides**. (Less than Significant Impact)**

Fault Rupture

As discussed under Section 3.7.1.2 Existing Conditions, the project site is not within an Alquist-Priolo Fault Zone. As the nearest major active fault segment is located 0.6 miles southwest and no known faults intersect the study area, fault rupture is not anticipated to occur within the project site. As such, the project would not result in any substantial adverse effects associated with fault ruptures.

Seismic Ground Shaking

As discussed under Section 3.7.1.2 Existing Conditions, the project site is located within the seismically active San Andreas Fault Zone. During a seismic event, the project site may experience very violent ground shaking. Consistent with the findings of the Daly City 2030 General Plan Environmental Impact Report (General Plan EIR), compliance with the building codes and construction standards established by the CBC as required by law would be sufficient to protect against building collapse and major injuries during a seismic event.[44] The project would comply with current CBC building codes and standards and be constructed in accordance with the recommendations of a site-specific geotechnical investigation (as required by the CBC) and the engineering geology report prepared as required by Chapter 15.62 of the Daly City Municipal Code. For these reasons, the project would not result in substantial adverse effects associated with seismic ground shaking.

[44] City of Daly City. *General Plan Update Draft Environmental Impact Report*. October 2012. Page 3.5-15.

Liquefaction and Lateral Spreading

As discussed under Section 3.7.1.2 Existing Conditions, the project site is at a very low risk of liquefaction, and therefore at low risk of lateral spreading. The Geotechnical Investigation concluded that due to presence of stiff clay zones and the depth of groundwater (> 50 feet bgs), the project site was not at risk of liquefaction and associated effects. Further, the project as previously mentioned would comply with current CBC building codes and standards and be constructed in accordance with the recommendations of the site-specific geotechnical investigation and engineering geology report. As such, the project would not result in substantial adverse effects associated with liquefaction, lateral spreading, and other related phenomenon.

Landslides

As discussed under Section 3.7.1.2 Existing Conditions, the project site is mapped within an area with a moderate landslide risk. However, no landslide areas or landslide deposits have been mapped in the vicinity of the project site, and debris flow probability maps prepared by San Mateo County show that the area has a very low probability (< five percent) for debris flow failures. Based on bedrock type, landslide susceptibility, and lack of observed landslides in the vicinity, the Geotechnical Investigation (refer to Appendix H) concluded that the site-specific potential for seismically-induced landsliding to occur was low, and provided recommendations addressing the western and eastern slopes. As noted above, the project would comply with current CBC building codes and standards, and be constructed in accordance with the recommendations of the site-specific geotechnical investigation and engineering geology report. The General Plan EIR concluded that compliance with aforementioned codes, standards, and reports would reduce adverse effects associated with seismically induced landslides to a less than significant level.[45] **(Less than Significant Impact)**

Impact GEO-2:	The project would not result in substantial soil erosion or the loss of topsoil. **(Less than Significant Impact)**

Construction-related ground disturbing activities (demolition, grading, excavation, etc.) proposed by the project are expected to result in the exposure of soil to wind and water erosion. If managed improperly, construction could result in substantial soil erosion or loss of topsoil.

The City's National Pollutant Discharge Elimination System (NPDES) Municipal Permit and Chapter 15.62 of the City's Municipal Code are the City's primary means of enforcing erosion control measures through the grading and building permit process. Consistent with the findings of the General Plan EIR, compliance with the erosion control provisions included in the NPDES Municipal Permit and the erosion and sediment control plan required by Chapter 15.62 of the Municipal Code would ensure that the project would not result in substantial soil erosion or loss of topsoil.[46] **(Less than Significant Impact)**

[45] Ibid.
[46] Ibid. Page 3.5-17.

Impact GEO-3:	The project would not be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. **(Less than Significant Impact)**

As discussed under Impact GEO-1, the Geotechnical Investigation (refer to Appendix H) concluded that the project site is not unstable or likely to become unstable during a seismic event. Furthermore, the project would be required by law to comply with current CBC building codes and standards and be constructed in accordance with the recommendations of the site-specific geotechnical investigation and engineering geology report, which would ensure that the project would not exacerbate the risk of ground failure, including liquefaction, lateral spreading, landsliding, and other related phenomenon. As such, the project would not result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. **(Less than Significant Impact)**

Impact GEO-4:	The project would not be located on expansive soil, as defined in the current California Building Code, creating substantial direct or indirect risks to life or property. **(Less than Significant Impact)**

Pursuant to the CBC, soils with a PI of 15 or less are not considered expansive, therefore the project would not be located on expansive soil. Additionally, as discussed under Impact GEO-1, the geologic foundation of the project site is at a less than substantial risk of ground failure. By conforming with current CBC building codes and standards and the recommendations of the site-specific geotechnical investigation and the engineering geology report, the project would not create direct or indirect risks to life or property. **(Less than Significant Impact)**

Impact GEO-5:	The project would not have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater. **(No Impact)**

The proposed project would dispose of wastewater via lateral connections to the City's sewer system and would not require the use of septic tanks or alternative wastewater disposal systems. **(No Impact)**

Impact GEO-6:	The project would not directly or indirectly destroy a unique paleontological resource or site or unique geological feature. **(Less than Significant Impact with Mitigation Incorporated)**

The project site has previously been extensively developed with the JUHSD campus. Additionally, the project site is not on or adjacent to the Pacific coastline or the shores of Lake Merced where fossils have been previously encountered in Daly City, and there is no evidence of paleontological resources (e.g. the presence of rock outcroppings) on the site. As such, there is a low probability of that the project would result in the discovery of subsurface paleontological resources. Nonetheless, construction-related ground disturbing activities could result in significant impacts, if any unknown unique paleontological resource or site or unique geological feature resources were encountered.

Mitigation Measure: The project will be required to implement the following mitigation measure to reduce potential impacts to paleontological resources to a less than significant level:

MM GEO-6.1: Unique Paleontological and/or Geologic Features and Reporting. Should a unique paleontological resource or site or unique geological feature be identified at the project site during any phase of construction, all ground disturbing activities within 25 feet shall cease and the City's Planning Director notified immediately. A qualified paleontologist shall evaluate the find and prescribe mitigation measures to reduce impacts to a less than significant level. Work may proceed on other parts of the project site while mitigation for paleontological resources or geologic features is implemented. Upon completion of the paleontological assessment, a report shall be submitted to the City and, if paleontological materials are recovered, a paleontological repository, such as the University of California Museum of Paleontology.

Implementation of MM GEO-6.1 would ensure that any paleontological resource or unique geological feature encountered during project construction would be identified and subsequently evaluated and protected in accordance with California Public Resources Code Section 5097.5. As such, impacts to unique paleontological resources would be less than significant. **(Less than Significant Impact with Mitigation Incorporated)**

3.7.2.2 *Cumulative Impacts*

Impact GEO-C:	The project would not result in a cumulatively considerable contribution to a cumulatively significant geology and soils impact. **(Less than Significant Cumulative Impact with Mitigation Incorporated)**

The cumulative projects shown in Table 3.0-1 would be subject to similar geology, soils, and seismicity conditions as the proposed project. All cumulative projects occurring within Daly City would implement standard permit conditions related to geologic hazards and would be constructed consistent with the CBC and site-specific geotechnical investigations in order to avoid impacts from seismicity and geology and soils hazards, and/or reduce them to a less than significant level. Projects in the cumulative scenario would also be subject to similar CEQA requirements and mitigation measures as the proposed project with regard to avoidance and lessening of paleontological impacts. For these reasons, the cumulative projects, including the proposed project, would not result in significant cumulative geology and soils impacts. **(Less than Significant Cumulative Impact with Mitigation Incorporated)**

3.8 GREENHOUSE GAS EMISSIONS

The following discussion is based, in part, on an air quality and greenhouse gas assessment prepared for the project by Illingworth & Rodkin, Inc. A copy of this report, dated June 17, 2021, is attached to this EIR as Appendix C.

3.8.1 Environmental Setting

3.8.1.1 *Background Information*

Gases that trap heat in the atmosphere, GHGs, regulate the earth's temperature. This phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate. In GHG emission inventories, the weight of each gas is multiplied by its global warming potential (GWP) and is measured in units of CO_2 equivalents (CO_2e). The most common GHGs are carbon dioxide (CO_2) and water vapor but there are also several others, most importantly methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6). These are released into the earth's atmosphere through a variety of natural processes and human activities. Sources of GHGs are generally as follows:

- CO_2 and N_2O are byproducts of fossil fuel combustion.
- N_2O is associated with agricultural operations such as fertilization of crops.
- CH_4 is commonly created by off-gassing from agricultural practices (e.g., keeping livestock) and landfill operations.
- Chlorofluorocarbons (CFCs) were widely used as refrigerants, propellants, and cleaning solvents, but their production has been stopped by international treaty.
- HFCs are now used as a substitute for CFCs in refrigeration and cooling.
- PFCs and SF_6 emissions are commonly created by industries such as aluminum production and semiconductor manufacturing.

An expanding body of scientific research supports the theory that global climate change is currently causing changes in weather patterns, average sea level, ocean acidification, chemical reaction rates, and precipitation rates, and that it will increasingly do so in the future. The climate and several naturally occurring resources within California are adversely affected by the global warming trend. Increased precipitation and sea level rise will increase coastal flooding, saltwater intrusion, and degradation of wetlands. Mass migration and/or loss of plant and animal species could also occur. Potential effects of global climate change that could adversely affect human health include more extreme heat waves and heat-related stress; an increase in climate-sensitive diseases; more frequent and intense natural disasters such as flooding, hurricanes and drought; and increased levels of air pollution.

3.8.1.2 *Regulatory Framework*

State

Assembly Bill 32

Under the California Global Warming Solutions Act, also known as AB 32, CARB established a statewide GHG emissions cap for 2020, adopted mandatory reporting rules for significant sources of GHGs, and adopted a comprehensive plan, known as the Climate Change Scoping Plan, identifying how emission reductions would be achieved from significant GHG sources.

In 2016, SB 32 was signed into law, amending the California Global Warming Solution Act. SB 32, and accompanying Executive Order B-30-15, require CARB to ensure that statewide GHG emissions are reduced to 40 percent below the 1990 level by 2030. CARB updated its Climate Change Scoping Plan in December of 2017 to express the 2030 statewide target in terms of million metric tons of CO_2e ($MMTCO_2e$). Based on the emissions reductions directed by SB 32, the annual 2030 statewide target emissions level for California is 260 $MMTCO_2e$.

Senate Bill 375

SB 375, known as the Sustainable Communities Strategy and Climate Protection Act, was signed into law in September 2008. SB 375 builds upon AB 32 by requiring CARB to develop regional GHG reduction targets for automobile and light truck sectors for 2020 and 2035. The per capita GHG emissions reduction targets for passenger vehicles in the San Francisco Bay Area include a seven percent reduction by 2020 and a 15 percent reduction by 2035.

Consistent with the requirements of SB 375, the Metropolitan Transportation Commission (MTC) partnered with the Association of Bay Area Governments (ABAG), BAAQMD, and the Bay Conservation and Development Commission to prepare the region's Sustainable Communities Strategy (SCS) as part of the Regional Transportation Plan process. The SCS is referred to as Plan Bay Area 2050. Plan Bay Area 2050 establishes a course for reducing per capita GHG emissions through the promotion of compact, high-density, mixed-use neighborhoods near transit, particularly within identified Priority Development Areas (PDAs).

Regional

2017 Clean Air Plan

To protect the climate, the 2017 CAP (prepared by BAAQMD) includes control measures designed to reduce emissions of methane and other super-GHGs that are potent climate pollutants in the near-term, and to decrease emissions of carbon dioxide by reducing fossil fuel combustion.

CEQA Air Quality Guidelines

The BAAQMD's CEQA Air Quality Guidelines do not use quantified thresholds for projects that are in a jurisdiction with a qualified GHG reductions plan (i.e., a Climate Action Plan). The plan has to address emissions associated with the period that the project would operate (e.g., beyond year 2020). For quantified emissions, the guidelines recommended a GHG threshold of 1,100 metric tons or 4.6 metric tons (MT) per capita. These thresholds were developed based on meeting the 2020 GHG

targets set in the scoping plan that addressed AB 32. Development of the project would occur beyond 2020, so a threshold that addresses a future target is appropriate. Although BAAQMD has not published a quantified threshold for 2030 yet, this EIR utilizes an efficiency metric of 2.8 MT CO2e/year/service population and a bright-line threshold of 660 MT CO2e/year based on the GHG reduction goals of EO B-30-15. The service population metric of 2.8 is calculated for 2030 based on the 1990 inventory and the projected 2030 statewide population and employment levels. The 2030 bright-line threshold is a 40 percent reduction of the 2020 1,100 MT CO2e/year threshold.

Local

Daly City General Plan

The Housing Element of the City's General Plan contains policies, recommendations, and actions to promote energy conservation. Through energy conservation, GHG emissions are reduced. All future development allowed by the project would be subject to conformance with applicable General Plan policies, including the policy listed below.

Policy	Description
Policy HE-23	Gradually increase energy and water efficiency standards for all new and existing housing while minimizing the costs of such standards.
Policy HE-24	Mandate the inclusion of green building techniques into most new construction.
Policy HE-28	Promote alternative sources of energy in all homes.

Daly City's Green Vision

Daly City's Green Vision, A Climate Action Plan (CAP) for 2011-2020 and Beyond, was adopted in December 2010. Daly City's Green Vision guides the City towards a sustainable future that reduces GHG emissions from current levels, while promoting economic prosperity for present and future generations. The Green Vision identifies ten goals and seeks to achieve these goals through cost-effective strategies by the year 2020. The GHG reduction goals include adopting a general plan with measurable policies for sustainable development, reducing energy use in buildings, reducing transportation emissions, reducing solid waste disposal, and GHG emissions reductions from municipal operations. Daly City completed an update to the General Plan which incorporated these goals in March 2013.

Daly City Municipal Code

The following ordinances consistent with the goals of Daly City's Green Vision were adopted by the City Council in order to protect the environment and health of the community:

Ordinance 1448: This ordinance requires all new residential buildings to be all electric and use no natural gas.[47]

[47] City of Daly City. *Daly City Municipal Code Ordinance No. 1448*. May 10, 2021.

Green Building Standards Code (Municipal Code 15.22): The purpose of the ordinance is to adopt and incorporate the California Green Building Standards Code, 2013 edition, for the protection of the public health and safety of its inhabitants.

Recycling and Diversion of Construction and Demolition (Municipal Code 15.64): This ordinance requires that construction and demolition projects recycle or reuse 60 percent of the waste generated from the project. This ordinance is consistent with the requirements for construction and demolition debris diversion in CALGreen. Many of the construction materials, such as concrete, asphalt, asphalt singles, gypsum wallboard, wood and metals, can be reused or recycled, thus prolonging our supply of natural resources and potentially saving money in the process.

3.8.1.3 *Existing Conditions*

GHG emissions are generated from vehicles entering and leaving the site and from heating, cooling, and lighting of the existing buildings, as well as water used by current site users and wastewater generated on-site. The project site currently generates approximately 1,093 MT of CO_2e annually. For the purposes of this analysis, the Parcel A development project is assumed to be not built/occupied; therefore, it is not included in existing conditions. Parcel A is included as part of the operational emissions for the proposed project.

3.8.2 Impact Discussion

For the purpose of determining the significance of the project's impact on greenhouse gas emissions, would the project:

1) Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?
2) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs?

3.8.2.1 *Project Impacts*

Impact GHG-1:	The project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. **(Less than Significant Impact)**

GHG emissions associated with the project would occur over the short-term from construction activities, as well as operational emissions over the long term (associated with vehicular traffic within the project vicinity, the generator, energy and water usage, wastewater, and solid waste disposal). GHG emissions for the proposed project were analyzed using the methodology recommended in the BAAQMD CEQA Air Quality Guidelines. CalEEMod was used to predict GHG emissions from the project (as detailed in Appendix C).

Construction Emissions

GHG emissions associated with construction of Parcel B-F, based on construction data provided by the project applicant, were computed by CalEEMod to be 3,101 MT of CO_2e. These are the emissions from on-site operation of construction equipment, vendor and hauling truck trips, and worker trips. Neither the City nor BAAQMD have an adopted threshold of significance for construction-related GHG emissions, though BAAQMD recommends quantifying emissions and disclosing that GHG emissions would occur during construction. For these reasons, any impact would be less than significant.

Operational Emissions

Project operation would generate GHGs primarily through electricity generation/use and generation of vehicle trips. At full buildout and occupancy of the Precise Plan Parcels A-F, net operational GHG emissions from the project are estimated to be 5,585 MT of CO_2e for 2030, which exceeds the 2030 BAAQMD threshold of 660 MT/year of CO_2e (see Table 3.8-1). Land use projects with emissions above the 660 MT/year threshold are then subject to the GHG efficiency threshold of 2.8 MT per year per capita (MT/year/capita) to determine impact significance. For purposes of calculating per service population emissions, gross project GHG emissions are used, rather than the net GHGs used for establishing 'brightline' emissions. The project service population efficiency rate is based on the number of future residents. For this project, the number of future residents was estimated by multiplying the total number of units (i.e., 1,235 units) by the persons per household rate for the City of Daly City found in the California Department of Finance Population and Housing Estimate report.[48] Using the 3.33-person per household 2020 rate, the number of future residents was estimated to be 4,113 residents.

Table 3.8-1: Annual GHG Emissions (CO_2e) in Metric Tons

Source Category	Existing Conditions in 2022	Proposed Project in 2030
Area	0	15
Energy Consumption	311	3
Mobile	684	6,315
Solid Waste Generation	55	295
Water Usage	43	50
Total	1,093	6,678
Net Emissions		5,585
Significance Threshold		*660*
Per Service Population Emissions (MT of CO_2e/year/service population)		**1.62**
Significance Threshold		*2.8*

[48] State of California, Department of Finance, E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2021 with 2010 Census Benchmark. Sacramento, California. Accessed May 5, 2022. https://dof.ca.gov/forecasting/demographics/estimates/estimates-e5-2010-2021/.

Table 3.8-1: Annual GHG Emissions (CO_2e) in Metric Tons		
Source Category	**Existing Conditions in 2022**	**Proposed Project in 2030**
(MT of CO_2e/year/service population)		
Threshold Exceeded?		***No***

As shown in Table 3.8-1, the proposed project would not exceed the per capita 2030 threshold of 2.8 MT of CO_2e/year/service population; therefore, the project would meet the GHG reduction target set by SB 32 and not result in a significant GHG emissions impact. **(Less than Significant Impact)**

Impact GHG-2:	The project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. **(Less than Significant Impact)**

2017 Climate Action Plan

As discussed in Section 3.3 Air Quality, the project is consistent with the 2017 CAP because it supports the primary goals of the 2017 CAP (by providing increased density in a transit priority area) and does not exceed thresholds for greenhouse gas emissions (see Table 3.8-1 above).

Daly City General Plan

The project would be consistent with the City's General Plan policies [specifically Policy HE-23 of increasing energy efficiency standards in new and existing housing developments], Green Vision, and Green Building Ordinance because the project proposes to be constructed in compliance with the current California Green Building Standards Code (Title 24), which requires efficient windows, insulation, lighting, ventilation systems, and other features that reduce water and energy consumption. As noted previously, the City recently adopted Ordinance 1448, which requires all new residential buildings to be all electric and use no natural gas, which would further reduce GHG emissions.

The project would comply with the requirements of the Green Building Ordinance and the Title 24 Building Code, which requires proposed buildings to be constructed with various measures that would reduce GHG emissions from the project. For this reason, the project would be consistent with the City's General Plan, Green Vision, and Green Building Ordinance. **(Less Than Significant Impact)**

3.8.2.2 *Cumulative Impacts*

Impact GHG-C:	The project would not result in a cumulatively considerable contribution to a cumulatively significant GHG emissions impact. **(Less than Significant Cumulative Impact)**

GHG emissions have a broader, global impact; therefore, if a project exceeds the identified significance thresholds, its emissions would be cumulatively considerable. As discussed in Impact

GHG-1, the project would not result in significant GHG impacts by the year 2030 and would meet the GHG reduction target set by SB 32. Therefore, the project would not have a cumulatively considerable contribution to a significant cumulative GHG emissions impact. **(Less than Significant Cumulative Impact)**

3.9 HAZARDS AND HAZARDOUS MATERIALS

The following discussion is based, in part, on a Phase I Environmental Site Assessment (ESA) prepared for the project by Strata Environmental Services, Inc. A copy of this report, dated February 2020, is attached to this EIR as Appendix I.

3.9.1 Environmental Setting

3.9.1.1 *Regulatory Framework*

Overview

The storage, use, generation, transport, and disposal of hazardous materials and waste are highly regulated under federal and state laws. In California, the EPA has granted most enforcement authority over federal hazardous materials regulations to the California Environmental Protection Agency (CalEPA). In turn, local agencies have been granted responsibility for implementation and enforcement of many hazardous materials regulations under the Certified Unified Program Agency (CUPA) program.

Worker health and safety and public safety are key issues when dealing with hazardous materials. Proper handling and disposal of hazardous material is vital if it is disturbed during project construction. Cal/OSHA enforces state worker health and safety regulations related to construction activities. Regulations include exposure limits, requirements for protective clothing, and training requirements to prevent exposure to hazardous materials. Cal/OSHA also enforces occupational health and safety regulations specific to lead and asbestos investigations and abatement.

Federal and State

Federal Aviation Regulations Part 77

Federal Aviation Regulations, Part 77 Objects Affecting Navigable Airspace (FAR Part 77) sets forth standards and review requirements for protecting the airspace for safe aircraft operation, particularly by restricting the height of potential structures and minimizing other potential hazards (such as reflective surfaces, flashing lights, and electronic interference) to aircraft in flight. These regulations require that the Federal Aviation Administration (FAA) be notified of certain proposed construction projects located within an extended zone defined by an imaginary slope radiating outward for several miles from an airport's runways, or which would otherwise stand at least 200 feet in height above the ground.

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act (RCRA), enacted in 1976, is the principal federal law in the United States governing the disposal of solid waste and hazardous waste. RCRA gives the EPA the authority to control hazardous waste from the "cradle to the grave." This includes the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA also sets forth a framework for the management of non-hazardous solid wastes.

The Federal Hazardous and Solid Waste Amendments (HSWA) are the 1984 amendments to RCRA that focused on waste minimization, phasing out land disposal of hazardous waste, and corrective

action for releases. Some of the other mandates of this law include increased enforcement authority for the EPA, more stringent hazardous waste management standards, and a comprehensive underground storage tank program.[49]

Government Code Section 65962.5

Section 65962.5 of the Government Code requires CalEPA to develop and update a list of hazardous waste and substances sites, known as the Cortese List. The Cortese List is used by state and local agencies and developers to comply with CEQA requirements. The Cortese List includes hazardous substance release sites identified by the Department of Toxic Substances Control (DTSC) and State Water Resources Control Board (SWRCB).[50]

Toxic Substances Control Act

The Toxic Substances Control Act (TSCA) of 1976 provides the EPA with authority to require reporting, record-keeping and testing requirements, and restrictions relating to chemical substances and/or mixtures. Certain substances are generally excluded from TSCA, including, among others, food, drugs, cosmetics, and pesticides. The TSCA addresses the production, importation, use, and disposal of specific chemicals including polychlorinated biphenyls (PCBs), asbestos, radon, and lead-based paint.

California Accidental Release Prevention Program

The California Accidental Release Prevention (CalARP) Program aims to prevent accidental releases of regulated hazardous materials that represent a potential hazard beyond the boundaries of a property. Facilities that are required to participate in the CalARP Program use or store specified quantities of toxic and flammable substances (hazardous materials) that can have off-site consequences if accidentally released. The San Mateo County Environmental Health Department reviews CalARP risk management plans as the CUPA.

Asbestos-Containing Materials

Friable asbestos is any asbestos-containing material (ACM) that, when dry, can easily be crumbled or pulverized to a powder by hand, allowing the asbestos particles to become airborne. Common examples of products that have been found to contain friable asbestos include acoustical ceilings, plaster, wallboard, and thermal insulation for water heaters and pipes. Common examples of non-friable ACMs are asphalt roofing shingles, vinyl floor tiles, and transite siding made with cement. The EPA phased out use of friable asbestos products between 1973 and 1978. National Emission Standards for Hazardous Air Pollutants (NESHAP) guidelines require that potentially friable ACMs be removed prior to building demolition or remodeling that may disturb the ACMs.

[49] United States Environmental Protection Agency. "Summary of the Resource Conservation and Recovery Act." Accessed May 11, 2020. https://www.epa.gov/laws-regulations/summary-resource-conservation-and-recovery-act.
[50] California Environmental Protection Agency. "Cortese List Data Resources." Accessed May 28, 2020. https://calepa.ca.gov/sitecleanup/corteselist/.

CCR Title 8, Section 1532.1

The United States Consumer Product Safety Commission banned the use of lead-based paint in 1978. Removal of older structures with lead-based paint is subject to requirements outlined by the Cal/OSHA Lead in Construction Standard, CCR Title 8, Section 1532.1 during demolition activities. Requirements include employee training, employee air monitoring, and dust control. If lead-based paint is peeling, flaking, or blistered, it is required to be removed prior to demolition.

Regional and Local

Municipal Regional Permit Provision C.12.f

Polychlorinated biphenyls (PCBs) were produced in the United States between 1955 and 1978 and used in hundreds of industrial and commercial applications, including building and structure materials such as plasticizers, paints, sealants, caulk, and wood floor finishes. In 1979, the EPA banned the production and use of PCBs due to their potential harmful health effects and persistence in the environment. PCBs can still be released to the environment today during demolition of buildings that contain legacy caulks, sealants, or other PCB-containing materials.

With the adoption of the San Francisco Bay Region Municipal Regional Stormwater National Pollutant Discharge Elimination System (NPDES) Permit (MRP) by the San Francisco Bay Regional Water Quality Control Board on November 19, 2015, Provision C.12.f requires that permittees develop an assessment methodology for applicable structures planned for demolition to ensure PCBs do not enter municipal storm drain systems.[51] Municipalities throughout the Bay Area are currently modifying demolition permit processes and implementing PCB screening protocols to comply with Provision C.12.f. Buildings constructed between 1950 and 1980 that are proposed for demolition must be screened for the presence of PCBs prior to the issuance of a demolition permit. Single family homes and wood-frame structures are exempt from these requirements.

San Mateo County Comprehensive Airport Land Use Plan

Daly City is within the jurisdiction of the San Francisco Airport (SFO) Land Use Plan component of the San Mateo County Comprehensive Airport Land Use Compatibility Plan (ALUCP), adopted in December 1996 and updated in 2001. Established in the CLUP are procedures used by the San Mateo City and County Association of Governments (C/CAG) to review land use decisions in the vicinity of San Mateo County airports. Airport planning boundaries define where height, noise and safety standards, policies, and criteria are applied to certain proposed land use policy actions.

Local

Daly City 2030 General Plan

The General Plan includes policies for the purpose of avoiding or mitigating impacts resulting from development projects within the City. The following policies are specific to hazards and hazardous materials and are applicable to the proposed project.

[51] California Regional Water Quality Control Board. *San Francisco Bay Region Municipal Regional Stormwater NPDES Permit.* November 2015.

Policy/Task	Description
Policy LU-18	Development activities shall not be allowed to significantly disrupt the natural or urban environment and all reasonable measures shall be taken to identify and prevent or mitigate potentially significant effects.
Task LU-18.1	Ensure that potentially significant environmental impacts associated with development proposals are properly mitigated through conditions of approval, mitigation measures, project design, or project denial. In cases where the impacts may not be completely preventable but will not significantly disrupt the community, the City may recognize that the benefits of a project may outweigh the environmental consequences. In no case shall the City approve a project that endangers the health, safety, or welfare of the public.
Policy SE-4.1	Support efforts to locate, regulate, and maintain information regarding hazardous materials located or transported within the City.
Policy SE-4.2	Cooperate with the County of San Mateo in the regulation of hazardous materials and transportation in the Fire Prevention Services Bureau within the City.
Policy SE-4.6	Require the preparation of a risk assessment to determine site suitability for applications for hazardous materials waste management facilities. Establish the distance requirements for these facilities from public assembly, residential or immobile population and recreation areas and structures. Access impacts from seismic, geologic, and flood hazards, impacts on wetlands, endangered species, air quality and emergency response capabilities; and proximity to major transport routes.

3.9.1.2 *Existing Conditions*

Strata Environmental Services, Inc. conducted a review of aerial photographs, County Assessor's Office records, historical city directories, and agency records to obtain information about the historical uses of the project site. As part of the Phase I Environmental Assessment, records from federal, state, and local agencies were reviewed, and a site reconnaissance was completed to determine any potentially hazardous materials conditions affecting the project site. The historical uses and potential sources of contamination on the project site are discussed below.

Site History

Prior to 1966, the project site was pastureland. Between 1966 and 1969, the site was graded heavily and developed with a portion of the existing JUHSD campus, including the main campus, storage bungalows, and one 1,000-gallon and one 500-gallon underground storage tanks (USTs) that were used for storing waste products, including acid. The use of these USTs ceased in 1979 but remain on-site. Between 1969 and 2002, the site was developed with a General Education Department building (constructed in 1982), two one-story portables (constructed in 1998) and a Comcast relay station (constructed in 2002).

The JUHSD currently uses the site to provide administrative services and teach English and General/Adult Education classes. Other users of the site include Delucca's Tae Kwon Do, Headstart, Young World Preschool, Nemenzo Performing Arts, the Homenetmen Armenian General Athletic Union and Scouts, and religious groups including the Catholic Youth Organization (CYO). The CYO

dispatches, maintains, washes, and fuels a fleet of school buses at a maintenance garage located on-site, which uses a 2,000-gallon diesel fuel aboveground storage tank (AST), a 280-gallon motor oil AST, and a 280-gallon used oil AST. Additionally, Comcast operates an internet relay station that uses a 2,000-gallon diesel fuel AST.

On-Site Sources of Contamination

The project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (the "Cortese List"). As discussed above, two USTs remain on-site, however, the Phase I did not identify any records of reported spills or find any direct evidence of spills during a site visit. Nevertheless, contamination of the project site from the presence of these USTs cannot be definitely ruled out. Thus, these USTs would be considered a Recognized Environmental Concern (REC). No other environmental concerns, vapor encroachment conditions, RECs, Historic RECs (HRECs), or Controlled RECs (CRECs) were identified by Strata Environmental Services, Inc. in connection with the project site and past uses.[52]

Lead-based paint was banned in 1978, ACMs were beginning to be phased out starting in 1973, and PCBs were banned in 1979. The existing buildings on-site were constructed in between 1966 and 1969; therefore, building materials could contain lead-based paint, ACMs, and PCBs.

Off-Site Sources of Contamination

A review of databases and files from federal, state, and local environmental regulatory agencies was used to determine the potential for the project site to be affected by releases from off-site sources of contamination within the appropriate ASTM search radius. Based on location, distance, regulatory status, and/or apparent groundwater gradient, the Phase I ESA determined these sites were not of environmental concern. Refer to Appendix I for more information regarding nearby off-site sources of contamination.

Airport Hazards

The project site is located within the SFO CLUP Airport Influence Area B, which requires projects to be consistent with the goals and policies of the CLUP. The project site is approximately five miles northwest from the runway termination point of the San Francisco International Airport, beyond the outer boundary of safety compatibility zones and outside of the Community Noise Equivalent Level (CNEL) noise contours for the airport, as delineated in the CLUP.

[52] An REC is defined as the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. An HREC is defined as a past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls. A CREC is defined as a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority, with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls.

Wildland Fire Hazards

The project site is in a Local Responsibility Area (LRA) which has not been mapped by CAL FIRE as being within a Very High Fire Hazard Severity Zone (refer to Section 3.20 Wildfire).

3.9.2 Impact Discussion

For the purpose of determining the significance of the project's impact on hazards and hazardous materials, would the project:

1) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?
2) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?
3) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?
4) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?
5) For a project located within an airport land use plan or, where such a plan can talk has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard or excessive noise for people residing or working in the project area?
6) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?
7) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

3.9.2.1 *Project Impacts*

Impact HAZ-1:	The project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. **(Less than Significant Impact)**

Implementation of the project would result in the redevelopment of the project site with residential and commercial uses. Potentially hazardous materials, including vehicle fuels, oils, and fluids, would be used during construction. Residential and commercial uses do not involve the routine transport, use, or disposal of hazardous materials other than minor quantities required for emergency operations (e.g., diesel generators), cleaning, maintenance, or landscaping.

During construction, all hazardous materials would be transported, contained, stored, used, and disposed of in accordance with manufacturers' instructions and would be handled in compliance with all applicable federal, state, and county standards and regulations (refer to Section 3.9.1.1 Regulatory Framework). Construction-related hazardous materials use would be temporary, and does not constitute routine transport, use, or disposal.

Once operational, the project would be required by California Health and Safety Code 25507(a)(1)(A) to establish and implement a Hazardous Materials Business Plan if the amount of diesel fuel stored on-site for use of emergency generators exceeds 55 gallons. Cleaning supplies, maintenance chemicals, and herbicides and pesticides would be stored and managed in accordance with existing laws and regulations that ensure that the routine transport, storage, use, and disposal of these materials would not result in a significant hazard to the public or environment.

For the reasons stated above, the project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. **(Less Than Significant Impact)**

Impact HAZ-2:	The project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. **(Less than Significant Impact with Mitigation Incorporated)**

Under/Above-Ground Storage Tanks

As discussed under Section 3.9.1.2 Existing Conditions, there are two USTs and three ASTs present on-site that would need to be removed prior to demolition, including 1,000-gallon and 500-gallon waste USTs, one 2,000-gallon diesel fuel ASTs, a 280-gallon motor oil AST, and a 280-gallon used oil AST. The 2,000-gallon diesel fuel AST used by the Comcast Relay Station will remain on-site during and after construction. Prior to the demolition of the existing JUHSD campus, these tanks would be removed. The removal of these USTs and the soil surrounding them has the potential to release hazardous materials into the environment and poses a risk to construction workers, and adjacent residents, and school. The release of hazardous materials contained in the USTs and any contaminated soils into the environment constitutes a significant impact.

Mitigation Measure:

MM HAZ-2.1: Prior to the issuance of demolition, grading, or building permits for projects on Parcels C-E, the applicant shall remove the existing underground storage tanks (USTs) and aboveground storage tanks (ASTs) in accordance with the San Mateo County Department of Environmental Health's (SMCDEH) Underground Storage Tank Program and Aboveground Petroleum Storage Tank Program. During removal of the ASTs and USTs, contractors shall observe for staining and spilled contaminants. If stains and/or spills are observed, an Environmental Professional shall be retained to collect soil samples for laboratory analysis in accordance with commonly accepted environmental protocols. If contaminants are identified at concentrations exceeding applicable screening levels published by the RWQCB, DTSC and/or EPA[53], appropriate mitigation measures, such as, but not limited to, a Soil Management Plan and Health Safety Plan, shall be incorporated into the

[53] Note that naturally occurring background concentrations of metals, such as arsenic, amongst others, in soil may exceed their respective screening levels. Regulatory agencies generally do not require cleanup of soil to below background concentrations. Thus, concentrations of metals are compared to regional published background concentrations to establish if regulatory agency approval is warranted.

demolition permit. Approval by an appropriate regulatory agency (i.e., RWQCB, DTSC or SMCDEH) shall be obtained prior to conducting earthwork activities in the vicinity of the impacted soil. The applicant shall provide documentation of the safe removal of all existing USTs and ASTs consistent with SMCDEH requirements to Director of Economic and Community Development or Director's designee for review and approval.

With implementation of MM HAZ-2.1, impacts associated with the removal of existing USTs and ASTs would be less than significant.

Demolition

The project proposes to demolish the existing JUHSD campus, a portion of which was constructed prior to the phasing out of ACMs that occurred between 1973 and 1983 (refer to Section 3.9.1.1 Regulatory Framework). The JUHSD campus previously underwent asbestos abatement between 1989 and 1993, and again between 2000 and 2001. An Asbestos Hazard Emergency Response Act inspection was conducted in 2019 which found ACMs to be present throughout the site. Additionally, as a portion of the JUHSD campus was constructed prior to the prohibitions on the use of lead-based paint and PCBs, surfaces coated with lead-based paint and building materials containing PCBs may also be present.

Prior to demolition, NESHAP requires the removal of all regulated (i.e. friable) ACMs and certain non-friable ACMs which might be rendered friable before demolition activities that might disturb ACMs occurs.[54] Additionally, BAAQMD requires all materials that contain more than one percent of asbestos are required to be removed prior to demolition in accordance with BAAQMD standards. All demolition activities would be completed in accordance with the California Division of Occupational Safety and Health standards contained in Title 8, California Code of Regulations, Section 1529, to protect workers from asbestos exposure.

In order to protect construction workers, nearby sensitive receptors, and the environment, the California Division of Occupational Safety and Health requires a building survey that includes sampling and testing to be completed prior to demolition that identifies and quantifies building materials containing lead-based paint. All building materials containing lead-based paint are required to be removed prior to demolition in accordance with the California Division of Occupational Safety and Health Title 8, California Code of Regulations, Section 1532.1. Any debris or soil containing lead-based paint or coatings shall be disposed of at landfills that meet acceptance criteria for the type of lead being disposed.

The project proposes to demolish the on-site buildings, which may have materials that contain PCBs. During demolition, PCBs in building materials could be released and thereby exposed to stormwater runoff from the project site during rain events. To address this risk, applicants for a demolition permit must comply with the City's PCB Demolition Program with their permit application.[55] If on-site buildings do contain PCBs that exceed threshold limits, the project applicant must follow

[54] Friable materials are easily crumbled and may become airborne during demolition activities if not removed prior to demolition.
[55] City of Daly City. *Green Infrastructure Program*. Page 7. July 2019.

applicable federal and state laws, which may include reporting to such agencies as the EPA, RWQCB, and DTSC, who may require additional sampling and abatement of PCBs consistent with state and federal requirements.

Compliance with state and regional regulations would ensure that all materials containing hazardous quantities of asbestos, lead-based paint, and PCBs are identified and removed prior to demolition. As such, the proposed demolition of the existing JUHSD campus would not create a significant hazard through the release of ACMs, lead-based paint, or PCBs into the environment.

Construction

As discussed under Section 3.9.1.2 Existing Conditions, the project site was historically used as pastureland up until 1966, at which point it was heavily graded and developed and then used for a variety of educational and religious services, bus storage, maintenance, and fueling, and as a Comcast relay station. The Phase I ESA identified one REC, associated with the existing USTs on-site. As such, ground-disturbing activities associated with implementation of the project (e.g. excavation, grading, etc.) could disturb potentially contaminated soil that could become airborne and pose a health hazard to construction workers, nearby sensitive receptors, or the environment. With implementation of MM HAZ-2.1, however, the impact would be reduced to a less than significant level.

Operation

As discussed under Impact HAZ-1, the proposed residential and commercial uses would not routinely transport, use, or dispose of hazardous materials beyond small quantities of diesel fuel, cleaning supplies, maintenance chemicals, and herbicides and pesticides, all of which would be stored and managed in accordance with existing federal and state laws and regulations (refer to Section 3.9.1.1 Regulatory Framework). Accordingly, operation of the project would not create a significant hazard to the public or the environment due to the release of hazardous materials into the environment. **(Less than Significant Impact with Mitigation Incorporated)**

Impact HAZ-3:	The project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. **(Less than Significant Impact with Mitigation Incorporated)**

The project site is within a quarter mile of one existing school, the Summit Shasta Charter School, which is located at 905 Campus Drive adjacent to the plan area. The project's proposed residential and commercial uses would not emit hazardous emissions, and as discussed under Impact HAZ-1 and Impact HAZ-2, compliance with federal, state, and county regulations (refer to Section 3.9.1.1 Regulatory Framework) and implementation of MM HAZ-2.1 would ensure that hazardous materials used during construction and operation of the project's proposed residential and commercial uses would not create a significant hazard to the public or environment. **(Less Than Significant Impact with Mitigation Incorporated)**

Impact HAZ-4:	The project would not be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment. **(No Impact)**

As discussed in Section 3.9.1.2 Existing Conditions, the project site is not on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. **(No Impact)**

Impact HAZ-5:	The project would be located within an airport land use plan. The project would not result in a safety hazard or excessive noise for people residing or working in the project area. **(Less than Significant Impact)**

The project site is located approximately five miles northwest of SFO within Airport Influence Area B. As noted in Section 3.9.1.2 Existing Conditions, the proposed project would be required to be consistent with the goals and policies of the SFO ALUCP. Additionally, projects that would occur within mapped noise and safety compatibility zones would be subject to additional restrictions and requirements. The project is outside of the mapped noise and safety compatibility zones where new land uses may conflict with noise generated by airport operations or aircraft accidents are likely to occur.

As noted in Section 3.9.1.1 Regulatory Framework, FAR Part 77 sets forth standards and review requirements for protecting the airspace for safe aircraft operation, particularly by restricting the height of potential structures and minimizing other potential hazards (such as reflective surfaces, flashing lights, and electronic interference) to aircraft in flight. These regulations require that the FAA be notified of certain proposed construction projects located within an extended zone defined by an imaginary slope radiating outward for several miles from an airport's runways, or which would otherwise stand at least 200 feet in height above ground. The project site is located on terrain that is 200 feet or greater above ground level. As such, the project is required to file FAA Form 7460-1, Notice of Proposed Construction or Alteration with the FAA at least 30 days prior to construction so that the project can be reviewed for aviation compatibility, or a signed exemption form pursuant to 14 CFR Part 77.9(b) be submitted prior to construction. On July 22, 2021, the Board of Directors of the San Mateo County Airport Land Use Commission determined that the proposed Precise Plan (including the Parcel B Development project) is consistent with the SFO ALUCP and FAR Part 77 regulations. **(Less Than Significant Impact)**

Impact HAZ-6:	The project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. **(Less than Significant Impact)**

The proposed project would not impair or physically interfere with any adopted emergency response or evacuation plan. All project development would be constructed to comply with all applicable state and local building and fire codes. During construction and operation, roadways would not be blocked such that emergency vehicles would be unable to access the site or surrounding properties. Existing pedestrian walkways, bike paths, and handicap access pathways would be maintained. During

operation, emergency ingress and egress to the project site would be provided by the surrounding roadways. Therefore, the proposed project would not impair the implementation of or physically interfere with any emergency response or evacuation plan. **(Less Than Significant Impact)**

Impact HAZ-7:	The project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires. **(Less than Significant Impact)**

As discussed in Section 3.9.1.2 Existing Conditions, the project site is located in an urbanized area of Daly City and is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones. Further, as described above under Impact HAZ-6, all project development would be constructed in accordance with current state and local building and fire codes to ensure structural stability and safety and the final site design would be reviewed by the Daly City Fire Department for consistency with applicable fire department standards. **(Less Than Significant Impact)**

3.9.2.2 *Cumulative Impacts*

Impact HAZ-C:	The project would not result in a cumulatively considerable contribution to a cumulatively significant hazards and hazardous materials impact. **(Less than Significant Cumulative Impact)**

Projects in the cumulative scenario could be located on properties where hazardous materials may have been stored, used, and/or transported. These hazardous materials (such as gasoline, oil, propane, and various chemicals in manufacturing) may have been stored on these sites in aboveground or underground tanks. Storage tanks can leak, often resulting in soil and/or groundwater contamination. If groundwater is affected, it can impact properties downgradient of the spill. In addition, development of some of the sites would require demolition of existing buildings that may contain ACMs and/or lead paint. Demolition of these structures could expose construction workers or other persons in the vicinity to harmful levels of asbestos or lead.

Based on these conditions, which are present on most cumulative project sites to varying degrees, impacts could occur in the cumulative scenario as a result of exposure of residents and/or workers to substances that have been shown to adversely affect health. However, the impacts would be limited to individual sites, and not have the potential to contribute to cumulative impacts unless other projects were occurring in the immediate vicinity. For all cumulative scenario projects, mitigation measures will be implemented as a condition of approval to lessen risks associated with exposure to hazardous materials. Further, adherence to applicable existing local, state, and federal laws and regulations related to hazardous materials would lessen the potential for cumulative impacts.

If chemical releases have occurred in the cumulative scenario, and depending upon the extent of the release, contaminated soils could be excavated and transported to appropriate landfills or treated on-site. If groundwater is affected, remediation and ongoing groundwater sampling both on the site and on surrounding downgradient properties could be warranted. However, these conditions would be localized and limited to a given project site, and not have the potential to combine with other projects

unless they are adjacent. Finally, determining the extent of asbestos and lead paint contamination would also be required prior to building demolition and site grading and, if present, such substances would be handled and disposed of in a manner that minimizes human exposure. These impacts, too, would be limited to each project site or immediately surrounding sites under construction. Therefore, cumulative projects, including the proposed project, would not result in significant cumulative hazardous materials impacts. **(Less than Significant Cumulative Impact)**

3.10 HYDROLOGY AND WATER QUALITY

The following discussion is based, in part, on a Stormwater Memo prepared by BKF Engineers, dated May 2021, and a Water Supply Assessment prepared for the project by Brown and Caldwell, on behalf of the Daly City Department of Water and Wastewater Resources and dated December 2021. Copies of these reports are attached to this EIR as Appendix J and Appendix M, respectively.

3.10.1 Environmental Setting

3.10.1.1 *Regulatory Framework*

Federal and State

The federal Clean Water Act and California's Porter-Cologne Water Quality Control Act are the primary laws related to water quality in California. Regulations set forth by the Environmental Protection Agency (EPA) and the State Water Resources Control Board (SWRCB) have been developed to fulfill the requirements of this legislation. EPA regulations include the NPDES permit program, which controls sources that discharge pollutants into the waters of the United States (e.g., streams, lakes, bays, etc.). These regulations are implemented at the regional level by the Regional Water Quality Control Boards. The project site is within the jurisdiction of the San Francisco Bay RWQCB.

National Flood Insurance Program

The Federal Emergency Management Agency (FEMA) established the National Flood Insurance Program (NFIP) to reduce impacts of flooding on private and public properties. The program provides subsidized flood insurance to communities that comply with FEMA regulations protecting development in floodplains. As part of the program, FEMA publishes Flood Insurance Rate Maps (FIRMs) that identify Special Flood Hazard Areas (SFHAs). An SFHA is an area that would be inundated by the one-percent annual chance flood, which is also referred to as the base flood or 100-year flood.

Statewide Construction General Permit

The SWRCB has implemented an NPDES General Construction Permit for the State of California (Construction General Permit). For projects disturbing one acre or more of soil, a Notice of Intent (NOI) must be filed with the RWQCB by the project sponsor, and a Storm Water Pollution Prevention Plan (SWPPP) must be prepared by a qualified professional prior to commencement of construction and filed with the RWQCB by the project sponsor. The Construction General Permit includes requirements for training, inspections, record keeping, and, for projects of certain risk levels, monitoring. The general purpose of the requirements is to minimize the discharge of pollutants and to protect beneficial uses and receiving waters from the adverse effects of construction-related storm water discharges.

Regional

San Francisco Bay Basin Plan

The San Francisco Bay RWQCB regulates water quality in accordance with the Water Quality Control Plan for the San Francisco Bay Basin (Basin Plan). The Basin Plan lists the beneficial uses that the San Francisco Bay RWQCB has identified for local aquifers, streams, marshes, rivers, and the San Francisco Bay, as well as the water quality objectives and criteria that must be met to protect these uses. The San Francisco Bay RWQCB implements the Basin Plan by issuing and enforcing waste discharge requirements, including permits for nonpoint sources such as the urban runoff discharged by a City's stormwater drainage system. The Basin Plan also describes watershed management programs and water quality attainment strategies.

Municipal Regional Permit Provision C.3

The San Francisco Bay RWQCB re-issued the Municipal Regional Stormwater NPDES Permit (MRP) in 2015 to regulate stormwater discharges from municipalities and local agencies (co-permittees) in Alameda, Contra Costa, San Mateo, and Santa Clara Counties, and the cities of Fairfield, Suisun City, and Vallejo.[56] Under Provision C.3 of the MRP, new and redevelopment projects that create or replace 10,000 square feet or more of impervious surface area are required to implement site design, source control, and Low Impact Development (LID)-based stormwater treatment controls to treat post-construction stormwater runoff. LID-based treatment controls are intended to maintain or restore the site's natural hydrologic functions, maximizing opportunities for infiltration and evapotranspiration, and using stormwater as a resource (e.g. rainwater harvesting for non-potable uses). The MRP also requires that stormwater treatment measures are properly installed, operated, and maintained.

In addition to water quality controls, the MRP requires new development and redevelopment projects that create or replace one acre or more of impervious surface to manage development-related increases in peak runoff flow, volume, and duration, where such hydromodification is likely to cause increased erosion, silt pollutant generation, or other impacts to local rivers, streams, and creeks. Projects may be deemed exempt from these requirements if they do not meet the minimized size threshold, drain into tidally influenced areas or directly into the Bay, or drain into hardened channels, or if they are infill projects in subwatersheds or catchment areas that are greater than or equal to 65 percent impervious.

Construction Dewatering Waste Discharge Requirements

Each of the RWQCBs regulate construction dewatering discharges to storm drains or surface waters within its Region under the NPDES program and Waste Discharge Requirements.

[56] MRP Number CAS612008

Local

Daly City 2030 General Plan

The General Plan includes policies for the purpose of avoiding or mitigating impacts resulting from development projects within the City. The following policies are specific to hydrology and water quality and are applicable to the proposed project.

Policy/Task	Description
Policy RME-8	Through the development of a Stormwater Management Program, ensure that all new development complies with the applicable Municipal Regional Stormwater Permit by incorporating controls that reduce water quality impacts over the life of the project in ways that are both technically and economically feasible, and reduce pollutants in stormwater discharges to the maximum extent practicable.
Task RME-8.5	Ensure the regular inspection of stormwater treatment facilities as required by the Municipal Regional Stormwater NPDES Permit.
Policy RME-9	Balance stormwater mitigation measures with the other inherent benefits of higher density development that is in close proximity to public transit, i.e., reduction of Vehicle Miles Traveled (VMT) on local and regional roadways to the extent permitted under the Municipal Regional Stormwater Permit.
Task RME-9.1	Continue to explore low-impact development credits for high density transit-oriented development within the City's established Priority Development Areas with the Regional Water Quality Control Board.
Policy SE-2.1	Protect the City of Daly City from unreasonable risk to life and property caused by flood hazards by designing and constructing drainage facilities to improve the flow capacity of the City's water system in order to accommodate the storm water runoff generated by a 100-year storm.

Daly City Municipal Code

Chapter 13.20 – Well Standards

Chapter 13.30 includes standards intended to ensure that groundwater beneath the City will not be polluted or contaminated. The chapter contains requirements for construction, reconstruction, repair and destruction of water wells, cathodic protection wells, and monitoring wells. Permits are also required for these activities as well as for excavations that may intersect groundwater.

Title 14 – Storm Water Management and Discharge Control

Title 14, also known as the "City of Daly City Stormwater Management and Discharge Control Ordinance", prohibits non-stormwater discharges to the City storm drain system. The purpose of the Ordinance is to eliminate non-stormwater discharges to the municipal separate storm drain system, control the discharge of spills, dumping or disposal of materials other than stormwater, and reduce pollutants in stormwater discharges into the storm drain system to the maximum extent practicable. Chapter 14.12 gives the City the authority to inspect projects to enforce any of the provisions of Title 14.

Chapter 15.62 – Grading, Erosion, and Sediment Control

Chapter 15.62, also known as the City of Daly City Grading, Erosion and Sediment Control Ordinance, sets forth rules and regulations to control site clearing, vegetation disturbances, land-fills, land excavations, soil storage, and other such activities which may cause sediments and other pollutants to enter the public drainage facilities. The chapter establishes the regulations, permit requirements, procedures for administration and enforcement of permits to properly control the aforementioned activities to preserve and enhance public health, safety and environment. Section 15.62.230 requires the permittee to maintain a copy of the permit, approved plans and reports and make these available for city inspection. Section 15.62.270 gives the City engineer authority to suspend or revoke a permit for violation or non-compliance with Chapter 15.62.

Chapter 17.41 – Water Conservation in Landscaping

Chapter 17.41 requires new construction projects with landscaping of 500 square feet or greater to complete a landscape project application and comply with the landscape and irrigation maintenance and stormwater management requirements outlined in this chapter.

3.10.1.2 *Existing Conditions*

Hydrology and Drainage

The project site is located within the Colma Creek Watershed, which drains to the San Francisco Bay Area via Colma Creek, the majority of which is either channelized or underground to allow for urban development.[57]

The project site overall is southeast sloping, with the western portion of the site featuring a 100-foot high moderately sloped hillside cut that descends to the relatively flat existing Serramonte Del Rey campus, which extends east to a 65- to 50-foot high slope that descends to Callan Boulevard. Surface runoff on-site is collected in drains or inlets and conveyed via below grade pipes to the storm drain outfall, which is located in the existing parking lot near the main vehicular entrance at Serramonte Boulevard. The outfall discharges to an existing 24-inch storm drain main in Serramonte Boulevard that flows northeast before being discharged into Colma Creek, approximately 1.3 miles east of the project site.

The approximately 22-acre project site currently consists of 413,505 square feet (50 percent) of impervious surfaces and 415,450 square feet (50 percent) of pervious surfaces.

Surface Water Quality

The water quality of streams, creeks, ponds, and other surface water bodies can be greatly affected by pollution carried in contaminated surface runoff. Pollutants from unidentified sources, known as "non-point" source pollutants, are washed from streets, construction sites, parking lots, and other exposed surfaces into storm drains. Surface runoff from the Precise Plan area is collected by storm drains and discharged to Colma Creek. Runoff often contains contaminants such as oil and grease, plant and animal debris (e.g., leaves, dust, and animal feces), pesticides, litter, and heavy metals. In

[57] City of Daly City. *General Plan Update, Final Environmental Impact Report*. February 2013.

sufficient concentration, these pollutants have been found to adversely affect the aquatic habitats to which they drain. Colma Creek is currently listed on the 303(d) list for trash.[58, 59]

Groundwater

The Colma Creek Watershed is located in the Westside Groundwater Basin, which has not been identified as a groundwater basin in a state of overdraft.[60]

As discussed in Section 3.8.1.1 Existing Conditions, groundwater in the project vicinity is projected to flow generally south and east towards the San Francisco Bay at a depth of greater than 50 feet bgs.[61] Fluctuations in groundwater levels occur due to many factors including seasonal fluctuation, underground drainage patterns, regional fluctuations, and other factors.

Flooding and Other Hazards

The project site is designated as Flood Zone X according to FEMA Flood Insurance Rate Maps. Areas within Flood Zone X have a 0.2 percent annual chance of flooding, with average depths of less than one foot or with drainage areas less than one square mile. No special flood hazard restrictions apply to Zone X.

Tsunami inundation maps prepared by the California Department of Conservation indicate that the project site is outside of tsunami hazard areas. Seiches can occur in semi- or fully-enclosed bodies of water and inundate adjacent areas; the nearest semi- or fully-enclosed water body is Lake Merced, located approximately 2.75 miles north of the Precise Plan area.

3.10.2 Impact Discussion

For the purpose of determining the significance of the project's impact on hydrology and water quality, would the project:

1) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?
2) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?
3) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:
    - result in substantial erosion or siltation on- or off-site;

[58] The Clean Water Act (CWA), Section 303, establishes water quality standards and Total Maximum Daily Load (TMDL) programs. The 303(d) list is a list of impaired water bodies.
[59] California Environmental Protection Agency, State Water Resources Control Board. "Impaired Water Bodies". Accessed September 29, 2021. https://www.waterboards.ca.gov/water_issues/programs/tmdl/integrated2014_2016.shtml
[60] California Department of Water Resources. "State Groundwater Management Act Basin Prioritization Dashboard". Accessed September 29, 2021. https://gis.water.ca.gov/app/bp-dashboard/final/
[61] Strata Environmental Services, Inc. *Phase I Environmental Site Assessment, Serramonte del Rey Campus*. February 2020.

- substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;
- create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or
- impede or redirect flood flows?

4) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?
5) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

3.10.2.1 *Project Impacts*

Impact HYD-1:	The project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. **(Less than Significant Impact)**

Construction Impacts

Implementation of the proposed project would temporarily impact surface water quality during construction. Future development would require demolition, grading, and paving of the project sites, activities that temporarily increase the amount of unconsolidated materials on the site. Construction of the below grade parking garages, new buildings, and other improvements (including utility connections) would require excavation. Grading and excavation activities could increase erosion and sedimentation, resulting in sediment, soil, and associated pollutants that could be carried by runoff into natural waterways and possibly increasing sedimentation impacts to local creeks or the San Francisco Bay.

All construction or demolition activity that results in land disturbances equal to or greater than one acre must obtain coverage under the Construction General Permit, which is administered by the SWRCB. The Parcel B Development project would disturb greater than one acre of land and, therefore, would require coverage under the Construction General Permit and submit a SWPPP and NOI to the SWRCB. Any future development on Parcels C-F disturbing more than one acre would similarly require coverage under the Construction General Permit. The City requires project applicants to submit a stormwater management plan that illustrates full compliance with the MRP. This will require the project to include stormwater controls such as site design measures, source controls, treatment measures, low impact development, hydromodification management, and construction best management practices. These policies are reinforced by the discharge prohibitions and requirements for reducing pollutants in storm water in Title 14 and Title 15 of the Municipal Code. Adherence to regulations, policies and standards will ensure that impacts to water quality will be less than significant.

Post-Construction Impacts

As discussed above, the 22-acre project site currently consists of 413,505 square feet (50 percent) of impervious surfaces and 415,450 square feet (50 percent) of pervious surfaces. Full buildout of the

proposed project would result in approximately 502,050 square feet (60 percent) of impervious surfaces and approximately 332,340 square feet (40 percent) of pervious surfaces, resulting in an overall increase of 88,545 square feet of impervious surfaces. To reduce water quality impacts post-construction, the project is required to comply with the MRP including Provision C.3 of the MRP regarding LID site design. LID features could include self-treating and self-retaining areas to allow on-site retention, percolation, and evaporation of stormwater runoff.

The project proposes to satisfy the MRP and Provision C.3 of the MRP with an approach that would allow Parcel B to 'overcompensate' by incorporating additional treatment beyond what would otherwise be required of that Parcel, and accrue treatment 'credits' that can be applied to other parcels (Parcels C-F) that would have more difficulty meeting the requirement solely within the boundaries of each parcel. The proposed retention structure within Parcel B would provide a 12,830 square-foot self-retaining stormwater treatment area that would collect water from the entire project site. This would ensure that stormwater discharge from the project site, at full buildout during a 10-year storm event, would match pre-construction conditions and not increase stormwater runoff from the project site. In addition, the project proposes for each phase of development during buildout, pre- and post-construction areas of impervious surfaces would be calculated within the phase limits to determine if there would be an increase in the peak runoff rate compared to existing conditions. If there is a calculated increase in peak runoff rate, a temporary stormwater detention system, such as a detention basin or below-grade detention pipe, would be located within the footprint of the undeveloped parcels until the phase can be connected to the Parcel B retention structure. At no point during the development process would the project increase the peak rate of stormwater runoff leaving the site.

Based on the above discussion, future development under the proposed Precise Plan, with compliance with existing regulations (including the NPDES and City's Grading, Erosion and Sediment Control Ordinance), would not result in significant water quality impacts. **(Less Than Significant Impact with Mitigation Incorporated)**

Impact HYD-2:	The project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin. **(Less than Significant Impact)**

Daly City receives a large portion of its water supply from the San Francisco Public Utilities Commission (SFPUC) and supplements the SFPUC supply with groundwater pumped from six local wells. During dry periods, groundwater makes up a larger proportion (up to 49 percent in fifth year consecutive dry year) of the City's supply.[62] The proposed project, consisting of 1,235 residential units and up to 14,000 square feet of neighborhood-serving retail/commercial uses, would not be expected to result in the need for excessive groundwater pumping from the local wells during normal years; however, during single and multiple dry-years, the City (with and without the project) is expected to experience shortfalls in water supply (see water supply discussion in Section 4.18

[62] Brown and Caldwell. *Water Supply Assessment for the Jefferson Union High School District Master Plan Project*. December 2021. Page 4-3.

Utilities and Service Systems).[63] While shortfalls may occur, groundwater pumping within the Westside Groundwater Basin would not increase beyond the City' current allotment and water supplies would be procured from other sources.

There are no designated groundwater recharge areas within the Westside Groundwater Basin. The principal sources of recharge are direct infiltration of rainfall, infiltration of irrigation water, and leakage from water and sewer pipes.[64] As discussed in Impact HYD-1 above, the project would increase impervious surfaces on the site by 88,545 square feet, resulting in a corresponding decrease in infiltration capacity. The project, however, would include numerous self-retaining, self-treating, and bioretention areas within the landscaping, consistent with the MRP and Provision C.3, that would provide opportunities for stormwater infiltration. The project would therefore not be expected to substantially interfere with groundwater recharge or impede groundwater management of the basin. **(Less Than Significant Impact)**

Impact HYD-3:	The project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or impede or redirect flood flows. **(Less than Significant Impact with Mitigation Incorporated)**

There are no waterways present on the project site; therefore, future development of the Precise Plan would not alter the course of a stream or river. As discussed above under Impact HYD-1, implementation of proposed Precise Plan would result in an increase in impervious surfaces compared to existing conditions by 88,545 square feet. An increase in impervious surfaces would result in a corresponding increase in surface runoff from the project site. The project, however, would comply with applicable regulations, including the statewide Construction General Permit, MRP (including Provisions C.3), and City ordinances for controlling pollutants. In addition, the proposed storm drain system would retain stormwater on-site to match pre-project flow conditions under the 10-year storm event. Thus, the project would not result in substantial erosion, siltation, flooding, significant water quality impacts, or exceed the capacity of existing or planned stormwater drainage systems. **(Less than Significant Impact)**

Impact HYD-4:	The project would not risk release of pollutants due to project inundation in flood hazard, tsunami, or seiche zones. **(No Impact)**

The project site is not located in a 100-year floodplain and, therefore, would not place housing within a 100-year flood hazard area or impede or redirect flood flows within a 100-year flood hazard area.

[63] Ibid. Page 4-7.
[64] *San Francisco Bay Hydrologic Region Westside Groundwater Basin,* California's Groundwater Bulletin 118, January 20, 2006.

The project site, due to its topography, is not subject to seiche, tsunami, or mudslide hazards. **(No Impact)**

Impact HYD-5:	The project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. **(Less than Significant Impact)**

As previously described, the project site is located within the Westside Groundwater Basin. There are existing groundwater management plans for the northwestern portion (North Westside Groundwater Basin Management Plan) and the southern portion (South Westside Basin Groundwater Management Plan) of the Basin. Although the project site technically lies outside of the boundaries of these two management plans, it is within the City of Daly City, which would be the water service provider for the project and is a participant in the South Westside Basin Groundwater Management Plan. The City would implement the groundwater protection and management goals and objectives of the Plan. The project, which proposes to redevelop the existing Serramonte Del Rey Campus into a multi-family housing development with ground-floor retail, would not conflict with or obstruct the implementation of the Plan in that the development of the site would not rely on groundwater beneath the site for water supply, nor would the project require dewatering. While the project would increase impervious surfaces by 88,545 square feet compared to existing conditions, it would not lead to a significant reduction in groundwater infiltration potential. **(Less Than Significant Impact)**

3.10.2.2 *Cumulative Impacts*

Impact HYD-C:	The project would not result in a cumulatively considerable contribution to a cumulatively significant hydrology and water quality impact. **(Less than Significant Cumulative Impact)**

Water Quality, Groundwater, and Drainage Impacts

The geographic area for cumulative hydrology and water quality impacts includes the project site and the surrounding area, as well as other development within the Colma Creek watershed. Several of the cumulative projects identified in Table 3.0-1 would involve redevelopment of existing or previously developed sites that contain substantial impervious surfaces, and these projects would be required to conform to applicable General Plan goals, policies, and strategies regarding stormwater runoff, infrastructure, and flooding. All projects within the City, including those identified in Table 3.0-1, would also be required to comply with applicable requirements in the statewide Construction General Permit, MRP (including Provisions C.3), City ordinances, and NPDES permits standards to avoid hydrology and water quality impacts or reduce them to a less than significant level. For these reasons, the project would not have a cumulatively considerable water quality, groundwater, or drainage impact.

Flooding and Inundation Impacts

As discussed under Impact HYD-4, the project site is not subject to significant flood or inundation hazards; therefore, the project would not result in a considerable contribution to significant

cumulative impact related to release of pollutants due to flooding and inundation. **(Less than Significant Cumulative Impact)**

3.11 LAND USE AND PLANNING

3.11.1 Environmental Setting

3.11.1.1 *Regulatory Framework*

Local

Daly City 2030 General Plan

The General Plan includes policies for the purpose of avoiding or mitigating impacts resulting from development projects within the City. All future development allowed by the project would be subject to conformance with applicable General Plan policies, including those listed below.

Policy/Task	Description
Policy LU-4	Provide regulatory incentives for developers to construct higher-density mixed use development along Mission Street, Geneva Avenue, and any other locations within close proximity to public transit.
Policy LU-8	Ensure that landscape and hardscape improvements made to all residential properties are environmentally sound and do not negatively impact existing neighborhood aesthetics.

Daly City Municipal Code

The Zoning Ordinance is provided in Title 17 of the Daly City Municipal Code. The Zoning Ordinance helps promote public health, safety, morals, convenience, comfort, prosperity and general welfare of residents in the City.

3.11.1.2 *Existing Conditions*

General Plan Land Use Designation

The majority of the project site has a General Plan land use designation of C-O (Commercial – Office) while a smaller portion of the site in the northwest corner (Parcel A Development project) has a General Plan land use designation of R-HD (Residential-High Density). The C-O designation allows for office and locally serving commercial uses such as health and fitness centers, small scale printing and photocopying businesses, and eating and drinking establishments. The floor-to-area ratio (FAR) allowed for the C-O designation ranges from 1.0 to 3.5. The R-HD designation allows for multi-family residential buildings between 35.1 and 50 dwelling units per acre.

Zoning Ordinance

Similar to the General Plan Designation, the majority of the project site is zoned PD-31 (Planned Development District) while a smaller portion of the site in the northwest corner (Parcel A Development project) is zoned to PD-31A. The PD-31 zoning is the current 1985 Precise Plan for the project site, which allows for the development of up to 175 residential units and approximately 700,000 square feet of office space. The PD-31A zoning was specifically created to allow for the

construction of the Parcel A Development project, which has been developed with 122 multifamily units intended for Jefferson Union High School District (JUHSD) employees.

Existing Land Uses

The northwest corner of the project site has been developed with the approved Parcel A Development project (JUHSD Faculty and Staff Housing project). The northeast corner of the project site (Parcel B) is currently developed with a surface parking lot and portable building units. The southwest corner of the project site is developed with the JUHSD demonstration garden. The remainder of the project site it developed with surface parking lots and a one- to two-story concrete building that serves as the existing JUHSD district office and adult education buildings.

Surrounding Land Uses

The project site is surrounded by residential development to the north, northeast, south, and west. The residences to the north and northeast are two- to three-story apartment buildings made of stucco and wood construction. The residences to the south (Serramonte Ridge Apartment Homes) are three- to four-story apartment buildings also made of stucco and wood construction. The residences to the west are two-story, single-family homes made of wood construction.

Southeast of the project site is the Summit Shasta High School, which is developed with one- to two-story concrete education buildings. East of the project site across Callan Boulevard is a Chinese cemetery consisting of mostly open space and gravestones.

3.11.2 Impact Discussion

For the purpose of determining the significance of the project's impact on land use and planning, would the project:

1) Physically divide an established community?
2) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

3.11.2.1 *Project Impacts*

Impact LU-1:	The project would not physically divide an established community. **(Less than Significant Impact)**

The project site is located in a developed urban area with residential uses to the north and west, and a variety of institutional uses to the south and east. Implementation of the proposed project would result in the construction of 1,235 residential units (Parcel A has already been constructed) and up to 14,000 square feet of neighborhood-serving retail/commercial uses on the site. The layout and design of the project does not include any features that would physically divide the community (e.g., impeding roadways or sidewalks). In addition, implementation of the project would include right-of-way and pedestrian and bicycle improvements that would promote mobility in the project area. For

these reasons, the project would not physically divide an established community. **(Less Than Significant Impact)**

Impact LU-2:	The project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. **(Less than Significant Impact)**

The project site is located in the Serramonte Planning Area, which is the newest large-scale subdivision in Daly City. The project site is designated in the General Plan as C-O which allows for office and locally-serving commercial uses. In order for the proposed Precise Plan to comply with the General Plan, a General Plan Amendment is proposed to C-MU (Commercial – Mixed Use), which allows vertical mix of commercial and residential uses (e.g., retail or restaurant uses at the street level and residential uses at levels above the street). The FAR of C-MU designated areas generally ranges from 1.0 to 6.0.

The proposed project would comply with the City's Inclusionary Housing Ordinance (Chapter 17.47 of the City's Municipal Code), which requires 10 percent of rental units to be low-income units. According to the Ordinance, a lack of new affordable units will have a substantial negative impact on the environment because: (1) housing will have to built elsewhere, far from employment centers and therefore commutes will increase, causing increased traffic and transit demand and consequent noise and air pollution; and (2) City businesses will find it more difficult to attract and retain the workers they need. Affordable housing policies contribute to a healthy job and housing balance by providing more affordable housing close to employment centers.

The proposed project would construct housing within the City of Daly City and it aligns with the City's Inclusionary Housing Ordinance in providing at least 10 percent affordable housing. In addition, the proposed project is subject to mitigation measures to minimize environmental impacts as discussed throughout this EIR, and would be consistent with General Plan policies adopted to avoid or mitigate environmental effects as described in the individual resource sections of this EIR. For these reasons, the proposed project would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. **(Less than Significant Impact)**

3.11.2.2 *Cumulative Impacts*

Impact LU-C:	The project would not result in a cumulatively considerable contribution to a cumulatively significant land use and planning impact. **(Less than Significant Cumulative Impact)**

Cumulative scenario projects in the City are subject to General Plan goals, policies, and action statements that require appropriate buffers, edges, and transition areas between land uses. In addition, setback, design, and operational requirements of the City's Zoning Ordinance minimize land use compatibility issues that might result in physical land divisions. For these reasons, a cumulative

impact related to dividing an established community would not occur, consistent with the conclusions in the General Plan EIR.

Cumulative scenario projects in the City of Daly City would go through the City development review process. Projects would be analyzed for conformance with applicable policies adopted for the purpose of avoiding or mitigating an environmental impact though the CEQA review process. The project, therefore, in combination with cumulative development, would not result in significant policy conflict impacts and would not contribute to a significant cumulative land use impact as a result of conflict with policies to avoid a significant environmental impact. **(Less than Significant Cumulative Impact)**

3.12 MINERAL RESOURCES

3.12.1 Environmental Setting

3.12.1.1 *Regulatory Framework*

State

Surface Mining and Reclamation Act

The Surface Mining and Reclamation Act (SMARA) was enacted by the California legislature in 1975 to address the need for a continuing supply of mineral resources, and to prevent or minimize the negative impacts of surface mining to public health, property, and the environment. As mandated under SMARA, the State Geologist has designated mineral land classifications in order to help identify and protect mineral resources in areas within the state subject to urban expansion or other irreversible land uses which would preclude mineral extraction. SMARA also allowed the State Mining and Geology Board (SMGB), after receiving classification information from the State Geologist, to designate lands containing mineral deposits of regional or statewide significance.

3.12.1.2 *Existing Conditions*

According to the Mineral Lands Classification Map of the SMGB, the City of Daly City does not include any mineral extraction areas of statewide importance.[65]

3.12.2 Impact Discussion

For the purpose of determining the significance of the project's impact on mineral resources, would the project:

1) Result in the loss of availability of a known mineral resource that would be of value to the region and residents of the state?
2) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

3.12.2.1 *Project Impacts*

Impact MIN-1:	The project would not result in the loss of availability of a known mineral resource that would be of value to the region and residents of the state. **(No Impact)**

The project site is currently developed with JUHSD district office buildings, surface parking, a demonstration garden, and the recently constructed Parcel A JUHSD Staff and Faculty Housing project. As discussed under Section 4.12.1.2 Existing Conditions, the project site does not contain any known mineral resources. Therefore, the project would have no impact on the availability of known, valuable mineral resources. **(No Impact)**

[65] California Department of Conservation. *Designated Areas Update San Francisco South Quadrangle.* Map. 1996.

Impact MIN-2:	The project would not result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. **(No Impact)**

See response to Impact MIN-1 above. **(No Impact)**

3.12.2.2 *Cumulative Impacts*

Impact MIN-C:	The project would not result in a cumulatively considerable contribution to a cumulatively significant mineral resources impact. **(No Cumulative Impact)**

Since the project would not result in impacts to mineral resources, the project would not contribute to a cumulative impact to mineral resources. **(No Cumulative Impact)**

3.13 NOISE

The following discussion is based, in part, on a noise and vibration assessment prepared for the project by Illingworth & Rodkin, Inc. A copy of this report, dated June 2022, is attached to this EIR as Appendix K.

3.13.1 Environmental Setting

Noise

Factors that influence sound as it is perceived by the human ear, include the actual level of sound, period of exposure, frequencies involved, and fluctuation in the noise level during exposure. Noise is measured on a decibel scale, which serves as an index of loudness. The zero on the decibel scale is based on the lowest sound level that the healthy, unimpaired human ear can detect. Each 10 decibel increase in sound level is perceived as approximately a doubling of loudness. Because the human ear cannot hear all pitches or frequencies, sound levels are frequently adjusted or weighted to correspond to human hearing. This adjusted unit is known as the A-weighted decibel, or dBA.

Since excessive noise levels can adversely affect human activities and human health, federal, state, and local governmental agencies have set forth criteria or planning goals to minimize or avoid these effects. Noise guidelines are generally expressed using one of several noise averaging methods, including L_{eq}, DNL, or CNEL.[66] These descriptors are used to measure a location's overall noise exposure, given that there are times when noise levels are higher (e.g., when a jet is taking off from an airport or when a leaf blower is operating) and times when noise levels are lower (e.g., during lulls in traffic flows on freeways or in the middle of the night). L_{max} is the maximum A-weighted noise level during a measurement period.

Vibration

Ground vibration consists of rapidly fluctuating motions or waves with an average motion of zero. Vibration amplitude can be quantified using Peak Particle Velocity (PPV), which is defined as the maximum instantaneous positive or negative peak of the vibration wave. PPV has been routinely used to measure and assess ground-borne construction vibration. Studies have shown that the threshold of perception for average persons is in the range of 0.008 to 0.012 inches/second (in/sec) PPV.

3.13.1.1 *Regulatory Framework*

Federal

Federal Transit Administration Vibration Limits

The Federal Transit Administration (FTA) has developed vibration impact assessment criteria for evaluating vibration impacts associated with transit projects. The FTA has proposed vibration impact

[66] L_{eq} is a measurement of average energy level intensity of noise over a given period of time. Day-Night Level (DNL) is a 24-hour average of noise levels, with a 10 dB penalty applied to noise occurring between 10:00 PM and 7:00 AM. Community Noise Equivalent Level (CNEL) includes an additional five dB applied to noise occurring between 7:00 PM and 10:00 PM. Where traffic noise predominates, the CNEL and DNL are typically within two dBA of the peak-hour L_{eq}.

criteria based on maximum overall levels for a single event. The impact criteria for groundborne vibration are shown in Table 3.13-1 below. These criteria can be applied to development projects in jurisdictions that lack vibration impact standards.

Table 3.13-1: Groundborne Vibration Impact Criteria

Land Use Category	Groundborne Vibration Impact Levels (VdB inch/sec)		
	Frequent Event	Occasional Events	Infrequent Events
Category 1: Buildings where vibration would interfere with interior operations	65	65	65
Category 2: Residences and buildings where people normally sleep	72	75	80
Category 3: Institutional land uses with primarily daytime use	75	78	83

Source: Federal Transit Administration. *Transit Noise and Vibration Assessment Manual.* September 2018.

State

California Building Standards Code

The CBC establishes uniform minimum noise insulation performance standards to protect persons within new buildings housing people, including hotels, motels, dormitories, apartments, and dwellings other than single-family residences. Title 24 mandates that interior noise levels attributable to exterior sources not exceed 45 L_{dn}/CNEL in any habitable room. Exterior windows must have a minimum Sound Transmission Class (STC) of 40 or Outdoor-Indoor Transmission Class (OITC) of 30 when the property falls within the 65 dBA DNL noise contour for a freeway or expressway, railroad, or industrial source.

California Green Building Standards Code

For commercial uses, CALGreen (Section 5.507.4.1 and 5.507.4.2) requires that wall and roof-ceiling assemblies exposed to the adjacent roadways have a composite STC rating of at least 50 or a composite OITC rating of no less than 40, with exterior windows of a minimum STC of 40 or OITC of 30 when the commercial property falls within the 65 dBA L_{dn} or greater noise contour for a freeway or expressway, railroad, or industrial or stationary noise source. The state requires interior noise levels to be maintained at 50 dBA $L_{eq(1\text{-}hr)}$ or less during hours of operation at a proposed commercial use.

Local

Comprehensive Airport Land Use Compatibility Plan for the Environs of the San Francisco International Airport

As discussed in more detail in Section 4.10 Land Use, the project site is located within the Airport

Influence Area (AIA) of the San Francisco International Airport (SFO). Properties within the AIA may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (e.g., noise, vibration, and odors). The airport/land use compatibility of a proposed development or land use policy action shall be determined by comparing the proposed development or land use policy action with the safety compatibility criteria, noise compatibility criteria, and airspace protection/height limitation criteria in the ALUCP. The site is located outside of the SFO 65 dB CNEL noise contour.

Daly City 2030 General Plan

The General Plan includes policies for the purpose of avoiding or mitigating impacts resulting from development projects within the City. The following policies are specific to noise and vibration impacts and are applicable to the proposed project.

Policy/Task	Description
Policy NE-1	Use the future noise contour map to identify existing and potential noise impact areas.
Task NE-2.1	Use the Noise Control Guidelines to assess the suitability of a site for new development in combination with the noise contours to accurately identify areas that may need additional noise study and mitigation. Noise mitigations include additional insulation, double glazing of windows and increasing building setbacks from the noise source. Mitigations should also be creative and attractive whenever possible and appropriate. Creative noise mitigation measures can include incorporation of fountains using water to mask freeway noise and noise walls of an appropriate scale painted with decorative murals.
Policy NE-3	Maintain a CNEL level of not more than 70 dBA L_{eq} in residential areas
Task NE-3.1	Continue to enforce the environmental noise requirements of the State Building Code (Title 24).
Policy NE-4	Maintain a noise level not in excess of 75 dBA CNEL in open space, parks, and tot lots, including outdoor activity areas such as outdoor entertainment or green space of multi-family projects.
Policy NE-5	Maintain the City's current standard of 75 dBA CNEL for office, commercial, and professional areas.
Task NE-5.1	Additional noise studies should be conducted in "Conditionally Acceptable" noise environments to ensure adequate mitigation features are employed. Usually conventional construction with closed windows and fresh air supply systems will maintain a healthy noise environment.
Policy NE-6	Require new development to perform additional acoustical studies in noise environments that are identified as 'Conditionally Acceptable' or 'Normally Unacceptable' to the Guidelines.
Policy NE-9	Work to ensure that the expansion of or changes to existing land uses do not create additional noise impacts for sensitive receptors in the vicinity of the project from intensification or alteration of existing land uses by requiring applicants.
Task NE-9.1	Depending upon the hours of operation, intensity of use, and the location of sensitive receptors in the area, the expansion or change of use could cause noise impacts.

Policy/Task	Description
	Acoustical studies should be performed, at the applicant's expense, during the discretionary and environmental review processes and conditions should be placed on the project accordingly.
Task HE-4.2	For all development proposals with the 65dB CNEL noise contour, the City shall require a noise study that identifies the proposed project's compliance with requirement of Task 4.1. If the project qualifies for review under the California Environmental Quality Act (CEQA), the City shall incorporate the noise study and any mitigation measures into the CEQA document and shall adopt findings that the project, as conditioned, complies with the interior noise level requirement.
Task NE-11.3	Require all future development within the Airport Influence Area B boundary for San Francisco International Airport to conform to the relevant height/airspace protection, aircraft noise, and safety policies and land use compatibility criteria contained within the most recent adopted version of the comprehensive airport/land use compatibility plan (ALUCP) for the environs of San Francisco International Airport.

Daly City Municipal Code

Title 9 – Public Peace, Morals and Welfare

Chapter 9.22 of the Daly City Municipal Code contains language to protect residents from excessive noise exposure. Section 9.22.010 prohibits an individual from causing a disturbance such that it disturbs the public peace off-site. Section 9.22.020 states that no person shall maintain, operate, or conduct any loudspeaker or amplifier in such a manner as to cause the sound to be projected outside any building or out of doors in any part of the City without first obtaining a permit to do so. Section 9.22.030 deals more specifically with noise and states that between the hours of 10:00 p.m. and 6:00 a.m. no person shall cause, create, or permit any noise which may be heard beyond the confines of the property of origin. The Police Department enforces Chapter 9.22 of the Municipal Code.

Title 15 – Buildings and Construction

Section 15.00.130 requires any home, constructed after January 1, 1993 or renovated at a cost equal to twenty-five percent or more of the value of the home and located within the 65 CNEL (FAA approved) contour map that is illustrated on the Aircraft Noise Soundproofing Project Area Map, must be insulated to meet standards applied in noise insulation programs supported by the Federal Aviation Administration. The project site is not within the 65 CNEL noise contour.

Title 17 – Zoning

Title 17 of the Daly City Municipal Code provides for discretionary review of projects through the use permit and variance process. An application for development is analyzed in light of many concerns including comparing the proposed use against the noise contours and Noise Compatibility Guidelines. The Planning Division attaches conditions of project approval to reduce noise impacts to future occupants of the proposed development as well as conditioning times construction activities may occur in order to reduce noise impacts to surrounding land uses.

3.13.1.2 *Existing Conditions*

The project site is bounded by Serramonte Boulevard and residences to the north, a variety of institutional, quasi-public, and commercial uses to the east and south, and residences to the south and west. The primary noise source in the project area is traffic from the surrounding highways and roadways and aircraft departures from SFO.

A noise monitoring survey was conducted between December 7, 2021 and December 9, 2021 to document existing noise conditions within and around the project site. The noise monitoring survey included three long-term noise measurements (LT-1 through LT-3) and four short-term noise measurements (ST-1 through ST-4). Noise measurement locations are shown in Figure 3.13-1.

Long-term noise measurement LT-1 was made south of the proposed project, in the developed portion of the 1985 Precise Plan adjacent to the Serramonte Ridge Apartment Homes complex, about 66 feet west of the Campus Drive centerline and about 400 feet northwest of the Hickey Boulevard centerline. Hourly average noise levels typically ranged from 59 to 65 dBA L_{eq} during daytime hours and from 49 to 61 dBA L_{eq} at night.

Long-term noise measurement LT-2 was conducted just south of the proposed project near the eastern edge of the developed portion of the 1985 Precise Plan and adjacent to the Young World Preschool & Childcare parking lot, about 132 feet west of the Callan Boulevard centerline. Hourly average noise levels at this location typically ranged from 59 to 65 dBA L_{eq} during the day and from 46 to 62 dBA L_{eq} at night.

Long term noise measurement LT-3 was conducted at the northern portion of the proposed project in Parcel B, about 85 feet south of the Serramonte Boulevard centerline. Hourly average noise levels at this location typically ranged from 62 to 67 dBA L_{eq} during the day and from 47 to 65 dBA L_{eq} at night.

The results of the four short-term noise measurements and their locations are summarized in Table 3.13-2 below.

Table 3.13-2: Summary of Short-Term Measurements (dBA)

Noise Measurement Location	L_{max}	$L_{(1)}$	$L_{(10)}$	$L_{(50)}$	$L_{(90)}$	$L_{eq(10)}$
ST-1: ~250 feet from Callan Boulevard Centerline, 230 feet from the Serramonte Boulevard Centerline	65	62	59	55	53	56
ST-2: ~40 feet from Serramonte Boulevard Centerline	79	70	65	60	56	63
ST-3: ~80 feet from St. Francis Boulevard Centerline	63	59	56	54	52	55
ST-4: ~100 feet from the Campus Drive Centerline	75	74	62	52	47	61



NOISE MONITORING LOCATIONS | FIGURE 3.13-1

3.13.2 Impact Discussion

For the purpose of determining the significance of the project's impact on noise, would the project result in:

1) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?
2) Generation of excessive groundborne vibration or groundborne noise levels?
3) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

For the purposes of this analysis, the City of Daly City relies on the following CEQA thresholds of significance as related to noise:

- A significant noise impact would be identified if the project would generate a substantial temporary or permanent noise level increase over ambient noise levels at existing noise-sensitive receptors surrounding the project site and that would exceed applicable noise standards presented in the General Plan or Municipal Code at existing noise-sensitive receptors surrounding the project site.
    - A potentially significant impact would occur if the project generated noise levels would result in a substantial temporary or periodic increase in ambient noise levels above current levels.
    - A temporary construction noise impact would be considered significant if project construction activities produced noise levels exceeding 90 dBA L_{eq} at residential land uses or 100 dBA L_{eq} at commercial land uses surrounding the site.[67]
    - A significant permanent noise level increase would occur if project-generated traffic generated by the project or project improvements/operations would substantially increase noise levels at sensitive receivers in the vicinity. A substantial increase would occur if: a) the noise level increase is five dBA CNEL or greater, with a future noise level of less than the "normally acceptable" standard, or b) the noise level increase is three dBA CNEL or greater, with a future noise level equal to or greater than the "normally acceptable" standard.
    - A significant noise impact would be identified if the project would expose persons to or generate noise levels that would exceed applicable noise standards presented in the General Plan or Municipal Code.
- A significant impact would be identified if the construction of the project would generate excessive vibration levels surrounding receptors. Ground-borne vibration levels exceeding 0.3 in/sec PPV would have the potential to result in cosmetic damage to normal buildings.

[67] Federal Transit Administration. *Transit Noise and Vibration Impact Assessment Manual*. 2018.

- A significant noise impact would be identified if the project would expose people residing or working in the project area to excessive aircraft noise levels.

3.13.2.1 *Project Impacts*

Impact NOI-1:	The project would not result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. **(Less than Significant Impact with Mitigation Incorporated)**

Construction Noise

Construction of the proposed project would include demolition of existing structures, excavation and grading, and construction of new buildings. The majority of construction noise would be generated by the operation of equipment and heavy machinery, such as bull dozers, backhoes, and auger drills. This type of construction equipment could generate noise ranging from 70 to 90 dBA at a distance of 50 feet away. The project would be built out over several phases, with the Parcel B Development project being constructed first and taking approximately 24 months to complete. The remaining development on Parcels C-F are assumed to be built in two phases (Parcels C and D, followed by Parcels E and F).

Noise modeling for buildout of the Precise Plan (refer to Appendix K) assumed worst-case conditions, in that all equipment per phase of construction would be operating simultaneously. As discussed in Section 3.3 Air Quality, construction equipment assumed in the noise modeling was based on CalEEMod default equipment and schedule information for a project of this type and size per phase. For construction noise, the use of multiple pieces of equipment simultaneously would add together as a collective noise source. While every piece of equipment per phase would likely be scattered throughout the site, the noise-sensitive receptors surrounding the site would be subject to the collective noise source generated by all equipment operating at once. Therefore, to assess construction noise impacts at the receiving property lines of noise-sensitive receptors, the worst-case hourly average noise level for each phase was centered on the site and extrapolated to the nearest property line of the surrounding land uses.

The nearest noise sensitive receptors are residential buildings the north, west, and south, as well as a school to the south of the project site. Ambient noise levels in the project area range from 46 to 67 dBA L_{eq}. Since the proposed project would be built out over phases, construction noise and location would vary by phase. Table 3.13-3 through Table 3.13-5 summarizes the equipment expected to be used for each construction phase (Parcels B-F), duration of construction, and estimated noise levels from the center of each phase to the property lines of the surrounding land uses. As each Parcel is proposed for development, the assumptions used for purposes of this analysis would be revisited to confirm they are accurate in evaluating and disclosing the impacts of constructing that phase, and to the extent the specific construction details differ from what was evaluated in this EIR, additional analysis would be completed to fully evaluate the proposed development to identify any additional noise controls that would be necessary, if at all, for the construction activity to avoid impacting

nearby sensitive uses, including earlier phases of the Precise Plan that were at that point occupied and could be impacted by construction activity elsewhere under the Precise Plan.

Table 3.13-3: Parcel B Construction Phase Noise Levels						
Phase	**Time Duration**	**Construction Equipment (Quantity)**	**Calculated Hourly Average L_{eq} at Residence, dBA**			
			South Parcel C/D (215 ft)	**North Multi-Family Residential (220 ft)**	**West Parcel A (250 ft)**	**East Cemetery (505 ft)**
Demolition	7/3/2021-7/28/2023	Concrete/Industrial Saw (1) Excavator (3) Rubber-Tired Dozer (2)	80	79	78	72
Site Preparation	7/29/2023-8/11/2023	Rubber-Tired Dozer (3) Tractor/Loader/Backhoe (4)	74	74	73	66
Grading/ Excavation	8/12-2023-9/8/2023	Excavator (1) Grader (1) Rubber Tired Dozer (1) Tractor/Loader/Backhoe (3)	70	70	69	63
Trenching/ Foundation	9/9/2023-10/6/2023	Tractor/Loader/Backhoe (1) Excavator (1)	74	73	72	66
Building - Exterior	10/7/2023-8/23/2024	Crane (1) Forklift (3) Generator set (1) Tractor/Loader/Backhoe (1) Welder (1)	77	77	76	70
Building-Interior/ Architectural coating	8/24/2024-9/20/2024	Air Compressor (3)	58 to 77 [a]	58 to 77 [a]	56 to 76 [a]	50 to 70 [a]
Paving	9/21/2024-10/18/2024	Paver (2) Paving Equipment (2) Roller (2)	71 [b]	71 [b]	69 to 70 [b]	63 to 64 [b]

a. The range of construction noise levels represents the levels during the Building-Interior/Architectural Coating phase only and combined with the Building-Exterior phase.
b. The range of construction noise levels represents the levels during the Paving phase only and combined with the Building-Interior/Architectural Coating and Building-Exterior phases.

Table 3.13-4: Parcel C/D Construction Phase Noise Levels						
Phase	**Time Duration**	**Construction Equipment (Quantity)**	**Calculated Hourly Average L_{eq} at Residence, dBA**			
			East Parcel E (195 ft)	**North Parcel B (280 ft)**	**South School (290 ft)**	**East Cemetery (500 ft)**
Demolition	25 Days	Concrete/Industrial Saw (1) Excavator (3) Rubber-Tired Dozer (2)	80	77	77	72
Site Preparation	13 Days	Rubber-Tired Dozer (3) Tractor/Loader/Backhoe (4)	75	72	71	67
Grading/ Excavation	41 Days	Excavator (1) Grader (1) Rubber Tired Dozer (1) Tractor/Loader/Backhoe (3)	80	77	77	72
Trenching/ Foundation	42 Days	Tractor/Loader/Backhoe (1) Excavator (1)	67	64	64	59
Building - Exterior	61 Days	Crane (1) Forklift (3) Generator set (1) Tractor/Loader/Backhoe (1) Welder (1)	78	75	75	70
Building-Interior/ Architectural coating	34 Days	Air Compressor (3)	59 to 78 [a]	55 to 75 [a]	55 to 75 [a]	50 to 70 [a]
Paving	42 Days	Paver (2) Paving Equipment (2) Roller (2)	72 [b]	68 to 69 [b]	68 [b]	63 to 64 [b]

a. The range of construction noise levels represents the levels during the Building-Interior/Architectural Coating phase only and combined with the Building-Exterior phase.
b. The range of construction noise levels represents the levels during the Paving phase only and combined with the Building-Interior/Architectural Coating and Building-Exterior phases.

Table 3.13-5: Parcel E/F Construction Phase Noise Levels						
Phase	**Time Duration**	**Construction Equipment (Quantity)**	**Calculated Hourly Average L_{eq} at Residence, dBA**			
			North Parcel A (240 ft)	**South Multi-Family Residential (280 ft)**	**East Parcel C/D (250 ft)**	**West Single Family (465 ft)**
Demolition	25 Days	Concrete/Industrial Saw (1) Excavator (3) Rubber-Tired Dozer (2)	75	73	69	69
Site Preparation	13 Days	Rubber-Tired Dozer (3) Tractor/Loader/Backhoe (4)	73	72	68	67
Grading/ Excavation	41 Days	Excavator (1) Grader (1) Rubber Tired Dozer (1) Tractor/Loader/Backhoe (3)	71	70	66	65
Trenching/ Foundation	42 Days	Tractor/Loader/Backhoe (1) Excavator (1)	65	64	60	59
Building - Exterior	61 Days	Crane (1) Forklift (3) Generator set (1) Tractor/Loader/Backhoe (1) Welder (1)	76	75	71	71
Building-Interior/ Architectural coating	34 Days	Air Compressor (3)	57 to 76 [a]	55 to 75 [a]	51 to 71 [a]	51 to 71 [a]
Paving	42 Days	Paver (2) Paving Equipment (2) Roller (2)	70 [b]	68 to 69 [b]	64 to 65 [b]	64 [b]

a. The range of construction noise levels represents the levels during the Building-Interior/Architectural Coating phase only and combined with the Building-Exterior phase.
b. The range of construction noise levels represents the levels during the Paving phase only and combined with the Building-Interior/Architectural Coating and Building-Exterior phases.

As shown in Table 3.13-3 through Table 3.13-5 above, construction of the proposed project during each phase (none overlapping) could generate noise levels that exceed ambient noise levels by five dBA L_{eq} during construction; however, construction noise levels would not exceed 90 dBA L_{eq} at residential land uses or 100 dBA L_{eq} at commercial land uses surrounding the project site. The project would be required to implement Best Management Practices (BMPs). BMPs are required at the time of building permit issuance for all development and would reduce any impacts of additional noise level exposure to insignificance. Such BMPs include requirements for construction vehicles and equipment to be properly muffled. Construction hours would be limited to 8:00 AM to 5:00 PM, Mondays through Fridays. Construction on weekends and holidays will be prohibited to avoid inconveniencing neighbors. To ensure construction noise impacts do not exceed acceptable levels, the following mitigation measure would be implemented for each phase of development, i.e. each Parcel.

Mitigation Measure:

MM NOI-1.1: The applicant shall develop a construction noise control plan for each construction phase, including, but not limited to, the following available controls:

- Construct temporary noise barriers, where feasible, to screen stationary noise-generating equipment. Temporary noise barrier fences would provide a 5 dBA noise reduction if the noise barrier interrupts the line-of-sight between the noise source and receptor and if the barrier is constructed in a manner that eliminates any cracks or gaps.
- Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
- Unnecessary idling of internal combustion engines should be strictly prohibited.
- Locate stationary noise-generating equipment, such as air compressors or portable power generators, as far as possible from sensitive receptors as feasible. If they must be located near receptors, adequate muffling (with enclosures where feasible and appropriate) shall be used to reduce noise levels at the adjacent sensitive receptors. Any enclosure openings or venting shall face away from sensitive receptors.
- Utilize "quiet" air compressors and other stationary noise sources where technology exists.
- Construction staging areas shall be established at locations that will create the greatest distance between the construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction.
- Locate material stockpiles, as well as maintenance/equipment staging and parking areas, as far as feasible from residential receptors.
- Route construction-related traffic along major roadways and as far as feasible from sensitive receptors.

- Locate material stockpiles, as well as maintenance/equipment staging and parking areas, as far as feasible from residential receptors.
- Control noise from construction workers' radios to a point where they are not audible at existing residences bordering the project site.
- The contractor shall prepare a detailed construction schedule for major noise-generating construction activities. The construction plan shall identify a procedure for coordination with adjacent residential land uses so that construction activities can be scheduled to minimize noise disturbance.
- Designate a "disturbance coordinator" who would be responsible for responding to any complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., bad muffler, etc.) and will require that reasonable measures be implemented to correct the problem. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include in it the notice sent to neighbors regarding the construction schedule.

With implementation of MM NIO-1.1 above, the proposed project would reduce construction noise to a less than significant level.

Operational Noise

Traffic Noise

The ambient noise environment near the school areas as measured by LT-2 resulted in a noise level of 63 dBA CNEL. The existing ambient noise environment measured at LT-1 and LT-3 near multi-family residential areas resulted in noise levels ranging from 65-66 dBA CNEL. A significant impact would occur if project-generated traffic increased levels by three dBA CNEL or more. For reference, a three dBA CNEL noise increase would be expected if the project would double existing traffic volumes along a roadway.

As discussed further in Section 3.15 Transportation, implementation of the proposed project would result in an increase in traffic along surrounding streets. Based on these traffic changes, the project is estimated to result in a maximum noise level increase of two dBA CNEL along all roadways in the project area; therefore, project traffic noise would be below the three dBA CNEL impact threshold. As a result, the traffic noise generated by the proposed project would have a less than significant impact.

Mechanical Equipment

The project would include various mechanical equipment such as air conditioners, exhaust fans, chillers, pumps, and air handling equipment located on the roofs of the proposed buildings.

Mechanical equipment on the roofs of future buildings on Parcels B, C, D, E, and F are estimated to produce noise levels of approximately 75 dBA at five feet. The nearest building façades to all parcels would be approximately 80 feet away. At this distance, unshielded noise levels would be approximately 51 dBA or 60 dBA CNEL. Existing ambient noise levels exceed 60 dBA CNEL;

therefore, noise from mechanical equipment associated with the proposed project would be below ambient conditions and have a less than significant noise impact.

Emergency Generators

Emergency generators are proposed to be located on Parcels B, D, E, and F. Generators would be located either in the basement or on the ground floor. For the purposes of this analysis, it was conservatively assumed the generators would be located on the ground floor and would be rated at approximately 750 Kilowatts (kW), would be powered by a 60 hertz (Hz) diesel engine, and would be fitted with a manufacturer's acoustical enclosure. Based on file data, sound pressure levels from the generator would be approximately 75 dBA at 5 feet assuming an acoustic enclosure.

Emergency generators are tested monthly for a period of one hour between 7:00 AM and 10:00 PM. Table 3.13-6 below summarizes noise levels at surrounding receptors during the testing period for generators located on Parcels B, D, E, and F.

Table 3.13-6: Noise Levels for Monthly Tests of the Emergency Generators

Receptor	Distance from Center of the Generator Room	L_{eq}, dBA	CNEL, dBA
Parcel B			
Parcel C/D, south	80 feet	51	47
Parcel A, west	100 feet	49	45
Multi-Family Residential, north	135 feet	46	42
Cemetery, east	400 feet	<40	<40
Parcel D			
Parcel B, north	80 feet	51	47
Parcel E, west	100 feet	49	45
Cemetery, east	230 feet	42	<40
Parcel E			
Parcel C/D, east	80 feet	51	47
Multi-Family, south	90 feet	50	46
Parcel F, west	100 feet	49	45
Parcel A, north	250 feet	41	<40
Parcel F			
Parcel A, north	60 feet	53	49
Parcel E, east	80 feet	51	47

Table 3.13-6: Noise Levels for Monthly Tests of the Emergency Generators			
Receptor	**Distance from Center of the Generator Room**	**L_{eq}, dBA**	**CNEL, dBA**
Multi-Family, south	100 feet	48	44
Single Family, west	170 feet	44	40

As shown in Table 3.13-6 above, emergency generator noise during testing would not exceed 53 dBA L_{eq} or 49 dBA CNEL at any adjacent receptor. This would be below the existing ambient noise levels at the surrounding receptors; therefore, emergency generator noise would be less than significant. **(Less than Significant Impact with Mitigation Incorporated)**

Impact NOI-2: The project would not result in generation of excessive groundborne vibration or groundborne noise levels. **(Less than Significant Impact)**

Future development under the project may generate perceptible vibration in the immediate vicinity when heavy equipment or impact tools (e.g. jackhammers, hoe rams) are used. Construction activities would include site demolition work, preparation work, excavation of below-grade levels, foundation work, and new building framing and finishing. Construction activities, such as the use of jackhammers, rock drills and other high-power or vibratory tools, and rolling stock equipment (tracked vehicles, compactors, etc.), may generate substantial vibration in the immediate vicinity. Vibration levels would vary depending on soil conditions (e.g., rocks vs. soft soil), construction methods (the project does not propose pile driving), the equipment used (e.g., vibratory roller vs. small bulldozers and graders), and distance.

The City does not define quantitative vibration thresholds; therefore, a conservative vibration limit of 0.3 in/sec PPV has been used, consistent with California Department of Transportation guidelines. Table 3.13-7 below summarizes the vibration levels at the nearest building facades around the project site.

Table 3.13-7: Vibration Source Levels for Construction Equipment						
Equipment		**PPV at 25 ft. (in/sec)**	**Vibration Levels at Nearest Surrounding Building Façades (in/sec PPV)**			
			South Residential (20 ft)	**East Commercial (60 ft)**	**Southeast Residential (75 ft)**	**West Residential (85 ft)**
Clam shovel drop		0.202	0.258	0.077	0.060	0.053
Hydromill (slurry wall)	In soil	0.008	0.010	0.003	0.002	0.002
	In rock	0.017	0.022	0.006	0.005	0.004
Vibratory Roller		0.21	0.268	0.080	0.063	0.055
Hoe Ram		0.089	0.114	0.034	0.027	0.023
Large bulldozer		0.089	0.114	0.034	0.027	0.023
Caisson drilling		0.089	0.114	0.034	0.027	0.023

Table 3.13-7: Vibration Source Levels for Construction Equipment					
Equipment	PPV at 25 ft. (in/sec)	Vibration Levels at Nearest Surrounding Building Façades (in/sec PPV)			
		South Residential (20 ft)	East Commercial (60 ft)	Southeast Residential (75 ft)	West Residential (85 ft)
Loaded trucks	0.076	0.097	0.029	0.023	0.020
Jackhammer	0.035	0.045	0.013	0.010	0.009
Small bulldozer	0.003	0.004	0.001	0.001	0.001

As shown in Table 3.13-7, vibration levels at nearby buildings would not exceed 0.3 in/sec PPV. Thus, construction vibration impacts would be less than significant. **(Less than Significant Impact)**

Impact NOI-3: The project would not be located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport. The project would not expose people residing or working in the project area to excessive noise levels. **(Less than Significant Impact)**

The SFO airport is located approximately five miles southeast of the project site. The project site is located outside the 65 dBA CNEL noise contour of SFO; however, the project site is located within the 60 dBA CNEL noise contour. The interpolated CNEL noise levels due to aircraft flyovers is estimated to be 63 DBA, which is consistent with the City's 65 dBA CNEL threshold for aircraft noise (General Plan Task HE-4.2). **(Less than Significant Impact)**

3.13.2.2 *Cumulative Impacts*

Impact NOI-C: The project would not result in a cumulatively considerable contribution to a cumulatively significant noise impact. **(Less than Significant Cumulative Impact)**

Construction

While cumulative projects could be constructed at the same time as the proposed project and result in a temporary construction noise increase, all projects in the City would be required to comply with the City's Municipal Code, as well as implement similar measures as those identified under Impact NOI-1. Nevertheless, if the proposed project's construction schedule were to overlap one or more of the cumulative projects' construction schedules for a consecutive 12 months or more and if the same sensitive receptors were impacted, the project would have a cumulatively considerable contribution to a cumulative construction noise impact.

This would not occur, however, as the nearest cumulative project for which construction timeframes could overlap is the Serramonte Condominiums and Hotel project located at 525-595 Serramonte Boulevard, 500 feet northeast of the project site. These projects would have a similar nearest sensitive receptor, located across Serramonte Boulevard north of the project site; however, construction of the Serramonte Condominiums and Hotel project is anticipated to last only 18 months

and start construction before the proposed project. Thus, construction schedules would not overlap one or more years and a significant noise and vibration impact would not occur. **(Less than Significant Cumulative Impact)**

3.13.3 Non-CEQA Effects

Per *California Building Industry Association v. Bay Area Air Quality Management District,* 62 Cal. 4th 369 *(BIA v. BAAQMD)*, effects of the environment on the project are not considered CEQA impacts. The following discussion is included for informational purposes because the City of Daly City has policies that address existing noise conditions affecting a proposed project.

Exterior Noise

The exterior noise threshold established in the City's General Plan for new residential uses is 70 dBA CNEL, for commercial uses it is 75 dBA CNEL, and for open space it is 75 dBA CNEL. Noise affecting the project site under future conditions will continue to be vehicular traffic on Serramonte Boulevard and Callan Boulevard, and aircraft noise from SFO. Based on the transportation impact assessment prepared for the project, noise along Serramonte Boulevard and Callan Boulevard from growth in future traffic volumes is expected to increase by approximately one to two dBA CNEL above existing conditions. Existing ambient noise levels at the project site are at most 67 dBA CNEL; therefore, future noise levels at the project site would be at or below the 70 dBA CNEL threshold for residential uses and below the 75 dBA CNEL threshold for commercial and open space uses.

Parcel B Development Project

The Parcel B Development project includes a podium plaza and a rooftop terrace as outdoor uses for the residential units. The podium plaza would be bounded on three sides by the proposed building, to the north, west, and south, which would ensure noise levels at the plaza would be below the 70 dBA CNEL threshold. The rooftop terrace is located at the southeast corner of the building and would face Callan Boulevard. Noise levels at this height and location are estimated to be below the 70 dBA CNEL threshold as well.

The Parcel B Development Project also includes a public park and trail system along the eastern portion of Parcel B, facing Callan Boulevard. As discussed above, future ambient noise levels at the project site (with the addition of project traffic) would be 70 dBA CNEL or less; therefore, the noise levels at the public park would be below the 75 dBA CNEL noise threshold.

A retail plaza would also be located along the western side of the proposed Parcel B Development project. This retail plaza would be facing Serramonte Boulevard; however, future ambient noise levels at the project site (with the addition of project traffic) would be 70 dBA CNEL or less; therefore, the noise levels at the retail plaza would be below the 75 dBA CNEL noise threshold.

Precise Plan

Future development under the proposed Precise Plan on Parcels C, D, E, and F would include additional housing, commercial space, public parks, and trails along the perimeter of the project site.

While specific development plans are currently unavailable, future noise levels at these locations are expected to be less than or equal to Parcel B because they are no closer to major noise sources than Parcel B. As discussed above, exterior noise levels at Parcel B would meet City thresholds for exterior noise levels for residential, commercial, and open space uses. Thus, future noise levels on Parcel C, D, E, and F would also meet City thresholds.

Interior Noise

The California Building Code establishes an interior noise threshold of 45 dBA CNEL for multi-family residential units. The California Green Building Standards Code (CALGreen) requires that interior noise levels be maintained at 50 dBA $L_{eq(1\text{-}hr)}$ or less during hours of operation within the proposed non-residential spaces within the proposed mixed-use buildings.

Parcel B Development Project

For the proposed residential portion of the Parcel B Development project, the residential building would be setback approximately 80 feet from the centerline of Serramonte Boulevard and have direct line-of-sight to the roadway. At this distance, units along the northern façade would be exposed to noise levels of 66 dBA CNEL. When aircraft noise is added, northern façade units would be exposed to noise levels of 68 dBA CNEL. The eastern façade of the proposed residential building would be setback approximately 330 feet from Callan Boulevard and have direct line-of-sight to the roadway. At this distance, units along the east façade would be exposed to noise levels of 63 dBA CNEL. When aircraft noise is added, eastern façade units would be exposed to noise levels of 66 dBA CNEL. The western and southern facades of the proposed residential building do not have direct line of sight to any surrounding roadways. The units along these facades would be exposed to future exterior roadway noise levels of up to 60 dBA CNEL. The combined roadway and aircraft noise level at the eastern façade of the proposed building would be 65 dBA CNEL.

Assuming standard construction with windows open, the future interior level for the rooms facing the roadways is expected to be 53 dBA CNEL at the northern façade, 51 dBA CNEL at the eastern façade, and 50 dBA CNEL at the southern and western façades. With windows closed, the future interior level would range from 43 to 48 dBA CNEL at the northern façade, 41 to 46 dBA CNEL at the eastern façade, and 40 to 45 dBA CNEL at the southern and western façades. The proposed residential units would thus require noise insulation features and forced-air mechanical ventilation systems to meet the state's interior noise threshold of 45 dBA CNEL to allow residents to maintain windows in the closed position. With implementation of the below condition of approval (specific to the Parcel B Development project), interior noise levels would meet the state's interior noise standard of 45 dBA CNEL.

Parcel B Development Project Condition of Approval:

- Provide a suitable form of forced-air mechanical ventilation, as determined by the local building official, for all residential buildings, so that windows can be kept closed to control noise.
- Provide sound-rated windows and doors for the northern façade of the proposed building to maintain interior noise levels or below the City's 45 dBA CNEL interior noise threshold. Preliminary calculations show that sound-rated windows and doors with minimum STC

ratings of 30 would be satisfactory for units facing Serramonte Boulevard to meet the interior noise threshold. Standard residential grade windows and doors (minimum STC 26) would be required for all remaining units.

- A qualified acoustical specialist shall prepare a detailed analysis of interior residential noise levels resulting from all exterior sources during the final design phase of the project pursuant to requirements set forth in the General Plan and State Building Code. The study will review the final site plan, building elevations, and floor plans prior to construction and confirm building treatments necessary to reduce interior noise levels to 45 dBA CNEL or less. Treatments would include, but are not limited to, sound-rated windows and doors as specified above, acoustical caulking, protected ventilation openings, etc. The specific determination of what noise insulation treatments are necessary shall be conducted on a unit-by-unit basis during final design of the project. Results of the analysis, including the description of the necessary noise control treatments, shall be submitted to the City, along with the building plans and approved design, prior to issuance of a building permit.

The ground floor of the proposed residential building would be used for commercial purposes. Standard construction materials for commercial uses would provide about 25 to 30 dBA of noise reduction in interior spaces assuming the inclusion of adequate forced-air mechanical ventilation systems. With a setback of about 80 feet from Serramonte Boulevard and 330 feet from Callan Boulevard, the future exterior roadway noise along the commercial use façades are expected to range from 64 to 67 dBA $L_{eq(1\text{-}hr)}$. The combined roadway and aircraft noise level at the eastern façade of the proposed building would range from 69 to 70 dBA $L_{eq\ (1\text{-}hr)}$. Using standard construction materials with the inclusion of forced-air mechanical ventilation, interior noise levels at the commercial use portion would range from 37 to 45 dBA $L_{eq(1\text{-}hr)}$ during the peak daytime hour. This would meet the CALGreen threshold of 50 dBA $L_{eq(1\text{-}hr)}$ or less during hours of operation.

Precise Plan

Parcels C and D have direct lines of sight to Callan Boulevard, with a setback of approximately 150 feet from the centerline. At this distance, the Parcels C and D would be exposed to a future exterior roadway noise level of up to approximately 66 dBA CNEL. The combined roadway and aircraft noise level at the eastern façade of future buildings on Parcels C and D would be 68 dBA CNEL. Assuming standard construction with windows open, the future interior noise level for residential units facing the roadway is expected to be 53 dBA CNEL. With windows closed, the future interior level would range from 43 to 48 dBA CNEL. In order to allow residents to maintain windows in the closed position for noise control, the proposed residential units would thus require noise insulation features and forced-air mechanical ventilation systems to meet the City's interior noise thresholds. With implementation of the below condition of approval (specific to future development under the proposed Precise Plan), interior noise levels would meet the state's interior noise standard of 45 dBA CNEL.

Precise Plan Condition of Approval:

- Provide a suitable form of forced-air mechanical ventilation, as determined by the local building official, for all residential buildings, so that windows can be kept closed to control noise.

- Provide sound-rated windows and doors for Parcels C and D to maintain interior noise levels or below the City's 45 dBA CNEL interior noise threshold. Preliminary calculations show that sound-rated windows and doors with minimum STC ratings of 30 would be satisfactory for units facing Callan Boulevard to meet the interior noise threshold. Standard residential grade windows and doors (minimum STC 26) would be required for all remaining units.
- A qualified acoustical specialist shall prepare a detailed analysis of interior residential noise levels resulting from all exterior sources during the final design phase of the project pursuant to requirements set forth in the General Plan and State Building Code. The study will review the final site plan, building elevations, and floor plans prior to construction and confirm building treatments necessary to reduce interior noise levels to 45 dBA CNEL or less. Treatments would include, but are not limited to, sound-rated windows and doors as specified above, acoustical caulking, protected ventilation openings, etc. The specific determination of what noise insulation treatments are necessary shall be conducted on a unit-by-unit basis during final design of the project. Results of the analysis, including the description of the necessary noise control treatments, shall be submitted to the City, along with the building plans and approved design, prior to issuance of a building permit.

Parcels E and F do not have direct line of sight to any surrounding roadways; thus, future development on these parcels would be exposed to a combined roadway and aircraft noise level of 64 dBA CNEL. Assuming standard construction with windows open, the future interior levels for the residential units is expected to be 49 dBA CNEL. With windows closed, the future interior noise level would range from 39 to 44 dBA CNEL, which would meet the state's interior noise threshold of 45 dBA CNEL.

Parcels C, D, E, and F could also include commercial uses on the ground floor of future residential buildings. Commercial uses on Parcels C and D would be exposed to a combined roadway and aircraft noise level of 69 to 70 dBA $L_{eq\ (1\text{-}hr)}$. Using standard construction materials with the inclusion of forced-air mechanical ventilation, interior noise levels at the commercial use portion of Parcels C and D would range from 37 to 45 dBA $L_{eq(1\text{-}hr)}$ during the peak daytime hour. Commercial uses on Parcels E and F would be exposed to a combined roadway and aircraft noise level of up to 65 dBA $L_{eq\ (1\text{-}hr)}$. Using standard construction materials with the inclusion of forced-air mechanical ventilation, interior noise levels at the commercial use portion of Parcels E and F would range from 35 to 40 dBA $L_{eq(1\text{-}hr)}$ during the peak daytime hour. Based on the above discussion, future commercial uses on Parcel C, D, E, and F would meet the CALGreen threshold of 50 dBA $L_{eq(1\text{-}hr)}$ or less during hours of operation.

3.14 POPULATION AND HOUSING

3.14.1 Environmental Setting

3.14.1.1 *Regulatory Framework*

State

Housing-Element Law

State requirements mandating that housing be included as an element of each jurisdiction's general plan is known as housing-element law. The Regional Housing Need Allocation (RHNA) is the state-mandated process to identify the total number of housing units (by affordability level) that each jurisdiction must accommodate in its housing element. California housing-element law requires cities to: 1) zone adequate lands to accommodate its RHNA; 2) produce an inventory of sites that can accommodate its share of the RHNA; 3) identify governmental and non-governmental constraints to residential development; 4) develop strategies and a work plan to mitigate or eliminate those constraints; and 5) adopt a housing element and update it on a regular basis.[68] The City of Daly City Housing Element and related land use policies were last updated in 2015.

California Department of Housing and Community Development (HCD) conducted a Regional Housing Needs Determination for the Bay Area based on population projections and determined 441,176 new units must plan to be built in the region from 2023 to 2031. In 2021, ABAG in consultation with local jurisdictions and regional stakeholders, developed a methodology to assign the Bay Area's 2023 to 2031 RHNA. Following the allocation of housing units to each jurisdiction, an appeals process was conducted for cities and counties to change their allocation. In December, ABAG certified the RHNA Plan for the San Francisco Bay Area. According to RHNA Plan, Daly City is allocated a total of 4,838 total housing units. This includes 1,336 very low income units, 769 low income units, 762 moderate income units, and 1,971 above moderate income units.[69] The City is in the process of preparing an update to the Housing Element covering the timeframe from 2023-2031.

Regional and Local

Plan Bay Area 2050

Plan Bay Area 2050 is a long-range plan for the nine-county San Francisco Bay Area that provides strategies that increase the availability of affordable housing, support a more equitable and efficient economy, improve the transportation network, and enhance the region's environmental resilience. Plan Bay Area 2050 promotes the development of a variety of housing types and densities within identified Priority Development Areas (PDAs). PDAs are areas generally near existing job centers or frequent transit that are locally identified for housing and job growth.[70]

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[68] California Department of Housing and Community Development. "Regional Housing Needs Allocation and Housing Elements" Accessed November 19, 2021. http://hcd.ca.gov/community-development/housing-element/index.shtml.

[69] Association of Bay Area Governments. *Final Regional Housing Needs Allocations (RHNA) Plan: San Francisco Bay Area, 2023-2031*. March 2022. Page 27.

[70] Association of Bay Area Governments and Metropolitan Transportation Commission. *Plan Bay Area 2050*. October 21, 2021. Page 20.

ABAG allocates regional housing needs to each city and county within the San Francisco Bay Area, based on statewide goals. These allocations are designed to lay the foundation for Plan Bay Area 2050's long-term envisioned growth pattern for the region. ABAG also develops a series of forecasts and models to project the growth of population, housing units, and jobs in the Bay Area. ABAG, MTC, and local jurisdiction planning staff created the Forecasting and Modeling Report, which is a technical overview of the of the growth forecasts and land use models upon which Plan Bay Area 2050 is based.

Daly City 2030 General Plan

Various policies in the City's General Plan have been adopted for the purpose of avoiding or mitigating impacts on population and housing resulting from planned development within the City including the following:

Policy/Task	Description
Policy HE-1	Maintain and, where possible, create larger housing development sites throughout the City.
Policy HE-6	Assure that adequate development sites exist on the Potential Housing Sites Inventory List to ensure compliance with the City's Regional Housing Need Allocation
Policy LU-4	Provide regulatory incentives for developers to construct higher-density mixed-use development along Mission Street, Geneva Avenue, and any other locations within close proximity to public transit.

3.14.1.2 *Existing Conditions*

The population of Daly City was estimated to be 108,599 in January 2021, with an average of 3.33 persons per household.[71] Buildout of the City's General Plan is anticipated to result in 2,157 new housing units and 3,990 new jobs through 2030. ABAG estimates that in 2035, the City's population will grow to 115,015 people, while jobs will increase from approximately 18,370 (as of 2020) to 19,180 in 2035.[72]

The 1985 Precise Plan (described in greater detail in Section 2.2.1 Precise Plan) planned for the development of the project site with up to 175 residential units and approximately 700,000 square feet of office space in the project site area. The project site is identified as site number 15, "Serramonte Del Rey", in the City's current Housing Element, and consistent with the 1985 Precise Plan, was allocated 175 housing units, including 35 very low income, 18 low income, 70 moderate income, and 53 above moderate income units.

Parcel A has been developed with 122 multifamily units intended primarily for JUHSD employees. The rest of the Precise Plan area (Parcels B through F) contains no residential units.

[71] California Department of Finance. "E-5 City/County Population and Housing Estimates – January 1, 2021." Accessed November 19, 2021.http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/.
[72] Association of Bay Area Governments and Metropolitan Transportation Commission. "Projections 2040." Accessed November 22, 2021. http://projections.planbayarea.org/.

3.14.2 Impact Discussion

For the purpose of determining the significance of the project's impact on population and housing, would the project:

1) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?
2) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

3.14.2.1 *Project Impacts*

Impact POP-1:	The project would not induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure). **(Less than Significant Impact)**

A project can induce substantial population growth by: 1) proposing new housing beyond projected or planned development levels, 2) generating demand for housing as a result of new businesses, 3) extending roads or other infrastructure to previously undeveloped areas, or 4) removing obstacles to population growth (i.e., expanding capacity of a wastewater treatment plant beyond that necessary to serve planned growth).

Direct Impacts

As noted in Section 3.14.1.2 Existing Conditions, the adopted 1985 Precise Plan allows the project site to be developed with up to 175 residential units and 700,000 square feet of office uses. Compared to what is allowed by the 1985 Precise Plan, the project would result in a net increase of 1,060 residential units and a net decrease of 684,000 square feet of employment uses (office and retail). This net change in development would result in approximately 3,403 additional residents.[73] Compared to the buildout of the General Plan, the project would represent an approximately three percent net increase in the City's population.[74]

While the project would result in an increase in population and housing compared to what is allowed in the adopted 1985 Precise Plan and General Plan, the project would be consistent with the City's goal of maximizing opportunities for higher-density housing (General Plan Policy HE-1 and Policy LU-4) and meeting the City's RHNA target (General Plan Policy HE-6). The project is also consistent with the intent of Plan Bay Area 2050 because it proposes additional residential units for

[73] 1,235 (number of housing units proposed) minus 175 (number of planned housing units) equals 1,060 housing units. Based on the City's average number of persons per housing unit (3.21), the 1,060 units would generate 3,403 additional residents. As the majority of employment uses would be eliminated, demand for housing from new businesses was assumed to be zero. Source: State of California, Department of Finance. E-5 Population Estimates for Cities, Counties, and the State—January 1, 2021-2022. May 2022. https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2022/.

[74] Buildout of the City's General Plan would result in 106,388 residents.

the City to meets its RHNA targets. For these reasons, the project would not directly induce substantial population growth in the area, and the environmental effects of the new population growth from the project have been disclosed throughout this EIR. **(Less than Significant Impact)**

Indirect Impacts

As discussed in Section 3.17 Transportation, the project would require transportation infrastructure improvements to address intersection deficiencies and bicycle and pedestrian facilities. The transportation improvements would serve the proposed project, as well as existing and planned projects.

The project would also require connections to existing utility lines in the area. These standard connections to existing water, sewer, and storm drain systems to serve the project would not induce growth beyond the proposed project, as they are designed to serve the project population and not sized to serve additional growth, nor would they remove an existing constraint on development that would allow for unplanned growth. Based on the above discussion, the project would not indirectly induce substantial population growth through its infrastructure improvements. **(Less than Significant Impact)**

Impact POP-2:	The project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. **(No Impact)**

The project site is currently developed with the existing Serramonte Del Rey JUHSD campus, which includes the main campus building, a General Education Department building, two one-story portables, storage bungalows, and a Comcast relay station. None of these structures are inhabited or provide housing. The 122 multifamily housing units recently constructed on Parcel A will continue to exist regardless of the remainder of the proposed Precise Plan being approved. Therefore, the proposed project would not displace substantial numbers of existing people or housing necessitating the construction of replacement housing elsewhere. **(No Impact)**

3.14.2.2 *Cumulative Impacts*

Impact POP-C:	The project would not result in a cumulatively considerable contribution to a cumulatively significant population and housing impact. **(Less than Significant Cumulative Impact)**

The geographic area for cumulative population and housing impacts is the City boundaries, and can be extended further to San Mateo County and the San Francisco Bay region. Past, present, and pending development projects contribute to the City's, County's, and region's population and housing impact.

As discussed under Impact POP-1, compared to the City's ABAG estimated population in 2035, the proposed project would result in an approximately three percent increase in residents citywide. This increase in growth citywide is not substantial, and it would not serve to create demand for additional housing within or outside the City. For these reasons, implementation of the project would not have a

cumulatively considerable contribution to a significant cumulative population and housing impact. **(Less than Significant Cumulative Impact)**

3.15 PUBLIC SERVICES

3.15.1 Environmental Setting

3.15.1.1 *Regulatory Framework*

State

Government Code Section 66477

The Quimby Act (included within Government Code Section 66477) requires local governments to set aside parkland and open space for recreational purposes. It provides provisions for the dedication of parkland and/or payment of fees in lieu of parkland dedication to help mitigate the impacts from new residential developments. The Quimby Act authorizes local governments to establish ordinances requiring developers of new residential subdivisions to dedicate parks, pay a fee in lieu of parkland dedication, or perform a combination of the two.

Government Code Section 65995 through 65998

California Government Code Section 65996 specifies that an acceptable method of offsetting a project's effect on the adequacy of school facilities is the payment of a school impact fee prior to the issuance of a building permit. Government Code Sections 65995 through 65998 set forth provisions for the payment of school impact fees by new development by "mitigating impacts on school facilities that occur (as a result of the planning, use, or development of real property" (Section 65996[a]). The legislation states that the payment of school impact fees "are hereby deemed to provide full and complete school facilities mitigation" under CEQA (Section 65996[b]).

Developers are required to pay a school impact fee to the school district to offset the increased demands on school facilities caused by the proposed residential development project. The school district is responsible for implementing the specific methods for mitigating school impacts under the Government Code.

Local

Daly City 2030 General Plan

Various policies in the City's General Plan have been adopted for the purpose of avoiding or mitigating impacts on public services resulting from planned development within the City including the following:

Policy/Task	Description
Policy RME-13	Require the dedication of parkland or the payment of an in-lieu fee in accordance with Subdivision Map Act.
Policy RME-14	Prioritize the dispersal of park in-lieu fees collected from the development of new subdivisions to ensure that the fees are spent in the appropriate areas (see Program RME-3)
Task SE-3.1	Support and maintain the City's Insurance Service Office (ISO) rating of a Class 2, which establishes the fire insurance rates for the City.

Task SE-3.2	Provide for a seven (7) minute total reflex time for arrival of a first due company to 90 percent of all emergency incidents.
Task SE-3.3	Provide for an eleven (11) minute total reflex time for arrival of multiple fire companies to 90 percent of all structure fires.
Task SE-3.4	Maintain fire company reliability, whereby 90 percent of all incidents are handled by the district fire company.

Daly City Municipal Code

Daly City Municipal Code Section 16.30.400 requires the dedication of park space of three acres per 1,000 people which can satisfied through either on-site park construction or land dedication. Public facility fees are described in Section 3.32.130 which are required upon issuance of a building permit to pay for municipally owned public facilities, including but not limited to city administrative facilities, fire facilities and equipment, libraries, police facilities and equipment, community recreation centers, street improvements and water and sewage facilities.

City of Daly City Capital Improvement Plan

In 2008, the City expanded its Capital Plan to cover a 20-year period. It was estimated that 2.8 million square feet of commercial space and 2,641 residential units would be added to the City, which is slightly more than projected with the 2013 General Plan. The study also projected the extent of capital improvements for public facilities which would be needed in the City over the same time period. The City identified the capital improvements which would be needed to provide City services to all areas over the next 20 years. The relationships between the additional projected commercial and residential development and the need for improvements in public facilities were analyzed. The City formulated impact fees that are based on the extent to which any need for new public facilities is attributed to new development.

City of Daly City Parks and Open Space Master Plan

The Parks and Open Space Master Plan is intended to guide decision making to help the City maintain, manage and develop the envisioned park and open space system and provide the community with the recreational opportunities. The Parks and Open Space Master Plan evaluates the existing park system and relies upon extensive community engagement to support the expansion, improvement, and protection of the park and open space system for the future.

3.15.1.2 *Existing Conditions*

Fire Protection Services

Fire protection services in Daly City are provided by a joint powers authority, the North County Fire Authority (NCFA). The NFCA consists of fire and emergency medical response services for the cities of Brisbane, Daly City, and Pacifica.[75] The NCFA responds to all fires, hazardous material spills, and medical emergencies within the constituent cities. Pursuant to Daly City General Plan Policy SE-3.3, fire protection service performance is measured by total reflex time. Total reflex time

[75] North County Fire Authority. "Frequently Asked Questions". Accessed November 16, 2021. https://northcountyfire.org/ncfa-overview/frequently-asked-questions/

refers to the total amount of time that passes from receipt of the emergency call to the arrival of the responding unit at the scene.

The nearest fire station to the project site is the City of Daly City Fire Station Number 94, located approximately 0.4 miles to the southeast at 444 Gellert Boulevard.

Police Protection Services

Police protection services are provided to the project site by the Daly City Police Department (DCPD). The DCPD is headquartered at 333 90th Street, approximately 1.5 mile north of the project site, and employs 111 sworn and 43 non-sworn personnel. Pursuant to Daly City General Plan Policy SE-3.2, police protection service performance is measured by total reflex time, as described above in Fire Protection Services.

Schools

The project site is located within the Jefferson Elementary Unified School District, and the Jefferson Union High School District. Students in the project area would attend Daniel Webster Elementary School and Fernando Rivera Middle School. Students would attend one of the four high schools, Terra Nova High School, Oceana High School, Westmoor High School, or Jefferson High School, depending on the capacity of each facility. The closest high school to the project site is Westmoor High School, approximately 1.7 miles from the project site. The current enrollment capacities for these schools are shown in Table 3.15-1 below. As shown in Table 3.15-1, there is currently available capacity at the schools.

Table 3.15-1: School Enrollment and Capacity

School	Existing Capacity	Current Enrollment	Available Capacity
Daniel Webster Elementary School[1]	598	308	290
Fernando Rivera Middle School[1]	808	499	309
Westmoor High School[2]	2,096	1,250	846

[1] School data for the 2021-2022 school year. Source: Vidales, Bernardo. Superintendent, Jefferson Elementary School District. Personal Communication. July 7, 2022.

[2] SchoolWorks, Inc. *Jefferson Union High School District 2021/2022 Demographics and Enrollment Projections*. March 2022.

Parks and Recreational Facilities

The City currently has a number of public and private recreational open spaces. Public recreational open space consists of City parks and related facilities, and State and County parks. Private recreational open space consists of private golf and country clubs which limit access only to members.

Thirteen municipal parks and twelve tot lots are located in Daly City, resulting in a total of 82.95 acres of developed public recreational open space. The City has 27 recreational facilities dispersed throughout the various City neighborhoods to serve residents.

The nearest parks to the project site are Gellert Park, located approximately 800 feet southeast of the project site, Edgewood Park and Fairmont Field located in Pacifica approximately 0.5 miles to the southwest of the project site, Mussel Rock Park approximately 0.5 miles to the west, and Cameo Tot Lot located approximately 0.6 miles to the south.

Libraries, Community Centers, and Other Public Services

In addition to the aforementioned public services, Daly City also has four public libraries: the Serramonte Main Branch, John Daly, Westlake, and Bayshore. The nearest library to the project site is the Serramonte Main Branch, located approximately 0.4 miles to the southeast.

There are two community centers, one art center, and one public clubhouse in Daly City. The nearest public facility is the Teglia Community Center, located approximately two miles northeast of the project site.

3.15.2 Impact Discussion

For the purpose of determining the significance of the project's impact on public services, would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

1) Fire protection?
2) Police protection?
3) Schools?
4) Parks?
5) Other public facilities?

3.15.2.1 *Project Impacts*

Impact PS-1:	The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection services. **(Less than Significant Impact)**

As discussed in Section 3.14 Population and Housing, buildout of the project would result in a net increase of 1,060 residential units and a net decrease of 684,000 square feet of employment uses (office and retail) compared to the adopted 1985 Precise Plan. The General Plan EIR (which includes

buildout of the 1985 Precise Plan) concluded that buildout of the General Plan would not require the expansion of fire facilities and stated that new fire facilities were not included in the City's Capital Improvement Plan.[76] While the proposed project would increase the number of residential units on the project site, with the corresponding reduction in employment uses, the proposed project is not anticipated to generate additional demand for fire services. In addition, as part of the permitting process, the NCFA would review the proposed project before permits are issued to ensure compliance with all applicable fire and building code standards and to ensure that adequate fire and life safety measures are incorporated into the project in compliance with all applicable state and city fire safety regulations. For these reasons, the project's potential impact on fire protection services would be less than significant. **(Less than Significant)**

Impact PS-2:	The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for police protection services. **(Less than Significant Impact)**

As discussed above under Impact PS-1with regard to fire protection services, the proposed project is similarly not anticipated to generate additional demand for police protection services, as the intensity of uses between the adopted 1985 Precise Plan and proposed project would be similar. The General Plan EIR (which includes buildout of the 1985 Precise Plan) concluded that buildout of the General Plan would not require the expansion of police facilities and stated that new police facilities were not included in the City's Capital Improvement Plan.[77] Developing the site with a substantially larger resident population and substantially smaller employment population would not require the expansion or alteration of police facilities. For these reasons, the project's potential impact on police protection services would be less than significant. **(Less than Significant)**

Impact PS-3:	The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for schools. **(Less than Significant Impact)**

Students generated from the project would likely attend Daniel Webster Elementary School and Fernando Rivera Middle School in the Jefferson Elementary School District, and Westmoor High School in the Jefferson Union High School District. Implementation of the project would result in a net increase of 1,235 residential units compared to existing conditions, including the recently constructed Parcel A units. According to the Developer Fee Justification Study for Jefferson Elementary School District published in 2014, the state-wide student generation factor which

[76] City of Daly City. *General Plan Update Draft Environmental Impact Report*. October 2021. Page 3.11-9.
[77] Ibid.

identifies the number of students per housing unit is 0.5 for grades K-8.[78] Therefore, using this rate, the proposed project would generate approximately 618 new students that would attend Daniel Webster Elementary School and Fernando Rivera Middle School. The Jefferson Union High School District has a student yield rate of 0.09 high school students per residential unit.[79] Therefore, the project would generate approximately 112 new high school students attending Terra Nova High School, Oceana High School, Westmoor High School, or Jefferson High School depending on the capacity at each facility. Pursuant to Section 65996 of the State Government Code, payment of school impact fees established by SB 50 is deemed to constitute full and complete mitigation for school impacts from development. Fulfillment of this requirement would mitigate the development of residential uses' impacts to schools to a less than significant level. **(Less than Significant Impact)**

Impact PS-4:	The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for parks. **(Less than Significant Impact)**

City of Daly City Municipal Code Section 16.30.400 has a standard for parks of three acres per 1,000 residents. As discussed above in Section 3.14 Population and Housing, the proposed project would add approximately 3,403 new residents to the project site and would be required to provide 10.2-acres of new park space.[80] The Parcel B Development project includes a public park, a recreational trail, and a public retail plaza, totaling approximately 0.8-acre. Additional park space is proposed as part of the buildout of the Precise Plan, but exact acreage is unknown at this time and will be determined as Parcels C-F are developed. The City of Daly City is served by several parks and recreational facilities, including 13 municipal parks and 12 tot lots, resulting in a total of 82.95 acres of developed public recreational open space which equals approximately 0.82 acres per 1,000 residents. However, according to the General Plan EIR, this parkland to population ratio does not take into account the numerous regional park facilities accessible to residents.

San Bruno Mountain State and County Park, a 2,063-acre park located in the Hillside Planning Area, includes multiple recreational facilities and trails. At the coastline, Thornton Beach State Park includes a panoramic overlook and parking lot adjacent to Highway 1, at the end of John Daly Boulevard. Lake Merced, which is adjacent to the city limits, north of the Westlake Planning Area, is a freshwater lake located in San Francisco but utilized by many Daly City residents due to its proximity. Lake Merced includes a circuit path all the way around as well as facilities such as picnic areas and barbeques. Additionally, the Fort Funston/Golden Gate National Recreation Area is also adjacent to the city limits, north of the Westlake Planning Area, and includes multiple trails. The abundance of regional open space around Daly City indicates that residents have access to more open

[78] Jefferson Elementary School District. *Developer Fee Justification Study for Jefferson Elementary School District*. February 2014. Accessed July 21, 2017.
[79] SchoolWorks, Inc. *Jefferson Union High School District 2021/2022 Demographics and Enrollment Projections*. March 2022.
[80] The City's General Plan park land dedication calculation is based on 3,403 residents/1,000 x 3 = 10.2 acres of parkland.

space than shown in the above ratio, although these facilities are trail-oriented, rather than active facilities (such as those that include playfields).

Based on the City's current parkland dedication ratio of three acres per 1,000 residents in the Municipal Code, the City will need to provide 15.8 acres of parkland to meet future need resulting from anticipated population growth (without ameliorating existing deficiencies). To meet this demand, the General Plan proposes a task to develop part of the 140-acre undeveloped Mussel Rock area into a park for community use. The program for the park will be further developed through the implementation the Parks and Recreation Analysis and Master Plan. The Parks and Recreation Analysis and Master Plan addresses existing and future opportunities for parks and recreational services for the city and guide the planning, selection, dedication and funding of future park land in the city. The Master Plan would allow priorities to be adopted and identify park site locations and development plans be determined at the time the acquisition and development process begins. The General Plan includes policies and programs to help parkland development to meet additional need which would reduce impact to a less than significant level.

In addition, the City of Daly City Municipal Code currently has parkland dedication standards within Title 16 – Subdivisions. Section 16.30.400 of the Municipal Code has a standard for parks of three acres per 1,000 people. In order to meet this requirement, the project would be required to allot 10.2-acres of land as parkland or pay an in-lieu fee equal to the value of the land (plus ten percent toward costs of off-site improvements) according to the Municipal Code parkland dedication standard. The payment of in-lieu fees is an accepted method to offset a project's impacts to park facilities in that it allows the lead agency to collect the in-lieu fees from a number of projects to acquire or improve parkland in the area to serve new residents. **(Less than Significant Impact)**

Impact PS-5:	The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for other public facilities. **(Less than Significant Impact)**

Implementation of the proposed project would generate new residents in the City. These new residents would increase the demand for libraries, community centers, and other public facilities in comparison with existing conditions. The project would be subject to the Daly City Municipal Code Section 3.32.130, which requires new developments to pay fees that support the maintenance of city-owned facilities, including administrative facilities, community centers, and the public library system. If it is determined expansion of a library (or other public facility such as a community center) is required, the expansion would be subject to its own separate environmental review. It is expected that any future library or other public facilities would be constructed on previously disturbed sites within the existing urban area of the City. Based on previous analyses for library facilities on previously disturbed sites on the San Francisco Bay peninsula, the impacts associated with the construction of library facilities can be mitigated to a less than significant level with implementation of standard mitigation measures (such as the ones identified in Sections 3.3 Air Quality, 3.4 Biological Resources, 3.5 Cultural Resources, 3.10 Hydrology and Water Quality, 3.13 Noise and Vibration in this EIR). **(Less than Significant Impact)**.

3.15.2.2 *Cumulative Impacts*

Impact PS-C:	The project would not result in a cumulatively considerable contribution to a cumulatively significant public services impact. **(Less than Significant Cumulative Impact)**

The geographic area for cumulative public services impacts is the City of Daly City.

Fire and Police Protection

As previously discussed under Impact PS-1, the General Plan EIR concluded that implementation of the General Plan would not necessitate the construction of new fire or police stations. The proposed project would not increase demand for fire or police services beyond what is anticipated in the General Plan EIR given the increased resident population on the site would be offset somewhat by a reduction in the substantial employment population that had been planned for the site under the current General Plan land use designation for the site. In addition, the proposed project would be constructed in accordance with current building codes and reviewed by NCFA to ensure appropriate safety features are incorporated to reduce fire hazards. For these reasons, the project would not result in significant cumulative impact to fire or police protection facilities and services.

Schools

Only one of cumulative projects from Table 3.0-1 (Serramonte Condominiums) is a residential project that would generate new students and it is located within the Brisbane Elementary School District; therefore, it would not have any impacts on the Jefferson Elementary School District.[81] Serramonte Condominiums is, however, within the boundary for Jefferson Union High School District.[82] The Serramonte Condominiums project proposes 323 residential units, which would generate approximately 29 new high school students. Westmoor High School currently as available capacity of 846 students (see Table 3.15-1) and can easily accommodate the proposed project's and the Serramonte Condominiums project's new high school students.

As required by state law (Government Code 65996), the cumulative projects (including the proposed project) shall pay the appropriate school impact fees to impacted school districts to offset the increase demands on school facilities caused by the development. The cumulative projects (including the proposed project), in conformance with state law (Government Code 65996), would not result in significant cumulative impacts to schools.

Parks

The geographic area for cumulative park impacts is the City boundaries. The implementation of the cumulative projects (including the project) would incrementally increase the demand for park facilities. The cumulative projects would be required to construct new park space, pay in-lieu fees,

[81] Jefferson Elementary School District. Boundary Book. Accessed November 18, 2021. https://www.jsd.k12.ca.us/District/Department/596-Enrollment-Information.
[82] San Mateo County Office of Education. Elementary School Districts, Union High School Districts, and Unified School Districts Map. Accessed November 18, 2021. https://www.smcoe.org/about/districts-and-schools/school-district-information/.

and/or dedicate land pursuant to Daly City Municipal Code Section 16.30.400, thereby reducing their impacts on parks to a less than significant level.

Libraries

As previously discussed under Impact PS-4, the project would be required to pay all associated Public Facility Fees associated with the issuance of a building permit. Impacts associated with an increased demand on libraries requiring construction of new facilities would be subject to separate environmental review. For these reasons, the cumulative projects would not result in a significant cumulative impact on libraries and public facilities. **(Less than Significant Cumulative Impact)**

3.16 RECREATION

3.16.1 Environmental Setting

3.16.1.1 *Regulatory Framework*

State

Government Code Section 66477

The Quimby Act (included within Government Code Section 66477) requires local governments to set aside parkland and open space for recreational purposes. It provides provisions for the dedication of parkland and/or payment of fees in lieu of parkland dedication to help mitigate the impacts from new residential developments. The Quimby Act authorizes local governments to establish ordinances requiring developers of new residential subdivisions to dedicate parks, pay a fee in lieu of parkland dedication, or perform a combination of the two.

Local

Daly City General Plan 2030

The following policies in the City's General Plan have been adopted for the purpose of reducing or avoiding impacts related to recreation and are applicable to the project.

Policy/Task	Description
Task RME-12.1	Program for and undertake improvements to develop Mussel Rock Park as a passive recreational area for community use (see also Task CST-1.4). All improvements within the park shall be in substantial conformance with a Public Access Management Plan prepared for the site which shall include the following: 1. Public access paths provided in such a way as to ensure connectivity, maximize utility, and provide access along the entirety of the park site. 2. Public access amenities (such as benches, table and chairs, bicycle racks, trash and recycling receptacles, etc.), including benches in the public view overlook at appropriate locations. 3. Public access signs to facilitate, manage, and provide public access to the park, including the provision of directional signs. 4. At a minimum, two interpretive panels relevant to the site shall be provided at locations that maximize their utility.
Policy RME-13	Require the dedication of parkland or the payment of an in-lieu fee in accordance with Subdivision Map Act.
Policy RME-14	Prioritize the dispersal of park in-lieu fees collected from the development of new subdivisions to ensure that the fees are spent in the appropriate areas (see Program RME-3).

City of Daly City Parks and Open Space Master Plan

The Parks and Open Space Master Plan is intended to guide decision making to help the City maintain, manage and develop the envisioned park and open space system and provide the community with the recreational opportunities. The Parks and Open Space Master Plan evaluates the existing park system and relies upon extensive community engagement to support the expansion, improvement, and protection of the park and open space system for the future.

Daly City Municipal Code

The City of Daly City Municipal Code currently has parkland dedication standards within Title 16 – Subdivisions. Section 16.30.400 of the Municipal Code has a standard for parks of three acres per 1,000 people. This requirement may be satisfied through either on-site park construction, land dedication, or an in-lieu fee equal to the land value plus ten percent towards costs of off-site improvements.

3.16.1.2 *Existing Conditions*

The City currently has a number of public and private recreational open spaces. Public recreational open space consists of City parks and related facilities, and State and County parks. Private recreational open space consists of private golf and country clubs which limit access only to members.

Thirteen municipal parks and twelve tot lots are located in Daly City, resulting in a total of 82.95 acres of developed public recreational open space. The City has 27 recreational facilities dispersed throughout the various City neighborhoods to serve residents.

The nearest parks to the project site are Gellert Park, located approximately 800 feet southeast of the project site, Edgewood Park and Fairmont Field located in Pacifica approximately 0.5 miles to the southwest of the project site, Mussel Rock Park approximately 0.5 miles to the west, and Cameo Tot Lot located approximately 0.6 miles to the south. The demonstration garden located on the project site is not a recognized recreational facility by the City, as it is a private school garden used for classroom instruction. Thus, the removal of the garden as part of the project is not considered a CEQA impact requiring mitigation; however, as discussed in Section 2.2.1.1, JUHSD plans to provide a raised planter beds at their new district offices.

3.16.2 **Impact Discussion**

For the purpose of determining the significance of the project's impact on recreation:

1) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?
2) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

3.16.2.1 *Project Impacts*

Impact REC-1:	The project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. **(Less than Significant Impact)**

The proposed project would add approximately 3,403 new residents (including the recently constructed Parcel A project) to the project site and would generate additional demand for parks in the project area. As discussed above in Section 3.15 Public Services under Impact PS-4, the project would be required to allot 10.2-acres of land as parkland or pay an in-lieu fee equal to the value of the land (plus ten percent toward costs of off-site improvements) according to the Daly City Municipal Code Section 16.30.400 parkland dedication standard.[83] The Parcel B Development project includes a privately owned, publicly accessible park, a recreational trail, and a public retail plaza, totaling approximately 0.8-acre, which would partially off-set demand on nearby recreational facilities. Approximately 6.5 acres of park space is proposed as part of the buildout of the Precise Plan, and the exact acreage will be determined as Parcel C-F are developed. Thus, the project proposes to pay in-lieu fees to offset recreational demand for parkland not provided by the proposed project. The payment of in-lieu fees is an accepted method to offset a project's impacts to park facilities in that it allows the lead agency to collect the in-lieu fees from a number of projects to acquire or improve parkland in the area to serve new residents. **(Less than Significant Impact)**

Impact REC-2:	The project would include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. **(Less than Significant Impact)**

The proposed project would construct approximately 0.8-acre of privately-owned, publicly accessible park space as part of the Parcel B Development project. Approximately 6.5 acres of park space is proposed in the plan area the environmental impacts of which are discussed throughout this EIR and determined to be less than significant with mitigation incorporated. The exact amount of park space and design will be determined as Parcel C-F are developed. Construction of the proposed project's recreational facilities would have a less than significant impact on the environment. **(Less than Significant Impact)**

[83] The City's General Plan park land dedication calculation is based on 3,403 residents/1,000 x 3 = 10.2 acres of parkland.

3.16.2.2 *Cumulative Impacts*

Impact REC-C:	The project would not result in a cumulatively considerable contribution to a cumulatively significant recreation impact. **(Less than Significant Cumulative Impact)**

The geographic area for cumulative park impacts is the City boundaries. The implementation of the cumulative projects (including the project) would incrementally increase the demand for park facilities. The cumulative projects would be required to construct new park space, pay in-lieu fees, and/or dedicate land pursuant to Daly City Municipal Code Section 16.30.400, thereby reducing their impacts on parks to a less than significant level. The payment of in-lieu fees is an accepted method to offset a project's impacts to park facilities in that it allows the lead agency to collect the in-lieu fees from a number of projects to acquire or improve parkland in the area to serve new residents. **(Less than Significant Cumulative Impact)**

3.17 TRANSPORTATION

The following discussion is based, in part, on a Transportation Impact Assessment (TIA) prepared for the project by Fehr & Peers. A copy of this report, dated July 2022, is attached to this EIR as Appendix L.

3.17.1 Environmental Setting

3.17.1.1 *Regulatory Framework*

State and Regional

Regional Transportation Plan

MTC is the transportation planning, coordinating, and financing agency for the nine-county San Francisco Bay Area, including San Mateo County. MTC is charged with regularly updating the Regional Transportation Plan, a comprehensive blueprint for the development of mass transit, highway, airport, seaport, railroad, bicycle, and pedestrian facilities in the region. MTC and ABAG adopted Plan Bay Area 2050 in October 2021, which includes a Regional Transportation Plan to guide regional transportation investment for revenues from federal, state, regional and local sources through 2050.

Senate Bill 743

SB 743 establishes criteria for determining the significance of transportation impacts using a vehicle miles traveled (VMT) metric intended to promote the reduction of GHG emissions, the development of multimodal transportation networks, and a diversity of land uses. Specifically, SB 743 requires analysis of VMT in determining the significance of transportation impacts. Local jurisdictions were required by Governor's Office of Planning and Research (OPR) to implement a VMT policy by July 1, 2020.

SB 743 did not authorize OPR to set specific VMT impact thresholds, but it did direct OPR to develop guidelines for jurisdictions to utilize. In December 2018, OPR released a technical advisory containing recommendations regarding the assessment of VMT, proposed thresholds of significance, and potential mitigation measures for lead agencies to use while implementing the required changes contained in Senate Bill 743 (SB 743). The recommendations were incorporated into CEQA Guidelines Section 15064.3(b), which among other things describes factors that might indicate whether a development project's VMT may be significant.

Regional

San Mateo County Congestion Management Program

The City/County Association of Governments (C/CAG), as the Congestion Management Agency for San Mateo County, is required to prepare and adopt a Congestion Management Program (CMP) on a biennial basis. The purpose of the CMP is to identify strategies to respond to future transportation needs, develop procedures to alleviate and control congestion, and promote countywide solutions. Also included in the CMP is the Traffic Impact Analysis (TIA) Policy, which provides uniform

procedures to analyze traffic impacts. According to the CMP, an acceptable level of service at signalized intersections is LOS E.

San Mateo County Comprehensive Bicycle and Pedestrian Plan

To support and encourage walking and bicycling in San Mateo County, the SMCTA on September 8, 2011, adopted the San Mateo County Comprehensive Bicycle and Pedestrian Plan (CBPP). The CBPP outlines goals and policies designed to support the implementation of the long-term vision for bicycling and walking in the county.

Local

Daly City 2030 General Plan

The General Plan includes policies for the purpose of avoiding or mitigating impacts resulting from development projects within the City. The following policies are specific to transportation and are applicable to the proposed project.

Policy/Task	Description
Policy CE-6	Support regional efforts to improve traffic while accommodating future development.
Policy CE-7	Ensure an effective transit system by supporting the work of other agencies in their efforts to expand public transit in and around Daly City.
Policy CE-13	View transportation improvements (new and retrofit) as opportunities to improve safety, access, and mobility for all travelers and recognize bicycle, pedestrian, and transit modes as integral elements of the transportation system.
Policy CE-16	Strengthen pedestrian access between and within residential areas and schools, commercial areas, recreational facilities, transit centers, and major activity centers in the City.
Policy CE-20	Integrate Complete Streets infrastructure and design features into street design and private construction to create safe and inviting environments for people to walk, bicycle, and use public transportation.
Task CE-1.3	Require a traffic study as part of a complete application for discretionary projects which meet pre-determined criteria established by the City Engineer. The study shall determine the cumulative impact of the project on the City's principal intersections together with approved projects and projects under construction in Daly City and adjacent jurisdictions.
Task CE-1.6	Incorporate a Level of Service (LOS) standard into Daly City's Local Thresholds of Significance Guidelines and use the standard as an evaluation measure for the traffic impacts created by new discretionary projects and to identify future roadway and intersection improvements in the City's Capital Improvement Program. This standard shall be applied as follows: • Require that a minimum LOS D be maintained at all principal intersections.

Policy/Task	Description
	• Where a traffic study identifies that a discretionary project will degrade the Level of Service at any of the City's principal intersections to below acceptable levels, the City shall, through the environmental review process, require measures to mitigate the anticipated impact to a level of insignificance. • New vehicular traffic created by a discretionary project that causes any of the City's principal intersections to degrade to LOS F during any traffic period shall be considered a significant impact subject to the preparation of an Environmental Impact Report (EIR). The EIR shall provide both mitigation measures and feasible project alternatives that would effectively mitigate anticipated traffic impacts to a level of insignificance. • Mitigation measures shall include construction of or financial contribution toward traffic improvements that can effectively mitigate the impact within a ten-year timeframe from the project approval date. Traffic impacts which are not fully mitigable within a ten-year timeframe shall be considered temporarily unmitigable and subject to the adoption of a Statement of Overriding Considerations in addition to mitigation measures. • The City shall consider the potential for adoption of a Statement of Overriding considerations related to traffic in instances where there is substantial evidence that the project possesses qualities (including environmental, legal, technical, social, and economic factors) that merit the project's approval despite the traffic impacts caused by the project. The Local Thresholds of Significance Guidelines may provide additional detail and clarity.
Task CE-10.2	Amend the parking regulation to allow for a 30 percent parking reduction for all mixed-use development projects (as defined in the Zoning Ordinance) and clarify that the mixed-use parking reduction is allowed for buildings containing residential and retail components.
Task CE-13.3	Consider impacts to the existing and future bicycle and pedestrian network when completing environmental review for private development projects and require mitigation measures where necessary and reasonable to ensure that these systems are not impacted.
Task CE-16.9	Require as a condition of development/redevelopment project approval the provision of sidewalks and wheelchair ramps where lacking, repair or replacement of damaged sidewalks, and sidewalks that link directly to building entrances.
Task CE-20.1	In the design of any new roadway and as a part of any development review, ensure that adequate infrastructure is included that promotes a safe and convenient means of travel for all users. This shall include the provision of sidewalks, shared use paths, and, where practical, bicycle lanes.
Task CE-20.7	As a part of all new development, require, where appropriate, the provision of pedestrian-oriented signs, pedestrian-scale lighting, benches, and other street furniture so as to make non-motorized forms of travel comfortable and attractive alternatives to the automobile. Where necessary in new development, the city

Policy/Task	Description
	may require additional sidewalk and/or right-of-way width to accommodate these amenities.

Walk Bike Daly City

The City of Daly City replaced its 2013 Bicycle and Pedestrian Master Plan in 2020 with Walk Bike Daly City, a new master plan for bicycle and pedestrian facilities within the Daly City. Walk Bike Daly City aims to expand the City's network of pedestrian and bicycle facilities; close gaps in the existing system; enhance connections to key destinations; and, more generally, make walking and biking in Daly City safer, easier and more popular. Improvements identified by Walk Bike Daly City within the Precise Plan area include the construction of separated bikeways on Serramonte Boulevard from St. Francis Boulevard to Gellert Boulevard.

3.17.1.2 *Existing Conditions*

Roadway Network

Regional access to the project site is provided by Highway 1, Interstate (I-) 280, and SR-35 (also known as Skyline Boulevard). Local access to the Precise Plan area is provided via Serramonte Boulevard, Campus Drive, Hickey Boulevard, Callan Boulevard, Gellert Boulevard, Junipero Serra Boulevard, St. Francis Boulevard, and Clarinada Avenue. These roadways are described below.

Highway 1 is a north-south freeway located north of the project site. In the project area, it provides three to five mixed-flow vehicle lanes in each direction of travel. It provides immediate access to the project site via on- and off-ramps at Clarinada Avenue and Serramonte Boulevard.

I-280 is a north-south freeway located east of the project site that extends from San Francisco to San Jose. In the project area, it provides four vehicle lanes in each direction of travel with ramps located at Serramonte Boulevard, the intersection of Serramonte Boulevard and Junipero Serra Boulevard, and at Hickey Boulevard.

Skyline Boulevard is a north-south highway that extends from west San Francisco to San Bruno. It provides most immediate access to the project site at Hickey Boulevard and via the Skyline Boulevard and Highway 1 interchange.

Serramonte Boulevard is a four-lane east-west arterial that extends from St. Francis Boulevard to the west to El Camino Real to the east. Sidewalks are provided on the south side of the street west of Callan Boulevard and on the north side of the street west of Gellert Boulevard. Dedicated bike lanes are provided on both sides east of Callan Boulevard, which become on-street parking lanes to the west. The posted speed limit is 25 miles per hour (mph) in the vicinity of the Project site and 30 mph east of Callan Boulevard.

Campus Drive is currently a discontinuous roadway which is cut off by the project site. South of the project site Campus Drive is a two-lane divided collector roadway extending from Hickey Boulevard to just north of the Summit Shasta School. A complete pedestrian sidewalk is currently provided on the west side of Campus Drive from the project site to Hickey Boulevard; the sidewalk on the east

side of this section of Campus Drive is discontinuous. On-street parking is prohibited. At the north border of the project site a short two-lane section of Campus Drive connects to Serramonte Boulevard opposite Kent Court. As part of the project, Campus Drive would be connected as a through roadway extending from Hickey Boulevard to Serramonte Boulevard.

Hickey Boulevard is a four-lane east-west collector that stretches from Monterey Road to the west to El Camino Real to the east. It crosses Skyline Boulevard and Interstate 280. Sidewalks on both sides and on-street parking on the north side are provided west of Gellert Boulevard. The posted speed limit in the study area is 35 mph.

Callan Boulevard is a north-south local street that alternates between one and two vehicle lanes in each direction of travel in the project vicinity. Sidewalks are provided on both sides and bike lanes are provided south of Hickey Boulevard. On-street parking is intermittent. The posted speed limit is 30 mph to the south of Hickey Boulevard and 35 mph to the north.

Gellert Boulevard is a six-lane north-south collector that extends from Serramonte Boulevard, terminating at Serramonte Center, south to Hickey Boulevard. It becomes a two- to four-lane road from Hickey Boulevard to Shannon Drive. Sidewalks are provided on both sides in the project area and bike lanes are provided south of Hickey Boulevard. The posted speed limit is 30 mph.

Junipero Serra Boulevard is a north-south arterial with two lanes in each direction of travel in the project area. Sidewalks are provided on both sides north of Serramonte Boulevard and on the east side between Serramonte Boulevard and Arlington Drive. Bike lanes on both sides are provided in the project area. The posted speed limit is 40 mph near the project site.

St. Francis Boulevard is a local two-lane road that extends from Eastmoor Avenue south to Hickey Boulevard, primarily serving residential land uses. Sidewalks and on-street parking are provided along the roadway. Bike lanes are provided north of Serramonte Boulevard. The posted speed limit is 25 mph.

Clarinada Avenue is an approximately 0.6-mile-long east-west local road connecting Higate Drive and Callan Boulevard. Two lanes of vehicle travel in each direction are provided east of the Highway 1 ramps and one travel lane in each direction to the west. On-street parking and sidewalks are provided along the entire road. The speed limit is not posted.

Transit Services

Existing transit service within the vicinity of the project site is provided by the San Mateo County Transit District (SamTrans) and Bay Area Rapid Transit (BART). Existing transit facilities in the area are shown on Figure 3.17-1.

SamTrans

Local transit service in the vicinity of the project site is provided by SamTrans, which operates 14 fixed bus routes in Daly City and a total of 82 routes in San Mateo County and the cities of San Francisco and Palo Alto. The project site is served by Routes 24, 49, 112, 120, and 121.

Route 24 runs service on school days from Brisbane to Colma to Summit Shasta High School in the morning, and the reverse route in the afternoon. The closest bus stop is located by the St. Francis Boulevard and Serramonte Boulevard intersection.

Route 49 runs service on school days from the Serramonte Center to Terra Nova High School in the morning, and the reverse route in the afternoon. The closest bus stop is by the Callan Boulevard and Serramonte Boulevard intersection.

Route 112 runs from the Linda Mar Park and Ride to the Colma BART station via Hickey Boulevard and Gellert Boulevard. It provides hourly service from 6:00 a.m. to 9:45 p.m. on weekdays, and from 7:55 a.m. to 8:45 p.m. on weekends. The closest bus stop is at the Callan Boulevard and Hickey Boulevard intersection.

Route 120 runs between the Daly City BART station to the north and Colma and South San Francisco BART stations to the South. It provides service from 4:05 a.m. to 11:45 p.m. with about 10-minute peak headways on weekdays and about 15-minute peak headways on weekends. The closest bus stop is at the Highway 1 and Serramonte Boulevard intersection.

Route 121 runs between Skyline College Transit Center to the intersection of Bellevue Avenue and Pope Street in Daly City via Hickey Boulevard and Gellert Boulevard, passing Serramonte Center and the Colma BART station. It provides hourly service from 6:25 a.m. to 10:40 p.m. on weekdays, from 7:25 a.m. to 10:40 p.m. on Saturdays, and from 7:25 a.m. to 9:00 p.m. on Sundays. The closest bus stop is by the Callan Boulevard and Serramonte Boulevard intersection.

SamTrans also provides paratransit service throughout San Mateo County. Daly City is served specifically by its Redi-Wheels on-demand service.

Bay Area Rapid Transit

Regional transit service is provided by BART. The closest BART station is the Colma BART station, located approximately 1.2 miles to the northeast of the project site. The South San Francisco BART station is located approximately 1.5 miles to the southeast of the project site. Both stations are served by the Red and Yellow lines. The Red Line runs from Richmond to Millbrae with service at 30-minute headways or less on weekdays and Saturdays. The Yellow Line runs from Antioch to the San Francisco International Airport (SFO) with at 30-minute headways or less every day of the week. As mentioned above, SamTrans routes 112, 120, and 121 connect to the Colma, Daly City, and SFO BART stations. SamTrans bus route 120 has stops in front of the Precise Plan area on Serramonte Boulevard and provides service to the Colma BART station with 10-minute headways during peak weekday and weekend hours.



Source: Fehr & Peers, 2023.

EXISTING TRANSPORTATION FACILITIES | FIGURE 3.17-1

Bicycle Facilities

Bicycle facilities within the vicinity of the project site include Class II bike lanes and Class III bike routes. These facilities are discussed below, and shown on Figure 3.17-1 above.

Class II Bike Lanes

Bike lanes provide designated street space for bicyclists, typically adjacent to the outer vehicle travel lanes. Bike lanes include special lane markings, pavement legends, and signage. Existing and proposed bicycle facilities are described below. Bike lanes may be enhanced with painted buffers between vehicle lanes and/or parking, and green paint at conflict zones (such as driveways or intersections). Class II bicycle lanes are currently provided along:

- Callan Boulevard south of Serramonte Boulevard
- Serramonte Boulevard between Callan Boulevard and the south entrance to Serramonte Center
- Junipero Serra Boulevard between Amelia M Teglia Boulevard and Hickey Boulevard

Class III Bike Routes

Class III bikeways are shared bikeways where the cyclist occupies the same right-of-way with either motor vehicles or pedestrians. Signs are used to designate that the street or path also is to be used by cyclists. While this type of bikeway is least expensive to install, it is the most hazardous. Class III bikeways are currently provided along:

- Serramonte Boulevard west of Callan Boulevard and in the vicinity of Gellert Boulevard
- Hickey Boulevard
- Callan Boulevard between Southgate Avenue and Serramonte Boulevard

Pedestrian Facilities

Pedestrian facilities in the vicinity of the Precise Plan area include sidewalks, crosswalks, and pedestrian signals. All local, collector, and arterial roads provide crosswalks on at least one side of the roadway. All signalized intersections either provide a marked crosswalk, or, in the case of three-legged intersections, a continuing sidewalk on the missing approach. Sidewalks are provided on both sides of all nearby roadways, with the exception of Serramonte Boulevard between Callan Boulevard and south entrance to Serramonte Center and portions east of Gellert Boulevard, Junipero Serra Boulevard south of Serramonte Boulevard, and the majority of Hickey Boulevard east of Gellert Boulevard, which provide sidewalks on one side of the roadway.

Vehicle Miles Traveled

VMT was modeled using the C/CAG-VTA travel demand model, which covers the entire nine-county MTC region and provides information regarding the characteristics of home-based vehicle trips made by residents throughout the Bay Area. More information on the assumptions and methodology behind the modeling of existing VMT is provided in Appendix L. The C/CAG-VTA

travel demand model indicates that the average Bay Area VMT per resident is 14.6, and the countywide VMT per resident is 13.6.

3.17.1.3 *Methodology*

At the time of this report, the City of Daly City is undertaking a process of updating its significance thresholds to be consistent with SB 743, and the CEQA 2019 Update Guidelines Section 15064.3, subdivision (b). The City has not released draft significance thresholds to determine project VMT impacts. In the absence of an adopted City policy or draft numeric thresholds, this study utilized the OPR guidelines in analyzing VMT.

3.17.2 Impact Discussion

For the purpose of determining the significance of the project's impact on transportation, would the project:

1) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle lanes, and pedestrian facilities?
2) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?
3) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
4) Result in inadequate emergency access?

3.17.2.1 *Project Impacts*

Impact TRN-1:	The project would not conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle lanes, and pedestrian facilities. **(Less than Significant Impact)**

Circulation System

The City of Daly City does not currently have an adopted VMT policy. Per SB 743, the City's LOS standards cannot be used in CEQA analysis for transportation impacts, although any physical improvements to the roadway system to maintain acceptable LOS must be evaluated as physical changes to the environment related to the project. A summary of the project's consistency with City LOS standards is discussed in Section 3.17.3 Non-CEQA, below. The project's VMT impact is discussed in Impact TRN-2.

Vehicles would access the project site through a northern access point at the intersection of Serramonte Boulevard and the Highway 1 on-ramps, or through a southern access point accessible from Hickey Boulevard via Campus Drive. The project proposes the following improvements to the Serramonte Boulevard/Highway 1 intersection:

- Installation of traffic signal
- Installation of high-visibility crosswalks on all four legs

- Installation of ADA compliant curb ramps and associated sidewalk improvements in the intersection's four corners
- Installation of Class II bike-lanes on the north and south sides of Serramonte Boulevard at the Highway 1 Ramps/Entry Drive intersection consistent with the concepts presented in Walk-Bike Daly City
- Restriping the eastbound approach to include dedicated left and shared through-right turn lanes
- Restriping the westbound approach to include a 200-foot-long left turn pocket into the project site and a shared through-right turn lane
- Restriping the southbound (off-ramp) approach to include dedicated left and shared through-right turn lanes
- Provision of a shared bike-lane/bus stop in the intersection's southwest corner
- Provision of a shared cycle track bus stop in the intersection's northwest corner, consistent with the concepts presented in Walk-Bike Daly City
- Elimination of the westbound left turn lane on Serramonte Boulevard into the removed property driveway across from Kent Court

Implementation of the improvements identified above would be considered an improvement to existing conditions as it would increase vehicle, bicycle, and pedestrian safety. In addition, all the improvements identified above would be constructed within the existing right-of-way and no expansion of roadways would be necessary. Limited tree trimming or removal would be required for some of the improvements; however, any street trees removed would be replaced in accordance with the City's Urban Forestry Ordinance (see Impact BIO-5 in Section 3.4 Biological Resources). Thus, the construction of these improvements would not result in any significant environmental impacts.

As shown in Figure 2.2-5, the Precise Plan's internal public roadway network would consist of Entry Drive, which would extend south to North Drive, which would branch off into East and West Drive, each of which would extend south to Campus Drive. Entry Drive would be a four-lane roadway, while all other drives would be two lanes. An intersection operations analysis was conducted for the internal roadways that concluded that all intersections and driveways would operate at LOS A or B, indicative of acceptable traffic operations (refer to Appendix L).

Transit Services

Implementation of the proposed project (including the Parcel A development project) would introduce 3,403 net new residents to the project site in comparison with planned development levels (refer to the discussion in Section 3.14.2.1 under Impact POP-1) and would generate approximately 170 new transit users.[84] It is not anticipated that the increase in transit users would exceed the capacity of existing bus and BART services within the project area.

As discussed under Section 3.17.1.1 Regulatory Framework above, SamTrans routes 24 and 120 operate along Serramonte Boulevard with stops located on both sides of Serramonte Boulevard. The

[84] Assumes five percent of residents use public transit. Source: U.S. Census Bureau. *Commuting by Public Transportation in the United States: 2019.* April 2021.

Parcel A Development project was recently completed and installed bus stop amenities, including improved sidewalks and a new bus shelter on Serramonte Boulevard. The project proposes to complete sidewalk corner improvements and install crosswalks at all four legs of the Serramonte Boulevard/Entry Drive/Highway 1 intersection, which would improve access to existing transit facilities. Beyond these improvements, the project does not propose any modifications to existing transit circulation system (roadways, sidewalks, etc.) that could conflict with existing or planned transit services.

Based on the above, the proposed project would not conflict with a program, plan, ordinance or policy regarding transit services.

Bicycle and Pedestrian Facilities

Planned improvements to the existing bicycle and pedestrian circulation systems are identified in the City's General Plan and Walk Bike Daly City (refer to Section 3.17.1.1 Regulatory Framework). Various General Plan policies and actions have been adopted to implement planned improvements and ensure that future developments do not impact existing and future bicycle and pedestrian facilities.

As discussed in Section 3.17.1.2 Existing Conditions, Class II and Class III bicycle facilities are located adjacent to the project site and within the project vicinity. The bicycle facilities within the vicinity of the project site would remain unchanged post-implementation of the project, and the project would not result in increases to cyclists that would exceed the carrying capacity of existing facilities. Consistent with General Plan Policies CE-13 and CE-20, the project proposes to provide Class I, Class II, and Class III bicycle facilities on interior roadways within the project site and Class II bicycle facilities along eastbound and westbound Serramonte Boulevard that would improve bicycle access to and from the site. Additionally, the project would be consistent with the City's bicycle parking requirements. As discussed under Impact TRN-3 below, implementation of MM TRN-3.2 would ensure that the proposed right-in right-out driveway on Serramonte Boulevard would allow bicycles to cross safely.

The project proposes to improve pedestrian facilities at the Serramonte Boulevard/Highway 1 intersection by installing high visibility crosswalks on all four approaches along with ADA compliant ramps and associated sidewalk improvements at all four corners. Otherwise, implementation of the project would leave pedestrian facilities adjacent and within the project vicinity unchanged. Consistent with General Plan Policies CE-13, CE-16, CE-20 and Tasks CE-16.9, CE-20.1, and CE-20.7, implementation of the project would provide sidewalks on both sides of all internal roadways and high-visibility crosswalks at all internal stop-controlled intersections, as well as on the three legs of the proposed roundabout, which would improve pedestrian access to and from the site. Implementation of MM TRN-3.2 would ensure that the proposed right-in right-out driveway on Serramonte Boulevard would allow pedestrians to cross safely.

Based on the above, the proposed project would not conflict with a program, plan, ordinance or policy regarding bicycle and/or pedestrian facilities. **(Less than Significant Impact)**

Impact TRN-2:	The project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b). **(Less than Significant Impact with Mitigation Incorporated)**

For purposes of this analysis, the City of Daly City is relying on the guidelines provided in OPR's Technical Advisory on Evaluating Transportation Impacts in CEQA (dated December 2018), and uses a threshold of 15 percent below the baseline regionwide (the nine-county San Francisco Bay Area) and countywide (San Mateo County) average home-based VMT per resident. As discussed in Section 3.17.1.2 Existing Conditions, the regionwide VMT per resident is 14.6, and the countywide VMT per resident is 13.6. As the significance threshold is 15 percent below these averages, the corresponding regionwide threshold is 12.4 VMT per resident, and the corresponding countywide threshold is 11.6 VMT per resident.

Consistent with OPR's Technical Advisory, since the retail component of the proposed project is expected to redistribute shopping trips rather than create new trips (i.e., people will drive to the closest retail store, thereby reducing VMT), the proposed retail uses are presumed to have a less than significant VMT impact.

The VMT generated by the residential component of the project was modeled using the same C/CAG-VMT travel demand model used to determine the VMT generated by the existing development. More information on the methodology used to determine the project's VMT impacts can be found in Appendix L of this EIR. The project's total VMT per resident (including the Parcel A development project), in comparison with the existing VMT per resident and the significant thresholds identified above, is shown below in Table 3.17-1.

Table 3.17-1: Precise Plan VMT per Resident

Level of Analysis	Existing VMT per resident	Significance Threshold[1]	Precise Plan VMT per resident	Significant Impact?[2]
Countywide	13.6	11.6	12.0	**Yes**
Regionwide	14.6	12.4	12.0	No

Notes:

[1] The significant threshold is 15 percent below the existing VMT per resident.

[2] Significant impacts shown in **bold**.

Source: Fehr & Peers, Inc. *Transportation Impact Assessment for the Serramonte Del Rey Precise Plan*. July 2022.

As shown above in Table 3.17-1, the residential component of the project is projected to generate 12 VMT per resident, which is below the regionwide significance threshold of 12.4 VMT per resident, but in excess of the countywide threshold of 11.6 VMT per resident.

Mitigation Measures:

MM TRN-2.1: Prior to issuance of building permits, the project applicant shall develop a transportation demand management (TDM) plan for the proposed project (except for the Parcel A development project which has already been occupied) in accordance with C/CAG's Transportation Demand Management Policy Implementation Guide, including any anticipated phasing, and shall submit the TDM Plan to the City for review and approval. The TDM Plan shall identify trip reduction strategies as well as mechanisms for funding and overseeing the delivery of trip reduction programs and strategies. The TDM Plan shall be designed to achieve the trip reduction, as required to reduce the VMT per resident from 12.0 to 11.6. The TDM Plan shall describe which measures apply to the entire site and which, if any, apply on a parcel-by-parcel basis.

Trip reduction strategies applicable to the proposed project may include, but are not limited to, the following:

- Provide Secure and Accessible Bike Parking
- Provide Bicycle Maintenance Facilities
- Price and Unbundle Parking
- Provide Carpooling Programs
- Implement Car-Sharing Program
- Implement Loaner Bike Program
- Provide a Transit Riders Guide
- Provide a Dedicated Transportation Coordinator
- Provide an Online TDM Information Center
- Free Trial Rides on Transit Services
- Implement a Subsidized or Discounted Transit Program

The TDM plan shall indicate the estimated Vehicle Trip Reduction (VTR) for each strategy proposed based on published research or guidelines. For TDM measures containing ongoing operational VTR strategies, the TDM plan shall include an ongoing monitoring and enforcement program to ensure the Plan is implemented on an ongoing basis during project operation. For VTR strategies involving physical improvements, the project shall obtain the necessary permits/approvals from the City and install the improvements prior to building occupancy. Applicant will resubmit TDM Plan if there is a material adverse impact resulting from a change from the permitted uses (i.e., unit count, use type, phasing).

The TDM Plan shall require annual evaluation of the program by the property owner, to determine if the program goals in reducing automobile travel are satisfied and to assess the effectiveness of the various strategies implemented. The property owner shall be required to conduct biennial self-certification for the

first six years of project occupancy per the C/CAG TDM Program. The property owner shall conduct annual travel surveys and driveway counts to monitor the amount of automobile travel generated by the project. The goal of the TDM Plan and programs shall be to reduce the project's daily VMT per resident from 12.0 to 11.6. Based on the results of the surveys, the TDM programs shall be increased if these requirements are not met. Annual travel surveys and driveway counts (TDM program monitoring) shall be conducted for the first two years following project occupancy. The results of the monitoring program and travel surveys shall be submitted to the City for review and approval. If the program VMT reduction goals are met in the first six years, annual monitoring and surveys shall be suspended. If the program's VMT reduction goals are not satisfied, site management shall prepare and submit for City approval a Corrective Action Plan. The Corrective Action Plan shall detail the additional TDM measures to be implemented on site and their expected travel/mode split reduction. Additional annual travel surveys and driveway counts shall be conducted for the two years following the implementation of the Corrective Action Plan to determine if the program's VMT reduction goals are satisfied.

Based on current literature regarding project-level TDM strategies, implementation of MM TRN-2.1 would result in an approximately 20 percent reduction in the project's VMT per resident.[85] Thus the project's VMT per resident would be reduced from 12 to 10.8 VMT per resident, which is below the countywide significance threshold of 11.6 VMT per resident. Therefore, with implementation of MM TRN-2.1, the project would be consistent with CEQA Guidelines Section 15064.3(b). **(Less than Significant Impact with Mitigation Incorporated)**

Impact TRN-3:	The project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). **(Less than Significant Impact with Mitigation Incorporated)**

Construction Traffic

Buildout of the project would be phased and occur over the course of eight to 15 years. Construction staging and worker parking would occur on-site, and construction trucks would access the site via the northern and southern access points. The presence of construction truck and worker vehicle traffic on-site concurrent with operation of existing and adjacent uses could create potential safety conflicts with public transit, vehicles, bicycle, and pedestrian traffic.

Mitigation Measures:

MM TRN-3.1: A Construction Traffic Management Plan shall be developed and implemented to minimize impacts to the transportation system. The Construction Traffic Management Plan shall detail the Project's construction schedule, vehicle type time-of-day plans, route planning, advanced public notices of partial or full street

[85] Fehr & Peers. *Transportation Impact Assessment Serramonte Del Rey Precise Plan*. July 2022. Pages 37-38.

closures or traffic diversion, and other strategies to reduce potential conflicts during construction. The plan shall include, but not be limited to, the following:

- Identification of the traffic controls and methods proposed during each phase of Project construction. Provision of safe and adequate access for vehicles, transit, bicycles, and pedestrians. Traffic controls and methods employed during construction shall be in accordance with Daly City standards and the requirements of the California Manual of Uniform Traffic Control Devices (CA MUTCD 2014, Revision 6).
- Provision of notice to relevant emergency services, thereby avoiding interference with adopted emergency plans, emergency vehicle access, or emergency evacuation plans.
- A prohibition on all construction truck activity during the weekday morning and evening peak commute periods (7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m.).
- Preservation of emergency vehicle access.
- Identification of approved truck routes in communication with Daly City staff.
- Location of staging areas and the location of construction worker parking.
- Identification of the means and locations of the separation (i.e. fencing) of construction areas and adjacent active uses.
- The provision of flaggers at all on-site locations where construction trucks and construction worker vehicles conflict with vehicle, bicycle, transit, or pedestrian traffic.
- Provision of a point of contact for residents to obtain construction information, have questions answered and convey complaints.

With implementation of MM TRN-3.1, safety conflicts between construction traffic and public transit, vehicles, bicycle, and pedestrian traffic would be reduced to a less than significant level.

Geometric Design

As discussed under Impact TRN-1, vehicles would access the project site through a northern access point at the intersection of Serramonte Boulevard and the Highway 1 on-ramps, or through a southern access point accessible from Hickey Boulevard via Campus Drive. The project would also include a right-in/right-out driveway onto Serramonte Boulevard approximately 200 feet east of Entry Drive; this driveway would provide access to the Parcel B garage. Since the driveway to the Parcel B garage as designed would be unsignalized, it could potentially conflict with vehicle, bicycle, and pedestrian traffic on Serramonte Boulevard.

Mitigation Measure:

MM TRN-3.2: As part of the Parcel B Development project's final design, details of the Serramonte Boulevard parking garage driveway design would include the following as determined necessary by the City Traffic Engineer:

- Measures to prohibit vehicular left-turns – either through the installation of a hard concrete median, vertical delineators, or alternative means.
- Adequate sight distance – obstructions to sight distance for all users should not be placed adjacent to the driveway and adequate throat distance to the garage entry should be provided accordingly.
- Pedestrian and bicycle warning measures – adequate warning measures for pedestrians and bicycles should be provided on Serramonte Boulevard, including the installation of tactile domes on the sidewalk and green hatched bike lane striping on the roadway.
- The Parcel B driveway along Serramonte Blvd. shall provide satisfactory separation distance from the intersection of Serramonte Blvd. and Highway 1 on- and off-ramps to address merging and any turning movements.
- A separate traffic study shall be conducted to determine if a new traffic signal at the Parcel B driveway is warranted. The results of the study will affect the City's determination on whether a driveway entry and exit shall be permitted along Serramonte Blvd.

Implementation of MM TRN-3.2 would ensure that vehicles exiting the driveway would have adequate sight distance and would not be able to make illegal left-turns which could create hazards for other vehicles, bicycles, and pedestrians. Additionally, MM TRN-3.2 would alert vehicles entering and exiting the driveway of the presence of bicycles and pedestrians. As such, implementation of MM TRN-3.2 would ensure that the proposed driveway does not substantially increase hazards.

The project also proposes to construct residential buildings that would each have their own gated parking garages, which residents would be able to access through the use of a keycard or equivalent technology. Queues at these parking garages could conflict with bicycle and pedestrian facilities if not designed properly.

Mitigation Measure:

MM TRN-3.3: As part of the project's final design, each residential facility's garage entrance accessed via the public right of way shall be designed to provide adequate storage for expected vehicle queues. The amount of storage shall be calculated based on the individual garage size and forecast rates of arrival and departure. A minimum stacking distance of 25 feet shall be provided between the back of curb and gate installation at the entrance to each residential garage entrance. The purpose of this space is to minimize the instance of vehicles queued across sidewalks and bicycle facilities. These queue calculations shall be performed for each garage and

submitted to the City Engineer with planning/building permit for review and approval.

Implementation of MM TRN-3.3 would ensure that entrances with adequate storage capacity are provided at each residential garage, which in turn would prevent vehicle queuing backing up into bicycle and pedestrian facilities. Accordingly, with implementation of MM TRN-3.3, the proposed residential garages would not increase hazards.

Incompatible Land Uses

Implementation of the project would redevelop the project site with residential and commercial uses. As shown on Figure 2.2-3, residential uses are present to the south, west, and north, and commercial uses are present to the northeast. Therefore, the Precise Plan does not propose any uses incompatible with the surrounding area that could result in increased hazards. **(Less than Significant Impact with Mitigation Incorporated)**

Impact TRN-4:	The project would not result in inadequate emergency access. **(Less than Significant Impact with Mitigation Incorporated)**

Emergency vehicles would access the project site via the northern access point at the intersection of Serramonte Boulevard and the Highway 1 on-ramps, or via the southern access point accessible from Hickey Boulevard via Campus Drive. The northern access point would provide two travel lanes in each direction, while the southern access point would provide one travel lane in each direction. In order to ensure that emergency vehicles have adequate access to and within the project site, the project would be required to implement the following mitigation measures.

Mitigation Measure:

MM TRN-4.1: In accordance with City and North County Fire Authority requirements and design standards, all future development within the project site shall provide even surface pavement, appropriate signage, delineation, and other features at all emergency access points and internal roadways to accommodate emergency vehicles. As part of the final design and permitting process, each proposed development shall seek and obtain approval from the North County Fire Authority.

Implementation of MM TRN-4.1 would ensure that the streets used by emergency vehicles to access the Precise Plan area are in good condition and facilitate the safe and efficient movement of emergency vehicles. As part of the review process, the North County Fire Authority would confirm that adequate emergency vehicle access is provided to each parcel and individual building within the Precise Plan area. **(Less than Significant Impact with Mitigation Incorporated)**

3.17.2.2 *Cumulative Impacts*

Impact TRN-C:	The project would not result in a cumulatively considerable contribution to a cumulatively significant transportation impact. **(Less than Significant Cumulative Impact with Mitigation Incorporated)**

The current General Plan and 1985 Precise Plan allow up to 175 residential units and approximately 700,000 square feet of office space within the boundaries of the Precise Plan. The daily trip generation for this amount of development would be approximately 8,099 daily trips.[86] In comparison, the proposed project would generate approximately 8,433 net new trips, which results in a difference of 334 additional trips. Therefore, the project would result in a greater VMT than what is expected for the project site under the current General Plan. However, as discussed under Impact TRN-2 above, the project's VMT per resident would be reduced from 12 to 10.8 VMT per resident with implementation of MM TRN-2.1, which is below the countywide significance threshold of 11.6 VMT per resident. Therefore, the project would not have a cumulatively considerable contribution to a significant cumulative VMT impact.

The projects listed under Table 3.0-1 would be required to comply with state, regional, and local regulations addressing safe project design, emergency access, and roadway, transit, bicycle, and pedestrian facilities. Therefore, the projects would not combine to form a significant cumulative transportation impact. **(Less than Significant Cumulative Impact with Mitigation Incorporated)**

3.17.3 Non-CEQA Effects

With the advent of SB 743 (refer to Section 3.17.1.1 Regulatory Framework), the effect of a project on automobile delay is no longer considered an impact on the environment. Nonetheless, local agencies retain their right to assess and regulate a project's impact on the circulation system outside of the CEQA process. In accordance with General Plan Policy CE-1.3 and the County's CMP, the TIA prepared by Fehr & Peers (refer to Appendix L) included an analysis of non-CEQA transportation issues, including intersection operations and parking.

Intersection Operations

Pursuant to the City of Daly City General Plan's Circulation Element, a project is considered to violate the City's LOS policy when the addition of project traffic degrades an existing intersection's operation from acceptable LOS (D or better) to unacceptable LOS (E or F), or adds substantial traffic to intersections already operating at LOS E or F. In the event a project causes an LOS deficiency, the City has discretion whether to require a project to address the deficiency by implementing roadway or other transportation improvements to restore or improve the level of service, and the relevant question under CEQA now that LOS degradation is not considered an environmental impact is whether those improvements would result in adverse physical changes to the environment, not whether LOS has degraded below the condition considered acceptable.

[86] Multifamily Housing Units (Land Use Code 220): 175 dwelling units x 7.32 = 1,281 daily trips. General Office (Land Use Code 710): 700,000 square feet/1,000 x 9.74 = 6,818 daily trips. Total daily trips = 8,099. Source: Institute of Transportation Engineers. *Trip Generation Manual (10th Edition)*. 2017.

In accordance with standard City practice and methodology, the project's effect on LOS was analyzed at the following 15 intersections during the weekday morning (7:00 a.m. to 9:00 a.m.) and evening (4:00 p.m. to 6:00 p.m.) peak periods:

- Highway 1 Ramps/Clarinada Avenue
- Callan Boulevard/Clarinada Avenue
- St. Francis Boulevard/Serramonte Boulevard
- Highway 1 Ramps-Project Driveway/Serramonte Boulevard
- Callan Boulevard/Serramonte Boulevard (Signalized)
- Gellert Boulevard/Serramonte Boulevard (Signalized)
- I-280 Southbound Ramps/Serramonte Boulevard (Signalized)
- I-280 Northbound Ramps/Serramonte Boulevard (Signalized)
- Junipero Serra Boulevard/Serramonte Boulevard (Signalized)
- Skyline Boulevard/Hickey Boulevard (Signalized)
- Hickey Boulevard/Campus Drive (Signalized)
- Callan Boulevard/Hickey Boulevard (Signalized)
- Gellert Boulevard/Hickey Boulevard (Signalized)
- I-280 Southbound Ramps/Hickey Boulevard (Signalized)
- I-280 Northbound Ramps/Hickey Boulevard (Signalized)

Trip Generation

The number of vehicle trips that would be generated by the project were estimated using trip generation rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10th Edition.* Project trip generation estimates are presented in Table 3.17-2 below.

Table 3.17-2: Summary of Project Trip Generation

Land Use	Daily Trips	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Multifamily Housing (1,113 dwelling units)[1]	8,147	118	394	512	393	231	624
Retail (14,000 square feet)[2]	529	8	5	13	26	28	54
Mixed-Use Reduction (15 percent)[3]	-79	-1	-1	-2	-4	-4	-8
Subtotal Project Trips	**8,597**	**125**	**398**	**523**	**415**	**255**	**670**
Existing Trips[4]	-1,053	-115	-78	-193	-71	-108	-179
Parcel A Development Project (122 dwelling units)	889	12	80	92	53	13	69

Table 3.17-2: Summary of Project Trip Generation							
Land Use	**Daily Trips**	**AM Peak Hour**			**PM Peak Hour**		
		In	**Out**	**Total**	**In**	**Out**	**Total**
Total Net New Trips	**8,433**	**22**	**400**	**422**	**399**	**160**	**559**

Notes:

[1] Multifamily Housing (ITE Land Use Code 220) Daily Rate: 7.32; AM rate: 0.46 (23% in/77% out); PM rate: 0.56 (63% in/37% out)

[2] Shopping Center (ITE Land Use Code 820) Daily Rate: 37.75; AM rate: 0.94 (62% in/38% out); PM rate: 3.81 (48% in/52% out)

[3] Internal Trip Capture – 15% of Retail Trips Associated with Residential Users (ITE Trip Generation Handbook, 3rd Edition)

[4] Based on existing driveway counts and trip generation estimates of existing uses to be removed.

Source: Fehr & Peers. *Transportation Impact Assessment for the Serramonte Del Rey Precise Plan*. July 2022.

Extensive detail about the Non-CEQA LOS analysis, including methodology, trip distribution, trip assignment, and City standards is included in Appendix L.

Existing and Existing Plus Project Conditions

Under existing plus project (full Precise Plan buildout) conditions, three intersections would violate the City's LOS policy (see Table 3.17-3 below). All other intersections would operate at acceptable levels (see Appendix L for additional intersection calculations).

Table 3.17-3: Existing Plus Project Intersection LOS at Adversely Affected Intersections					
Intersection	**Peak Hour[1]**	**Existing**		**Existing Plus Project**	
		Delay[2]	**LOS**	**Delay[2]**	**LOS**
Highway 1/Clarinada Avenue*	AM	13.2	B	14.2	B
	PM	**41.4**	**E**	**45.9**	**E**
Highway 1/Serramonte Boulevard*	AM	24.6	C	**45.3**	**E**
	PM	19.2	**C**	**58.8**	**F**
Callan Boulevard/Hickey Boulevard	AM	24.9	C	25.1	C
	PM	54.5	D	**63.4**	**E**

Notes:

[1] AM = Weekday morning peak hour (7:00-9:00 a.m.); PM = Weekday afternoon peak hour (4:00-6:00 p.m.)

[2] Whole intersection average delay reported for signalized and all-way stop controlled intersections. Delay calculated per HCM 6th methodologies.

Bolded text indicates unacceptable operations pursuant to City standards. Bolded and underlined text indicates Project-related policy violation.

* Indicates an unsignalized intersection.

Source: Fehr & Peers. *Transportation Impact Assessment for the Serramonte Del Rey Precise Plan*. July 2022.

The following improvements would reduce project-related violations of the City's LOS policy under existing plus project conditions and could be accommodated within the existing right-of-way. In addition, the following improvements would be required to implement all construction-related standard permit conditions, conditions of approval, and mitigation measures identified in this EIR. Thus, construction of the improvements would have a less than significant impact on the environment.

Highway 1/Clarinda Avenue Improvement: Installation of a traffic signal is currently warranted at this intersection prior to the addition of any project traffic (including Parcel A traffic). The addition of project traffic would increase delay at this location while functioning at LOS E. The installation of a traffic signal at this location would result in acceptable operations (LOS A during both the morning and evening peak hours).

Highway 1/Serramonte Boulevard Improvement: Installation of a traffic signal is currently warranted at this intersection prior to the addition of any project traffic (including Parcel A traffic). While current volumes meet signal warrants, the intersection functions at an acceptable level of service prior to the addition of project traffic (LOS C in the AM and PM peak hours). The addition of project traffic would increase delay at this location and result in the level of service deteriorating to LOS E and F during the morning and evening peak hours, respectively. The installation of a traffic signal at this location would result in acceptable operations (LOS B during both the morning and evening peak hours).

Callan Boulevard/Hickey Boulevard Improvement: Stripe an exclusive westbound right-turn lane on the Hickey Boulevard approach to Callan Boulevard. This modification would be accomplished within the existing roadway cross section through the elimination of on-street parking for approximately 200 feet approaching the intersection. This modification would result in acceptable intersection operations within the City's LOS policy during the affected PM peak hour.

Cumulative and Cumulative Plus Project Conditions

Under cumulative plus project conditions, seven intersections would violate the City's LOS policy (see Table 3.17-4 below). All other intersections would operate at acceptable levels (see Appendix L for additional intersection calculations).

Table 3.17-4: Cumulative Plus Project Intersection LOS at Adversely Affected Intersections

Intersection	Peak Hour[1]	Cumulative		Cumulative Plus Project	
		Delay[2]	LOS	Delay[2]	LOS
Highway 1/Clarinada Avenue*	AM	18.0	C	21.8	C
	PM	**60.3**	**F**	**72.1**	**F**
Callan Boulevard/ Clarinada Avenue*	AM	21.7	C	24.3	C
	PM	**69.6**	**F**	**86.7**	**F**
Highway 1/Serramonte Boulevard*	AM	**49.6**	**E**	**115.0**	**F**
	PM	**56.1**	**F**	**129.6**	**F**

Table 3.17-4: Cumulative Plus Project Intersection LOS at Adversely Affected Intersections					
Intersection	**Peak Hour[1]**	**Cumulative**		**Cumulative Plus Project**	
		Delay[2]	**LOS**	**Delay[2]**	**LOS**
Gellert Boulevard/ Serramonte Boulevard	AM	17.0	B	17.8	B
	PM	53.1	D	**69.2**	**E**
Junipero Serra Boulevard/ Serramonte Boulevard	AM	35.4	D	36.9	D
	PM	**87.5**	**F**	**88.1**	**F**
Skyline Boulevard/ Hickey Boulevard	AM	32.8	C	45.5	D
	PM	**77.9**	**E**	**85.5**	**F**
Callan Boulevard/Hickey Boulevard	AM	38.5	D	38.5	D
	PM	**112.9**	**F**	**129.5**	**F**

Notes:

[1] AM = Weekday morning peak hour (7:00-9:00 a.m.); PM = Weekday afternoon peak hour (4:00-6:00 p.m.)

[2] Whole intersection average delay reported for signalized and all-way stop controlled intersections. Delay calculated per HCM 6th methodologies.

Bolded text indicates unacceptable operations pursuant to City standards. Bolded and underlined text indicates Project-related policy violation.

* Indicates an unsignalized intersection.

Source: Fehr & Peers. *Transportation Impact Assessment for the Serramonte Del Rey Precise Plan*. July 2022.

The following improvements would reduce project-related violations of the City's LOS policy under cumulative plus project conditions and could be accommodated within the existing right-of-way. In addition, the following improvements would be required to implement all construction-related standard permit conditions, conditions of approval, and mitigation measures identified in this EIR. Thus, construction of the improvements would have a less than significant impact on the environment.

Highway 1/Clarinada Avenue Improvement: Installation of a traffic signal. This improvement was identified as a remedy for existing plus Project conditions; it would also eliminate the Cumulative plus Project violation of the City's LOS policies. The addition of project traffic to cumulative conditions would increase delay at this location while functioning at LOS F. The installation of a traffic signal at this location would result in acceptable operations (LOS B or better during both the morning and evening peak hours).

Highway 1/Serramonte Boulevard Improvement: Installation of a traffic signal. This improvement was identified as a remedy for Existing plus Project conditions; it would also eliminate the Cumulative plus Project violation of the City's LOS policies. The addition of project traffic to cumulative conditions would increase delay at this location while functioning at LOS F in the PM peak hour and a degradation from LOS D to E in the AM peak hour. The installation of a traffic signal at this location would result in acceptable operations (LOS B under Existing plus Project conditions and LOS C under Cumulative plus Project conditions during both the morning and evening peak hours).

Callan Boulevard/Clarinada Avenue Improvement: Installation of a traffic signal would be warranted at this intersection under cumulative conditions prior to the addition of project traffic. The addition of project traffic to the cumulative scenario would increase delay at this location while functioning at LOS F during the PM peak hour. The installation of a traffic signal at this location would result in acceptable operations (LOS B during both the morning and evening peak hours) under Cumulative plus Project conditions.

Gellert Boulevard/Serramonte Boulevard Improvement: Optimize the intersection's traffic signal timing by increasing the cycle length to 120 seconds and optimizing splits to provide more time to the EB and WB approaches. This modification would improve the intersection's operation to better than pre-project levels in the cumulative condition during the PM peak hour where the policy violation was identified.

Junipero Serra Boulevard/Serramonte Boulevard Improvement: Optimize the intersection's traffic signal timing by increasing the cycle length to 130 seconds and optimizing splits to provide more time to all approaches. This modification would improve the intersection's operation to better than pre-project levels in the cumulative condition during the PM peak hour where the policy violation was identified.

Skyline Boulevard/Hickey Boulevard Improvement: Optimize the intersection's traffic signal timing by increasing the cycle length to 130 seconds and optimizing splits to provide more time to all approaches. This modification would improve the intersection's operation to better than pre-project levels in the cumulative condition during the PM peak hour where the policy violation was identified.

Callan Boulevard/Hickey Boulevard Improvement: Stripe an exclusive westbound right turn lane on the Hickey Boulevard approach to Callan Boulevard. This modification would be accomplished within the existing roadway cross section through the elimination of on-street parking for approximately 200 feet approaching the intersection. This improvement was identified as a remedy for Existing plus Project conditions. This modification would improve the intersection's operation to better than pre-project levels in the cumulative condition during the PM peak hour where the policy violation was identified. Optimize the intersection's traffic signal timing by shortening the cycle length to 120 seconds and optimizing splits. This modification would improve the intersection's operation to better than pre-project levels in the cumulative condition during the PM peak hour where the policy violation was identified.

Parking

Pursuant to Daly City Municipal Code Section 17.34.020, the City requires one parking space per studio/junior one-bedroom unit, 1.5 spaces per one-bedroom unit, two spaces for every unit with two bedrooms or more, and one parking space per 300 square feet of retail space, which equates to a City code requirement of 2,052 residential spaces and 47 retail spaces.[87] The proposed project would construct a total of 1,853 residential spaces and 70 retail spaces, which would be 199 parking spaces below the minimum number of Code required residential parking spaces.

[87] Buildout of the project is assumed to have a unit mix of 188 studio/junior one-bedroom units, 461 one-bedroom units, 586 two-bedroom units, and 14,000 square feet of retail space.

The project's residential parking requirements were also calculated using The Institute of Transportation Engineer's (ITE) Parking Generation Manual, 5th Edition. ITE uses a rate of 1.23 and 1.37 parking spaces per low- to mid-rise apartments and high-rise apartments, respectively.[88] Based on these generation rates, the project would generate a residential parking demand of 1,519 to 1,692 spaces. As discussed above, the proposed project would provide 1,853 residential parking spaces, which would exceed the ITE generation rates.

[88] Institute of Transportation Engineer's. *Parking Generation Manual, 5th Edition*. 2018.

3.18 TRIBAL CULTURAL RESOURCES

The following discussion is based, in part, on a Cultural Resources Study prepared for the project by Tom Origer & Associates, dated February 26, 2021. A copy of this report is on file at the City of Daly City Planning Division.

3.18.1 Environmental Setting

3.18.1.1 *Regulatory Framework*

State

Senate Bill 18

The intent of SB 18 is to aid in the protection of traditional tribal cultural places through local land use planning by requiring city governments to consult with California Native American tribes on projects which include adoption or amendment of general plans (defined in Government Code Section 65300 et seq.) and specific plans (defined in Government Code Section 65450 et seq.). SB 18 requires local governments to consult with tribes prior to making certain planning decisions and to provide notice to tribes at certain key points in the planning process.

Assembly Bill 52

AB 52, effective July 2015, established a new category of resources for consideration by public agencies called Tribal Cultural Resources (TCRs). AB 52 requires lead agencies to provide notice of projects to tribes that are traditionally and culturally affiliated with the geographic area if they have requested to be notified. Where a project may have a significant impact on a tribal cultural resource, consultation is required until the parties agree to measures to mitigate or avoid a significant effect on a tribal cultural resource or until it is concluded that mutual agreement cannot be reached.

Under AB 52, TCRs are defined as follows:

- Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are also either:
    - Included or determined to be eligible for inclusion in the California Register of Historic Resources, or
    - Included in a local register of historical resources as defined in Public Resources Code Section 5020.1(k).
- A resource determined by the lead agency to be a TCR.

3.18.1.2 *Existing Conditions*

As discussed in Section 3.5 Cultural Resources, based on a site-specific records search and literature review, there are no known archaeological sites on the project site or nearby. The NAHC was contacted on December 29, 2020 to conduct a Sacred Lands File search. On January 19, 2021, the NAHC responded and determined there were no known sacred lands on the project site or within the project area. The NAHC provided a list of five Native American organizations to reach out to for additional information. These organizations were contacted on December 29, 2020 and February 25, 2021. No responses were received from any of the organizations.

On June 30, 2021, the City sent out notifications to the 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, and Ohlone Indian Tribe per SB 18 and AB 52. No responses were received from any of the tribes within 90 days of notice; therefore, tribal consultation was determined to be concluded as of September 28, 2021.

3.18.2 Impact Discussion

For the purpose of determining the significance of the project's impact on tribal cultural resources, would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

1) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?
2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

3.18.2.1 *Project Impacts*

Impact TCR-1:	The project would not cause a substantial adverse change in the significance of a tribal cultural resource that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k). **(Less than Significant Impact with Mitigation Incorporated)**

As documented under Section 3.18.1.2 Existing Conditions, there are no known TCRs within the Precise Plan area. As discussed in Section 3.5 Cultural Resources, the project site has a moderate potential to encounter subsurface tribal cultural resources. Construction-related ground disturbing activities could result in a significant impact to such resources if encountered. In the event that an inadvertent discovery of a tribal cultural resource is made, mitigation measures MM CUL-2.1, MM CUL-2.2, and MM CUL-3.1 would be implemented. Implementation of these mitigation measures would ensure that any subsurface tribal cultural resources encountered during construction are appropriately treated and protected. **(Less than Significant Impact with Mitigation Incorporated)**

Impact TCR-2:	The project would not cause a substantial adverse change in the significance of a tribal cultural resource that is determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. **(Less than Significant Impact with Mitigation Incorporated)**

See response to Impact TCR-1 above. **(Less than Significant Impact with Mitigation Incorporated)**

3.18.2.2 *Cumulative Impacts*

Impact TCR-C:	The project would not result in a cumulatively considerable contribution to a cumulatively significant tribal cultural resources impact. **(Less than Significant Cumulative Impact with Mitigation Incorporated)**

As discussed under Impact TCR-1, there are no known TCRs on the project site. In the event an unknown TCR is discovered, the mitigation measures identified in Section 3.5 Cultural Resources would reduce impacts to a less than significant level. The projects listed under Table 3.0-1 would be required to comply with state, regional, and local regulations addressing TCRs. Therefore, the projects would not combine to form a significant cumulative tribal cultural resources impact. **(Less than Significant Cumulative Impact with Mitigation Incorporated)**

3.19 UTILITIES AND SERVICE SYSTEMS

The following discussion is based, in part, on a Water Supply Assessment (WSA) and hydraulic analysis prepared by Brown and Caldwell, dated December 2021 and September 2021, and a sanitary sewer capacity evaluation memo prepared by Woodard & Curran, dated October 2021. Copies of these reports are attached to this EIR as Appendix M, Appendix N, and Appendix O respectively.

3.19.1 Environmental Setting

3.19.1.1 *Regulatory Framework*

State

State Water Code

Pursuant to the State Water Code, water suppliers providing water for municipal purposes to more than 3,000 customers or supplying more than 3,000 acre-feet (approximately 980 million gallons) of water annually must prepare and adopt an urban water management plan (UWMP) and update it every five years. As part of a UWMP, water agencies are required to evaluate and describe their water resource supplies and projected needs over a 20-year planning horizon, water conservation, water service reliability, water recycling, opportunities for water transfers, and contingency plans for drought events. The City of Daly City adopted its most recent UWMP in June 2021.

Senate Bill 610

SB 610 amended state law, effective January 1, 2002, to improve the link between information on water supply availability and certain land use decisions made by cities and counties. SB 610 requires preparation of a WSA containing detailed information regarding water availability to be provided to the decision-makers prior to approval of specified large development projects that also require a General Plan Amendment. This WSA must be included in the administrative record that serves as the evidentiary basis for an approval action by the city or county on such projects. Under SB 610, WSAs must be furnished to local governments for inclusion in any environmental documentation for certain projects subject to CEQA. Pursuant to the California Water Code (Section 10912[a]), projects that require a WSA include any of the following:

- A proposed residential development of more than 500 dwelling units;
- A proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space;
- A proposed commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space;
- A proposed hotel or motel, or both, having more than 500 rooms;
- A proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area;
- A mixed-use project that includes one or more of the projects identified in this list; or
- A project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500 dwelling unit project.

Assembly Bill 939

The California Integrated Waste Management Act of 1989, or AB 939, established the Integrated Waste Management Board, required the implementation of integrated waste management plans, and mandated that local jurisdictions divert at least 50 percent of solid waste generated (from 1990 levels), beginning January 1, 2000, and divert at least 75 percent by 2010. Projects that would have an adverse effect on waste diversion goals are required to include waste diversion mitigation measures.

Assembly Bill 341

AB 341 sets forth the requirements of the statewide mandatory commercial recycling program. Businesses that generate four or more cubic yards of garbage per week and multi-family dwellings with five or more units in California are required to recycle. AB 341 sets a statewide goal for 75 percent disposal reduction by the year 2020.

Senate Bill 1383

SB 1383 establishes targets to achieve a 50 percent reduction in the level of the statewide disposal of organic waste from the 2014 level by 2020 and a 75 percent reduction by 2025. The bill grants CalRecycle the regulatory authority required to achieve the organic waste disposal reduction targets and establishes an additional target that at least 20 percent of currently disposed edible food is recovered for human consumption by 2025.

California Green Building Standards Code

The California Green Building Standards Code (CALGreen) establishes mandatory green building standards for all buildings in California. The code covers five categories: planning and design, energy efficiency, water efficiency and conservation, material conservation and resources efficiency, and indoor environmental quality. These standards include the following mandatory set of measures, as well as more rigorous voluntary guidelines, for new construction projects to achieve specific green building performance levels:

- Reducing indoor water use by 20 percent;
- Reducing wastewater by 20 percent;
- Recycling and/or salvaging 50 percent of nonhazardous construction and demolition debris; and
- Providing readily accessible areas for recycling by occupants.

Local

City of Daly City General Plan

The General Plan includes policies for the purpose of avoiding or mitigating impacts resulting from planned development projects with the City. The following policies are specific to utilities and service systems and are applicable to the proposed project.

Policy/Task	Description
Policy RME-1	Reduce average per capita demand by implementing cost effective water conservation programs that address all applicable methods of water conservation.
Task RME-1.1	Enforce the provisions of the Indoor Water Use Efficiency Ordinance through an extensive public outreach campaign to residents and contractors, to be completed by 2014.
Policy RME-2	Require drought resistant landscaping and water conserving irrigation methods in new development, and encourage the replacement of existing water-intensive landscaping.
Task RME-2.1	Enforce the provisions of the Water Conservation in Landscaping Ordinance and conduct a public education effort to ensure that residents, businesses, and contractors are aware of the Ordinance provisions.
Policy RME-3	Continue to use recycled wastewater for irrigating and explore opportunities to expand capacity to accommodate its use in development projects, landscaped medians, golf courses, cemeteries, parks, and school playgrounds.
Policy RME-4	For development projects which will create water demand exceeding a pre-defined amount, require that developers provide a water supply analysis for the project to demonstrate water availability to adequately serve the proposed project.
Task RME-4.1	Develop a water supply questionnaire for inclusion with any application involving 50 or more residential units, 50,000 square feet or commercial or industrial development, or other pre-defined development intensity that constitutes a significance threshold under CEQA.
Policy RME-8	Through the development of a Stormwater Management Program, ensure that all new development complies with applicable municipal stormwater Municipal Regional Stormwater NPDES Permit by incorporating controls that reduce water quality impacts over the life of the project in way that is both technically and economically feasible, and reduces pollutants in stormwater discharges to the maximum extent practicable.
Task RME-8.2	Evaluate acceptable development standards for stormwater treatment mechanisms and publish such standards for distribution to developers. Such standards shall be based on a thorough evaluation of modern stormwater control mechanisms and shall, to the extent feasible, consider soil conditions in various parts of Daly City.
Task RME-8.4	Assess projected stormwater impacts from new development in conformance with the San Mateo County Water Pollution Prevention Program, CEQA Guidelines and relative to state and federal standards.
Policy RME-9	Balance stormwater mitigation measures with the other inherent benefits of higher density development that is in close proximity to public transit, i.e., reduction of Vehicle Miles Traveled (VMT) on local and regional roadways, to the extent permitted under the Municipal Regional Stormwater Permit.
Policy IN-3.7	Design new projects to minimize potential damage due to stormwaters and flooding to the site and other properties.

Daly City 2020 Urban Water Management Plan

The Urban Water Management Plan (UWMP) is a long-range plan that assesses the city's water supply over a 25-year planning horizon (2045) to ensure adequate water supplies to meet existing and future demands for water. The UWMP presents forecasted supplies and demands, describes conservation programs, and includes a water shortage contingency analysis.

Daly City Municipal Code

Chapter 17.41, Water Conservation, establishes regulations to implement water conservation practices on existing and new landscapes. For projects containing more than 1,000 square feet of irrigated landscape, a landscape permit is required which requires irrigation design review. Further, this Chapter mandates that any owner of landscape of over one (1) acre in size shall comply with local agency programs that may be instituted relating to irrigation audits, surveys and water use analysis, and shall maintain landscape irrigation facilities to prevent water waste and runoff.

Chapter 15.64, Recycling and Diversion of Construction and Demolition Debris establishes that sixty percent of waste tonnage from construction, demolition, and alteration projects shall be diverted from disposal. This may be accomplished by delivering mixed debris to a recycling facility approved by the city, separating recyclables at the job site and delivering them to reuse and recycling facilities approved by the city, and/or reusing concrete or other waste materials at the jobsite. All new construction projects greater than twenty-five thousand dollars and all complete demolition projects within the city shall comply with the provisions of this chapter.

Daly City Sewer System Management Plan

The purpose of the Sewer System Management Plan (SSMP) is to provide guidance to the City in the operation, maintenance, and rehabilitation of the sewer assets of the City of Daly City. The SSMP includes construction standards and specifications for the installation and repair of the collection system and its associated infrastructure.

3.19.1.2 *Existing Conditions*

Water Service and Supply

Water service to the project site is provided by the Daly City Department of Water and Wastewater Resources (DWWR). The City relies on local groundwater pumping from five municipal wells, which extracts groundwater from the Westside Groundwater Basin, and water supply purchases from the San Francisco Public Utilities Commission (SFPUC).[89] The City also uses tertiary recycled water from the North San Mateo County Sanitation District wastewater treatment plant, to offset potable/aquifer water demands. Currently recycled water is used to water five golf courses, two city parks, and road median strips. Recycled water is not a source of water proposed for the project site.

[89] Brown and Caldwell. *Daly City 2020 Urban Water Management Plan*. June 2021. Page 6-8.

The project site is currently served by a six-inch water main in Serramonte Boulevard and a 10-inch water main in at the northern terminus of Campus Drive and running north through the project site. The project site used approximately 33,000 gallons per day (gpd) of water in 2020.[90]

Sanitary Sewer/Wastewater Treatment

Sanitary sewer lines in the project area are inspected and maintained by the City of Daly City Department of Water and Wastewater Resources. A 10-inch sanitary sewer line is located in Serramonte Boulevard. Wastewater collection and treatment for Daly City is managed by the North San Mateo County Sanitation District (NSMCSD), which is a subsidiary of the City of Daly City. Wastewater produced within the District is treated at the NSMCSD Treatment Plant (WWTP), which is located at the corner of John Daly Boulevard and Lake Merced Boulevard.

The City of Daly City's WWTP has an average dry weather flow design capacity of 10.3 million gallons per day (gpd). However, the NSMCSD discharges and operates the WWTP at or below the permitted average dry weather flow rate of eight million gpd (averaged over three consecutive dry months) and does not anticipate a need to increase the permitted flow rate in the next five years.

The project site currently generates approximately 28,050 gpd of wastewater.[91]

Storm Drainage

As discussed in Section 3.10 Hydrology and Water Quality, the project site is located within the Colma Creek Watershed which extends from San Bruno Mountain to its outlet at the San Francisco Bay just north of the San Francisco Airport and south of Point San Bruno. The northwest portion of the project has been developed with the approved Parcel A Development project (JUHSD Faculty and Staff Housing project). The northeast corner of the project site (Parcel B) is currently developed with a surface parking lot and portable building units. The southwest corner of the project site is developed with the JUHSD demonstration garden. The remainder of the project site it developed with surface parking lots and buildings. Surface runoff from the project site is collected in area drains and conveyed to a 24-inch storm drain in Serramonte Boulevard that flows to the east.

Solid Waste

Solid waste is collected from Daly City homes and businesses and is processed by Republic Services of Daly City and transferred to the Ox Mountain Sanitary Landfill near Half Moon Bay. In 2001, Browning-Ferris Industries, owner of the Ox Mountain Landfill, obtained a revised solid waste facility permit for Ox Mountain to increase the permitted disposal acreage from 173 acres to 191 acres. According to CalRecycle, the landfill has a remaining capacity of 22,180,000 cubic yards and an estimated closure date of 2034.[92]

[90] Brown and Caldwell. *Water Supply Assessment for Jefferson Union High School District Master Plan Project.* December 2021. Page 2-2.
[91] Sewage demand is estimated to be 85 percent of potable water demand (0.03 mgy).
[92] CalRecyle. SWIS Facility Detail. Cordina Los Trancos (Ox Mtn) (41-AA-0002). Accessed on August 4, 2022. https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/1561?siteID=3223.

Electric, Telecommunication, and Natural Gas Facilities

Peninsula Clean Energy (PCE) is a public and locally controlled electricity provider for the County of San Mateo. Electricity provided by PCE is delivered through PG&E transmission lines. PG&E supplies natural gas services to the project area. Telecommunication services are also provided through underground infrastructure by various service providers.

3.19.2 Impact Discussion

For the purpose of determining the significance of the project's impact on utilities and service systems, would the project:

1) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?
2) Have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?
3) Result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?
4) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?
5) Be noncompliant with federal, state, or local management and reduction statutes and regulations related to solid waste?

3.19.2.1 *Project Impacts*

Impact UTL-1:	The project would not require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects. **(Less than Significant Impact)**

Water

The proposed project would connect to an existing 10-inch water main located in Entry Drive. Additional 10-inch water mains would be installed along the new streets within the project site. Water service to the entire project site would be provided via the newly constructed water lines. Construction of this new water line would be subject to construction-related mitigation measures within this EIR and therefore, would not result in a significant environmental effect.

Wastewater/Sanitary Sewer

The project proposes to connect to the existing 10-inch sanitary sewer line in Serramonte Boulevard and six-inch sewer line in Callan Boulevard. In addition, the project would reroute existing 10-inch

sewer lines running through the project site to better align with future development under the proposed project. Woodard & Curran estimated the average daily wastewater flow to be generated by the proposed project and its effects on the existing wastewater system (see Appendix O). The proposed project's wastewater would not cause any capacity deficiencies in the rerouted on-site sewers or in the sewers on Serramonte Boulevard downstream, however, the project flows would contribute to capacity deficient sewers in the Serramonte Center and the 21-inch trunk sewer crossing the I-280 freeway to Junipero Serra Boulevard. The need for a 30-inch relief sewer line parallel to the 21-inch sewer crossing I-280 was identified in the 2009 Collection System Evaluation and Improvement Plan, and the project would be required to contribute a proportional fair share contribution toward the construction of the relief sewer line.

Stormwater Drainage

As discussed in Section 3.10 Hydrology and Water Quality, future development of the proposed Precise Plan would result in an overall increase of 88,545 square feet of impervious surfaces compared to existing conditions; however, the project would be designed to retain stormwater on-site and not exceed pre-project stormwater flows during a 10-year design storm. Thus, future development implementing the proposed Precise Plan, in conformance with applicable regulations, would not result in significant impacts to the storm drain system.

Electricity, Telecommunication, and Natural Gas Facilities

The project would tie-in to the existing electricity, telecommunication, and natural gas lines throughout the project site. Any conductor upsizing work would be performed by PG&E as needed.

All project construction associated with relocating existing facilities and extending connections to existing facilities would be subject to the construction-related mitigation measures within this EIR and conditions of approval typically applied to development project entitlements. Therefore, any needed relocation of existing facilities and extension of connections to existing facilities would not result in a significant environmental effect. **(Less than Significant Impact)**

Impact UTL-2:	The project would not have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years. **(Less than Significant Impact)**

Based on the WSA prepared for the project, in the event the Bay Delta Plan is implemented,[93] water demand would exceed supply in normal, single-dry, and multiple-dry year scenarios by 2023. Without implementation of the Bay Delta Plan, water demand would not exceed supply in normal, single-dry, and multiple-dry year scenarios through 2045. The project would increase water use on the site by approximately 202,600 gpd.[94] The project would result in a population increase that is within the estimated population projections used in the City's UWMP. The City identifies demand

[93] The implementation of the Bay Delta Plan is currently in litigation which creates uncertainty in the available supply for Daly City.
[94] Brown and Caldwell. *Hydraulic Analysis for the Westlake South Project.* April 2021. 712 net new residents x 60 gallons per capita per day = 42,720 gpd; 10,800 sf x 0.0450 gallons per sf per day = 486 gpd. Total project water use estimate: 42,720 gpd + 486 gpd = 43,206 gpd.

reduction actions in the UWMP that could be used to reduce water demand, ranging from voluntary reductions to prohibiting landscape irrigation. The use of demand reduction measure, which could be required City-wide in single-dry and multiple-dry year scenarios, ensures the City would have adequate water supply under all scenarios. The City, therefore, would have sufficient water supplies to serve the project and cumulative water demand during normal, dry, and multiple dry years. **(Less than Significant Impact)**

Impact UTL-3:	The project would not result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments. **(Less than Significant Impact)**

The WWTP has an average dry weather flow design capacity of 10.3 million gallons per day (mgd). The General Plan EIR determined that full buildout of the General Plan would generate approximately 6.66 mgd which is below the permitted flow rate of eight mgd, leaving 1.34 mgd of unused capacity at buildout. The project would add approximately 191,793 gpd (0.19 mgd) of wastewater to be treated at the WWTP, or approximately 14 percent of the unused capacity.[95] The project, therefore, results in a less than significant increase in wastewater flow. In addition, the WWTP monitors its wastewater to ensure that it meets all requirements and the RWQCB routinely inspects treatment facilities to ensure permit requirements are met. For these reasons, there would be adequate capacity at the WWTP. **(Less than Significant Impact)**

Impact UTL-4:	The project would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. **(Less than Significant Impact)**

Waste generation and disposal data for Daly City is maintained by CalRecycle. According to CalRecycle, the total amount of solid waste landfilled from Daly City in 2021 was 45,636 tons.[96] The project would generate approximately 530 tons of solid waste per year.[97] The Ox Mountain Landfill has a remaining capacity of approximately 22,180,000 cubic yards of solid waste.[98] The project would increase solid waste generation in the City by approximately one percent and, therefore, would not generate solid waste in excess of local standards or capacity and would not impair the attainment of solid waste reduction goals. **(Less than Significant Impact)**

[95] Woodard & Curran. *Sanitary Sewer Capacity Evaluation for JUHSD Precise Plan*. October 2021. Page 2.
[96] CalRecycle. "Disposal Rate Calculator". Accessed August 15, 2022. https://www2.calrecycle.ca.gov/LGCentral/AnnualReporting/DisposalRateCalculator.
[97] Illingworth & Rodkin, Inc. *Serramonte Del Rey Campus Redevelopment Project Air Quality and Greenhouse Gas Assessment.* June 17, 2022. Attachment 2: CalEEMod Modeling Inputs and Outputs.
[98] CalRecycle. "Solid Waste Information Sheet: Corinda Los Trancos Landfill (Ox Mtn) (41-AA-0002)." Accessed August 4, 2022. https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/1561?siteID=3223

Impact UTL-5:	The project would not be noncompliant with federal, state, or local management and reduction statutes and regulations related to solid waste. **(Less than Significant Impact)**

The project would comply with solid waste management and reductions statutes and regulations including CALGreen requirements and Chapter 15.64 of the Daly City Municipal Code for recycling and salvaging of construction and demolition waste. **(Less than Significant Impact)**

3.19.2.2 *Cumulative Impacts*

Impact UTL-C:	The project would not result in a cumulatively considerable contribution to a cumulatively significant utilities and service systems impact. **(Less than Significant Cumulative Impact)**

Relocation or construction of new or expanded utility facilities by other projects would also be subject to similar construction-related mitigation measures as the proposed project. The City's UWMP and the WSA prepared for the project, which accounts for cumulative demand, both concluded the City will have sufficient water supplies to accommodate growth within its service jurisdiction and will meet any potential supply shortfalls experienced during dry year conditions, through a combination of a short-term conservation program. With regard to wastewater treatment, the WWTP has an available capacity of approximately 1.34 mgd after full buildout of the General Plan. The Serramonte Shopping Center Expansion and Seton Medical Center Expansion projects are consistent with the City's General Plan and, therefore, their wastewater generation is already accounted for. The Serramonte Condominiums and Hotel project would generate approximately 88,660 gdp (0.09 mgd) of wastewater, which could be accommodated by the remaining capacity at the WWTP, in addition to the proposed project. Other projects would also be required to comply with CALGreen and Chapter 15.64 of the Daly City Municipal Code, thereby also reducing their construction and demolition waste by at least 60 percent. As previously discussed, Ox Mountain Landfill has a remaining capacity of approximately 22,180,000 cubic yards and an estimated closure date of 2034. Therefore, the Ox Mountain landfill could sufficiently accommodate the proposed project and the cumulative projects listed in Table 3.0-1. Therefore, the project would not result in a cumulatively considerable contribution to a cumulatively significant utilities and service systems impact. **(Less than Significant Cumulative Impact)**

3.20 WILDFIRE

3.20.1 Environmental Setting

3.20.1.1 *Existing Conditions*

The California Department of Forestry and Fire Protection (Cal Fire) is required by law to map areas of significant fire hazards based on fuels, terrain, weather, and other relevant factors. Referred to as Fire Hazard Severity Zones (FHSZ), these maps influence how people construct buildings and protect property to reduce risk associated with wildland fires. The project site is not located in a FHSZ.[99]

3.20.2 Impact Discussion

For the purpose of determining the significance of the project's impact on wildfire, if located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

1) Substantially impair an adopted emergency response plan or emergency evacuation plan?
2) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?
3) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?
4) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

3.20.2.1 *Project Impacts*

The project site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones; therefore, the project would not result in wildfire impacts. **(No Impact)**

3.20.2.2 *Cumulative Impacts*

The project site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones; therefore, the project would not result in cumulative wildfire impacts. **(No Cumulative Impact)**

[99] CALFire. San Mateo County Fire Hazard Severity Zones in SRA. Adopted by CALFire on November 7, 2007. Map. Accessed August 15, 2022. https://osfm.fire.ca.gov/media/6802/fhszs_map41.pdf

SECTION 4.0 GROWTH-INDUCING IMPACTS

For the purposes of this project, a growth-inducing impact is considered significant if the project would:

- Cumulatively exceed official regional or local population projections;
- Directly induce substantial growth or concentration of population. The determination of significance shall consider the following factors: the degree to which the project would cause growth (i.e., new housing or employment generators) or accelerate development in an undeveloped area that exceeds planned levels in local land use plans; or
- Indirectly induce substantial growth or concentration of population (i.e., introduction of an unplanned infrastructure project or expansion of a critical public facility (road or sewer line) necessitated by new development, either of which could result in the potential for new development not accounted for in the Daly City 2030 General Plan).

Impact GRO-1:	The project would not foster or stimulate significant economic or population growth in the surrounding environment. **(Less than Significant Impact)**

Under the existing General Plan and 1985 Precise Plan, the project site would be allowed to be developed with up to 175 residential units and 700,000 square feet of office uses. Compared to what is allowed by the 1985 Precise Plan, the project would result in a net increase of 1,060 residential units and a net decrease of 684,000 square feet of employment uses (office and retail). This net change in development would result in approximately 3,403 additional residents.[100] Compared to the buildout of the General Plan, the project would represent an approximately three percent net increase in the City's population.[101] While the project would result in an increase in population and housing compared to what is allowed in the adopted 1985 Precise Plan and General Plan, the project would be consistent with the City's goal of maximizing opportunities for higher-density housing (General Plan Policy HE-1 and Policy LU-4) and meeting the City's RHNA target (General Plan Policy HE-6). In addition, the project would result in a minimal increase in population (three percent increase) compared to the City's estimated ABAG 2035 population of 115,015. The project, therefore, would not induce growth in an area that is not already planned for increased development.

The project site is located in an urban area on an already developed site that is served by existing infrastructure, including roadways and utilities. The growth resulting from the implementation of the proposed project would incrementally increase the use of existing community service facilities (refer to Sections 3.15 Public Services and 3.16 Recreation). Utility improvements would be sized to serve the proposed development, and would not be sized to have excess capacity that would induce growth in the area. In addition, the project would pay all applicable impact fees and taxes, which would

[100] 1,235 (number of housing units proposed) minus 175 (number of planned housing units) equals 1,060 housing units. Based on the City's average number of persons per housing unit (3.21), the 1,060 units would generate 3,403 additional residents. As the majority of employment uses would be eliminated, demand for housing from new businesses was assumed to be zero. Source: State of California, Department of Finance. E-5 Population Estimates for Cities, Counties, and the State—January 1, 2021-2022. May 2022. https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2022/.

[101] Buildout of the City's General Plan would result in 106,388 residents.

offset fiscal and service impacts to public facilities and services, including police and fire. As a result, growth associated with the implementation of the project would not have a significant impact on community service facilities, nor would it make a cumulatively considerable contribution to such impacts, requiring construction of new facilities that could cause significant environmental effects.

For the reasons discussed above, the project would not result in significant indirect growth-including impacts. **(Less than Significant Impact)**

SECTION 5.0 SIGNIFICANT AND IRREVERSIBLE ENVIRONMENTAL CHANGES

This section was prepared pursuant to CEQA Guidelines Section 15126.2(c), which requires a discussion of the significant irreversible changes that would result from the implementation of a proposed project. Significant irreversible changes include the irretrievable use of nonrenewable resources, the commitment of future generations to similar use, and irreversible damage resulting from environmental accidents associated with the project.

5.1.1 Irretrievable Use of Nonrenewable Resources

During construction and operation of the project, nonrenewable resources would be consumed. Unlike renewable resources, nonrenewable resources cannot be regenerated over time. Nonrenewable resources include fossil fuels and metals. Renewable resources, such as lumber and other wood byproducts, could also be used.

Energy, as discussed in more detail in Section 3.6 Energy, would be consumed during both the construction and operational phases of the project. The construction phase would require the use of nonrenewable construction material, such as concrete, metals, plastics, and glass. Nonrenewable resources and energy would also be consumed during the manufacturing and transportation of building materials, site preparation, and construction of the buildings. The operational phase would consume energy for multiple purposes including building heating and cooling, lighting, appliances, and electronics. Energy, in the form of fossil fuels, would be used to fuel vehicles traveling to and from the site.

The project would result in a substantial increase in demand for nonrenewable resources; however, the project is subject to the standard California Code of Regulations Title 24 Part 6, CALGreen standards, City of Daly City Green Building requirements, and Recycling and Diversion of Construction and Demolition Ordinance. In addition, as discussed in Section 3.6 Energy, the electricity for the project would be provided by Peninsula Clean Energy from sources that are 100 percent carbon-free. For these reasons, future projects would minimize the use of nonrenewable energy resources.

5.1.2 Commitment of Future Generations to Similar Use

The project would redevelop a currently developed site surrounded by urban uses. Development of the proposed project would commit a substantial amount of resources to prepare the site, construct the buildings, and operate them, but it would not result in development in an area where urban development does not already exist.

5.1.3 Irreversible Damage Resulting from Environmental Accidents

The project proposes a residential, mixed-use development that is not a uniquely hazardous use nor likely to cause environmental accidents that impact adjacent areas. As discussed in Section 3.9 Hazards and Hazardous Materials, there are no significant unmitigable hazards and hazardous materials conditions on-site or off-site that would substantially affect the public and surrounding environment. Additionally, there are no significant unmitigable geology and soils impacts which

would result from implementation of the project. For these reasons, the project would not result in irreversible damage that may result from environmental accidents.

SECTION 6.0 SIGNIFICANT AND UNAVOIDABLE IMPACTS

A significant unavoidable impact is an impact that cannot be mitigated to a less than significant level if the project is implemented as it is proposed. The proposed project would not result any significant and unavoidable impacts, as all significant impacts are capable of being mitigated to acceptable levels by feasible mitigation measures included in the project.

SECTION 7.0 ALTERNATIVES

The California Environmental Quality Act (CEQA) requires that an EIR identify and evaluate alternatives to a project as it is proposed. Two key provisions from the CEQA Guidelines pertaining to the discussion of alternatives are included below:

> **Section 15126.6(a). Consideration and Discussion of Alternatives to the Proposed Project.** An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. An EIR is not required to consider alternatives which are infeasible. The lead agency is responsible for selecting a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. There is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of reason.
>
> **Section 15126.6(b). Purpose.** Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment (Public Resources Code Section 21002.1), the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede, to some degree, the attainment of the project objectives, or be more costly.

Other elements of the CEQA Guidelines discuss that alternatives should include enough information to allow a meaningful evaluation and comparison with the proposed project. The CEQA Guidelines state that if an alternative would cause one or more additional impacts, compared to the proposed project, the discussion should identify the additional impact, but in less detail than the significant effects of the proposed project.

The three critical factors to consider in selecting and evaluating alternatives are: (1) the significant impacts from the proposed project that could be reduced or avoided by an alternative, (2) consistency with the project's objectives, and (3) the feasibility of the alternatives available. Each of these factors is discussed below.

7.1 SIGNIFICANT IMPACTS FROM THE PROJECT

7.1.1 Significant Unavoidable Impacts

As mentioned above, the CEQA Guidelines advise that the alternatives analysis in an EIR should be limited to potentially feasible alternatives that would avoid or substantially lessen any of the significant effects of the project and would achieve most of the project objectives. The project would not result in any significant, unavoidable impacts.

7.1.2 Less than Significant Impacts with Mitigation Incorporated

Alternatives may also be considered if they would further reduce impacts that are already less than significant because of required or proposed mitigation. Impacts that would be significant, but for which the mitigation is available to reduce them to less than significant levels include:

- Air Quality (construction criteria pollutants, TAC health risk)
- Biological Resources (bats, nesting birds)
- Cultural Resources (archaeological resource/human remains)
- Geology and Soils (paleontological resources)
- Hazards and Hazardous Materials (underground/aboveground storage tanks)
- Noise (construction noise)
- Transportation (vehicle miles traveled, construction traffic, pedestrian/bicycle safety, emergency access)
- Tribal Cultural Resources (unknown buried tribal cultural resources)

Table 7.4-2 summarizes the project and project alternatives impacts, including less than significant impacts with mitigation incorporated.

7.2 PROJECT OBJECTIVES

Pursuant to CEQA Guidelines Section 15124, the EIR must include a statement of the objectives sought by the proposed project. While CEQA does not require that alternatives be capable of meeting all of the project objectives, their ability to meet most of the objectives is considered relevant to their consideration. The stated objectives of the project proponent include the following:

- Advance an innovative land use master plan to attract investment, stabilize District finances, increase funding for student education and attract and retain highly qualified teachers and staff.
- Permit development consistent with the City's General Plan that enables redevelopment of underutilized properties with higher-density, transit supportive development that facilitates bicycle and pedestrian access along an established, highly utilized transit corridor, as outlined in the 2020 Walk Bike Daly City Master Plan.
- Create a pedestrian scale neighborhood with an attractive public realm of park and outdoor spaces, inviting to the surrounding community and people of all ages.
- Maximize the number of new high-quality market-rate and affordable housing units as a well-designed, economically feasible, urban residential neighborhood with sufficient density to create a safe, active neighborhood, with development phasing subject to market conditions that provides flexibility with the sequence of construction of buildings, open space, streets, and infrastructure.
- Create opportunities to connect people with nature through open space design, a new recreational trail and immediate proximity to wooded hillside areas.
- Encourage active transportation with safe on and off-street bike routes and pedestrian-oriented urban design that encourages bicycle, pedestrian, and transit access to, from and through the site.

- Design traffic-calmed residential streets for low volume, slow vehicle access between the intersection of Highway 1 and Serramonte Boulevard and the existing Campus Drive south of the Plan Area.

7.3 FEASIBILITY OF ALTERNATIVES

CEQA, the CEQA Guidelines, and the case law on the subject have found that feasibility can be based on a wide range of factors and influences. The CEQA Guidelines advise that such factors can include (but are not necessarily limited to) the suitability of an alternate site, economic viability, availability of infrastructure, consistency with a general plan or with other plans or regulatory limitations, jurisdictional boundaries, and whether the project proponent can "reasonably acquire, control or otherwise have access to the alternative site (Section 15126.6[f][1])."

7.4 ALTERNATIVES ANALYSIS

7.4.1 Alternatives Considered But Rejected

7.4.1.1 *Location Alternative*

CEQA encourages consideration of an alternative site when significant effects of the project might be avoided or substantially lessened. Only locations that would avoid or substantially lessen any of the significant impacts of the project and meet most of the project objectives need be considered for inclusion in the EIR. In order to identify an alternative site that might reasonably be considered to "feasibly accomplish most of the basic purposes" of the project, and would also mitigate some or all of the significant impacts of the project, it is assumed that such a site would need to have the following characteristics:

- Approximately 20-acres or more in size;
- Located on land owned by the Jefferson Union High School District (JUHSD);
- Located on an underutilized, already developed property;
- Served by available infrastructure and nearby commercial amenities; and
- Immediately available.

The project objectives focus on developing residential uses on land owned by JUHSD to help stabilize JUHSD finances. JUHSD currently operates five high schools, including three in the City of Daly City (Westmoor, Jefferson, and Thornton High Schools) and two in the City of Pacifica (Oceana and Terra Nova High Schools), and the Serramonte Del Rey campus located on the project site. While these high school sites may have undeveloped space that meets the size requirement, they do not include underutilized facilities that would benefit from redevelopment to higher-density residential and commercial uses. In addition, JUHSD recently received approval for construction of a new district office and adult education building located adjacent to Westmoor High School (see Figure 2.2-6). This new building would replace the existing district office uses on the project site, rendering the current project site vacant and allowing for new tenants or redevelopment. Further, location alternatives were rejected because the potentially suitable sites located on JUHSD land would not reduce the identified less than significant construction criteria pollutant, TAC health risk, and construction noise impacts because construction would occur on these alternative sites in a

similar manner to the proposed project site and the surrounding mix of uses is similar (with sensitive residential and/or school receptors in the immediate vicinity). Other construction related impacts, such as disturbance of nesting or water quality impacts, would be similar and require the same mitigation identified for the subject site. Since no feasible alternative site was identified that would avoid or lessen the project impacts, a location alternative was not further analyzed.

7.4.1.2 *Mixed-Use Alternative*

The project proposes a mostly residential development with 1,035 residential units and 14,000 square feet of commercial uses. The Mixed-Use Alternative was considered to reduce the VMT per resident below the countywide threshold by introducing office uses to the site and creating a mixed-use live/work community to avoid or lessen the need for ongoing mitigation in the form of a TDM program that reduces project trips. The Mixed-Use Alternative includes 1,035 residential units and 230,000 square feet of office space. The modeling results, however, show that this alternative's VMT per resident would remain at 12 VMT and continue to exceed the countywide threshold of 11.6 VMT per resident. In addition, this alternative would generate 17.9 VMT per office employee, which would exceed the countywide threshold of 14.3 VMT and regionwide threshold of 13.1.[102] Further, this alternative would result in an additional 230,000 square feet of building square footage, resulting in greater construction impacts compared to the proposed project. Since the Mixed-Use Alternative would not reduce the VMT per resident and create a new office VMT impact, this alternative was rejected.

7.4.1.3 *Reduced Housing Alternative*

The purpose of a Reduced Housing Alternative would be to reduce the project's impacts that result from the overall scale of the development by developing a smaller program of development. Of the project's significant impacts, only air quality, noise, and transportation impacts could potentially benefit from a reduced housing alternative. All other impacts are related to site/ground disturbance, which any amount of development would incur. VMT is expressed as a per resident number; therefore, while a reduced housing alternative would reduce overall trips, it would not cause a change in the amount of VMT per resident. Thus, the VMT impact of the Reduced Housing Alternative would be the same as the proposed project. Construction criteria pollutant air quality emissions and construction noise impacts tied to the amount of building construction activity could be further reduced with a reduced housing alternative; however, the project's construction ROG emissions are related to architectural coatings applied in the last year of project construction. The Reduced Housing Alternative would have similar ROG emissions, as architectural coatings, during the last year of construction; therefore, this alternative would not result in similar ROG emissions impacts as the proposed project. This alternative would partially meet the project's objectives to redevelop underutilized properties with high-density development and maximize the number of market-rate housing units in order to stabilize JUHSD's finances; however, the cost of land improvement (i.e., demolition, grading, infrastructure, off-site improvements) would remain unchanged and the reduced housing would lower revenue generated to off-set those costs. In addition, the No Project – Existing Zoning Alternative is another reduced development alternative (see Section 7.4.2.2 below). For these reasons, this alternative was rejected.

[102] Fehr & Peers, Inc. *Serramonte Del Rey Precise Plan – Alternatives VMT*. April 2023.

7.4.2 Analyzed Alternatives

In addition to a "No Project" Alternative, the CEQA Guidelines advise that the range of alternatives discussed in the EIR should be limited to those that "would avoid or substantially lessen any of the significant effects of the project" (Section 15126.6[f]). The discussion below addresses alternatives which could reduce project impacts and are feasible from a physical land use, infrastructure, site suitability, and general plan consistency perspective, and whether the proponent can reasonably acquire, control, or otherwise have alternative access to the site. This Draft EIR does not evaluate the financial or economic feasibility of the alternatives. The components of these alternatives are described below, followed by a discussion of their impacts and how they would differ from those of the proposed project.

7.4.2.1 *No Project Alternative*

The CEQA Guidelines specifically require consideration of a "No Project" Alternative. The purpose of including a No Project Alternative is to allow decision makers to compare the impacts of approving the project with the impacts of not approving the project. The Guidelines specifically advise that the No Project Alternative is "what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services." The Guidelines emphasize that an EIR should take a practical approach, and not "…create and analyze a set of artificial assumptions that would be required to preserve the existing physical environment (Section 15126.6[e][3][B])."

The No Project Alternative assumes that the project site would remain as it is today with the existing buildings being reoccupied.

Comparison of Environmental Impacts

The No Project Alternative would avoid all the project's environmental impacts.

Relationship to Project Objectives

The No Project Alternative would not meet most of the project objectives as no change would be made to the existing land uses at the site and the current land uses do not provide any residential facilities. In addition, the current project site design is low density and not transit oriented. The No Project Alternative could potentially partially meet the project's objective to attract investment and stabilize District finances by renovating the existing buildings and leasing them to new tenants, although the market for new office or other tenants to occupy the existing JUHSD headquarters campus is unknown.

Conclusion

Because the No Project Alternative would not result in any new development on the site, this alternative would avoid all environmental impacts of the project. This alternative would not, however, meet most of the project's objectives, in particular those related to providing substantial new housing opportunities on the site.

7.4.2.2 *No Project – Existing Zoning Alternative*

This alternative assumes the project is not approved and the project site is redeveloped consistent with the current zoning of PD-31 (Planned Development District).[103] The PD-31 zoning is the current 1985 Precise Plan for the project site, which allows for the development of up to 175 residential units (in addition to the units developed on Parcel A) and approximately 700,000 square feet of office space, resulting in approximately one millions square feet of building space.[104] Associated infrastructure and roadway improvements would also be required in order to construct the No Project – Existing Zoning Alternative. Based on the City's average number of persons per housing unit (3.21), the 175 residential units would generate 562 additional residents.[105] The 700,000 square feet of office space is estimated to generate approximately 2,100 employees (using an estimate of three employees per 1,000 square feet).

Comparison of Environmental Impacts

The No Project – Existing Zoning Alternative would result in the development of approximately 175 residential units and 700,000 square feet of office, while the proposed project would develop the site with 1,235 residential units (including Parcel A units) and up to 14,000 square feet of neighborhood-serving retail/commercial uses (in addition to 1,400 square feet for a Head Start childcare facility). Overall the No Project – Existing Zoning Alterative would result in approximately one million square feet of building space, while the proposed project would result in approximately 1.5 million square feet of building space. The No Project – Existing Zoning Alternative would trade residential density for office density; however, the intensity and duration of construction required in order to construct 700,000 square feet of office space and 175 residential units would less than the proposed project, as this alternative reduces the overall building square footage by approximately 500,000 square feet less. Given that the overall building square footage would be smaller than the proposed project, the No Project – Existing Zoning Alternative would result in lesser construction criteria pollutant, TAC health risk, construction noise, and construction traffic impacts.

As discussed above, the No Project – Existing Zoning Alternative would trade residential density for office density. As a result, VMT for this alternative is calculated based on a per resident and per employee metric. As shown in Table 7.4-1 below, the residential component of the No Project – Existing Zoning Alternative is projected to generate 12.2 VMT per resident (0.2 VMT higher than the proposed project), which is below the regionwide significance threshold of 12.4 VMT per resident, but in excess of the countywide threshold of 11.6 VMT per resident. The office component of this alternative is projected to generate 17.5 VMT per employee, which exceeds the regionwide significance threshold of 14.3 VMT and the countywide significance threshold of 13.1 VMT. As a result, the No Project – Existing Zoning Alternative would result in more significant VMT impacts than the proposed project in that it would increase the per resident VMT and introduce a significant office VMT impact.

[103] A smaller portion of the of the site in the northwest corner (Parcel A Development project) is zoned to PD-31A. The PD-31A zoning was specifically created to allow for the Parcel A Development project, which will construct 122 multifamily units. Since this project is already approved and under construction, the remainder of the project site would be developed consistent with the PD-31 zoning.
[104] Assumes a total of 297 residential units (Parcel A project [122] + existing zoning[175]) and each residential unit requires approximately 1,000 square feet of building space. 700,000 + 297,000 = 997,000.
[105] State of California, Department of Finance. *E-5 Population Estimates for Cities, Counties, and the State—January 1, 2021-2022*. May 2022.

Table 7.4-1: No Project – Existing Zoning Alternative VMT				
Level of Analysis	**Existing VMT per resident/employee**	**Significance Threshold[1]**	**Alternative VMT per resident**	**Significant Impact?[2]**
Countywide	13.6/16.8	11.6/14.3	12.2/17.5	**Yes/Yes**
Regionwide	14.6/15.4	12.4/13.1	12.2/17.5	No/**Yes**
Notes: [1] The significant threshold is 15 percent below the existing VMT per resident/employee. [2] Significant impacts shown in **bold**. Source: Fehr & Peers, Inc. *Serramonte Del Rey Precise Plan – Alternatives VMT*. April 2023.				

The No Project – Existing Zoning Alternative would result in the same or similar less than significant impacts (with mitigation) as the proposed project related to biology, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, tribal cultural resources, and utilities and service systems.

Relationship to Project Objectives

The No Project – Existing Zoning Alternative would not meet the project objective of providing new market-rate and affordable housing given this alternative would yield 175 units, substantially below the 1,235 proposed. This alternative would result in substantial office space on the project site, which is not an objective of the project.

Conclusion

The No Project – Existing Zoning Alternative would result in reduced impacts to construction criteria pollutant emissions, TAC health risk, construction noise, and construction traffic; however, it would result in a more significant VMT impact compared to the proposed project. This alternative would result in similar or same impacts to all other environmental resources. The No Project – Existing Zoning Alternative would not meet the project's objectives for providing new market-rate and affordable housing units and would partially meet the project's objective to redevelop an underutilized site with a high-density land use plan.

7.4.3 Environmentally Superior Alternative

The CEQA Guidelines state that an EIR shall identify an environmentally superior alternative. Based on the above discussion, the environmentally superior alternative to the proposed project is the No Project Alternative because all of the project's significant environmental impacts would be avoided. However, Section 15126.6(e)(2) states that "if the environmentally superior alternative is the No Project Alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives." In addition to the No Project Alternative, the No Project – Existing Zoning Alternative would lessen the project's construction criteria pollutant, TAC health risk, construction noise, and construction traffic impacts .

Table 7.4-2: Summary of Project and Project Alternative Impacts			
Impacts	**Proposed Project**	**No Project Alternative**	**No Project – Existing Zoning Alternative**
Aesthetics	LTS	**NI**	LTS
Agricultural and Forestry Resources	NI	NI	NI
Air Quality	SM	**NI**	SM
Biological Resources	SM	**NI**	SM
Cultural Resources	SM	**NI**	SM
Energy	LTS	**NI**	LTS
Geology and Soils	SM	**NI**	SM
Greenhouse Gas Emissions	LTS	**NI**	LTS
Hazards and Hazardous Materials	SM	**NI**	SM
Hydrology and Water Quality	SM	**NI**	LTS
Land Use	LTS	**NI**	LTS
Mineral Resources	NI	NI	NI
Noise	SM	**NI**	SM
Population and Housing	LTS	**NI**	LTS
Public Services	LTS	**NI**	LTS
Recreation	LTS	**NI**	LTS
Transportation/Traffic	SM	**NI**	SM
Tribal Cultural Resources	SM	**NI**	SM
Utilities and Service Systems	SM	**NI**	SM
Wildfire	NI	NI	NI
Meets Project's Objectives?	Yes	No	No
Notes: SU = Significant unavoidable impact; SM = Significant impact, but can be mitigated to a less than significant level; LTS = Less than significant impact; and NI = No impact. **Bold** text indicates being environmentally superior to the proposed project where the impact is to a lesser extent.			

SECTION 8.0 REFERENCES

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SECTION 9.0 LEAD AGENCY AND CONSULTANTS

9.1 LEAD AGENCY

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SECTION 10.0 ACRONYMS AND ABBREVIATIONS

ABAG	Association of Bay Area Governments
ACM	Asbestos-containing material
AIA	Airport Influence Area
ALUCP	Airport Land Use Compatibility Plan
BAAQMD	Bay Area Air Quality Management District
Bgs	Below ground surface
BMPs	Best Management Practices
Btu	British thermal units
CalARP	California Accidental Release Program
CAL FIRE	California Department of Forestry and Fire Protection
Cal/OSHA	California Department of Industrial Relations, Division of Occupational Safety and Health
CalTrans	California Department of Transportation
CAP	Clean Air Plan
CARB	California Air Resources Board
CBC	California Building Code
C/CAG	City/County Association of Governments
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CEQA	California Environmental Quality Act
CFCs	Chlorofluorocarbons
CGS	California Geological Survey
CH_4	Methane
C-MU	Commercial - Mixed Use
CMP	Congestion Management Plan
CO	Carbon monoxide
CO_2	Carbon dioxide
CO_2e	Carbon dioxide equivalent
CRHR	California Register of Historical Resources

CUPA	Certified Unified Program Agency
DPM	Diesel particulate matter
DTSC	Department of Toxic Substances Control
DU	Dwelling unit
DWWR	Department of Water and Wastewater Resources
EIR	Environmental Impact Report
EO	Executive Order
EOC	Emergency Operations Center
EOP	Emergency Operations Plan
EPA	Environmental Protection Agency
EV	Electric Vehicle
FAA	Federal Aviation Administration
FAR	Federal Aviation Regulations
FEMA	Federal Emergency Management Agency
FHBM	Flood Hazard Boundary Map
FHSZ	Fire Hazard Severity Zones
FIRM	Flood Insurance Rate Maps
FMMP	Farmland Mapping and Monitoring Program
FTA	Federal Transit Administration
GHGs	Greenhouse gases
Gpcd	Gallons per capita per day
Gpd	Gallons per day
GWP	Global warming potential
HASP	Health and Safety Plan
HCP	Habitat Conservation Plan
HFCs	Hydrofluorocarbons
HI	Hazard Index
HSWA	Federal Hazardous and Solid Waste Amendments
HVAC	Heating, ventilation, and air conditioning
In./sec	Inches/second
ITE	Institute of Transportation Engineers
LBP	Lead-based paint
LID	Low-impact development

LOS	Level of service
MBTA	Migratory Bird Treaty Act
MEI	Maximally exposed individual
MGY	Million gallons per year
$MMTCO_2e$	Million metric tons of CO_2E
MND	Mitigated Negative Declaration
Mpg	Miles per gallon
Mph	Miles per hour
MRP	Municipal Regional Stormwater NPDES Permit
MTC	Metropolitan Transportation Commission
NAHC	Native American Heritage Commission
NCFA	North County Fire Authority
NCP	National Contingency Plan
NESHAP	National Emission Standards for Hazardous Air Pollutants
NFIP	National Flood Insurance Program
NHPA	National Historic Preservation Act
N_2O	Nitrous oxide
NOD	Notice of Determination
NOI	Notice of Intent
NO_x	Nitrogen oxide
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
NSFHA	Non-Special Flood Hazard Area
NSMCSD	North San Mateo County Sanitation District
O_3	Ground-level ozone
OITC	Outdoor-Indoor Transmission Class
OPR	Office of Planning and Research
PCBs	Polychlorinated biphenyls
PCE	Peninsula Clean Energy
PD	Planned Development
PDAs	Priority Development Areas
PFCs	Perfluorocarbons
PM	Particulate matter

PPV	Peak particle velocity
RAW	Removal Action Workplan
RCRA	Resource Conservation and Recovery Act
RHNA	Regional Housing Need Allocation
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCS	Sustainable Communities Strategy
Sf	Square feet
SF_6	Sulfur hexafluoride
SFHA	Special Flood Hazard Area
SFO	San Francisco International Airport
SFPUC	San Francisco Public Utilities Commission
SHMA	Seismic Hazards Mapping Act
SMARA	Surface Mining and Reclamation Act
SMCEHSD	San Mateo County Environmental Health Services Division
SMGB	State Mining and Geology Board
SMOA	San Mateo County Operational Area
SO_x	Sulfur oxide
SR	State Route
STC	Sound Transmission Class
STLC	Soluble Threshold Limit Concentration
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	Toxic air contaminant
TAZ	Transportation Analysis Zone
TCRs	Tribal Cultural Resources
TIA	Traffic Impact Analysis
TSCA	Toxic Substances Control Act
USACE	United States Army Corps of Engineers
USFWS	United States Fish and Wildlife Service
UWMP	Urban water management plan
VMT	Vehicle miles traveled

Mitigation Monitoring and Reporting Program

Serramonte Del Rey Campus Redevelopment Project

November 2023

MITIGATION MONITORING AND REPORTING PROGRAM Serramonte Del Rey Campus Redevelopment Project				
Impacts	**Mitigation and/or Avoidance Measure(s)**	**Timeframe and Responsibility for Implementation**	**Method of Compliance**	**Oversight of Implementation**
Air Quality				
Impact AIR-2: The project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard. **(Less than Significant Impact with Mitigation Incorporated)**	**MM AIR-2.1:** BAAQMD Best Management Practices: The project shall implement the Bay Area Air Quality Management District's (BAAQMD's) recommended best management practices (BMPs) and additional measures to reduce construction equipment exhaust emissions. These measures shall include the following: • All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered three times a day and at a frequency adequate to maintain minimum soil moisture of 12 percent. Moisture content shall be verified by lab samples or moisture probe. • All haul trucks transporting soil, sand, or other loose material off-site shall be covered. • All visible mud or dirt track-out onto adjacent public roads shall be removed using a wet power vacuum street sweeper at least once per day. The use of dry power sweeping shall be prohibited. • All vehicle speeds on unpaved roads shall be limited to 15 mph.	The project applicant and contractors shall be responsible for implementing the mitigation measures during all phases of construction.	All measures shall be printed on all construction documents, contracts, and project plans and shall be reviewed by the Director of Economic and Community Development prior to the issuance of a demolition or grading permit.	Director of Economic and Community Development

MITIGATION MONITORING AND REPORTING PROGRAM Serramonte Del Rey Campus Redevelopment Project				
Impacts	**Mitigation and/or Avoidance Measure(s)**	**Timeframe and Responsibility for Implementation**	**Method of Compliance**	**Oversight of Implementation**
	• All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used. • All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation. • Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations. • All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph and visible dust extends beyond site boundaries. • Wind breaks (e.g., trees, fences) shall be installed on the windward side(s) of actively disturbed areas of construction adjacent to			

MITIGATION MONITORING AND REPORTING PROGRAM Serramonte Del Rey Campus Redevelopment Project				
Impacts	**Mitigation and/or Avoidance Measure(s)**	**Timeframe and Responsibility for Implementation**	**Method of Compliance**	**Oversight of Implementation**
	sensitive receptors. Wind breaks should have at maximum 50 percent air porosity. • Vegetative ground cover (e.g., fast-germinating native grass seed) shall be planted in disturbed areas as soon as possible and watered appropriately until vegetation is established. • The simultaneous occurrence of excavation, grading, and ground-disturbing construction activities on the same area at any one time shall be limited. Activities shall be phased to reduce the amount of disturbed surfaces at any one time. • Avoid tracking of visible soil material on to public roadways by employing the following measures if necessary: (1) Site accesses to a distance of 100 feet from public paved roads shall be treated with a 6 to 12-inch compacted layer of wood chips, mulch, or gravel and (2) washing truck tires and construction equipment of prior to leaving the site. • Sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways from sites with a slope greater than one percent.			

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Impacts	**Mitigation and/or Avoidance Measure(s)**	**Timeframe and Responsibility for Implementation**	**Method of Compliance**	**Oversight of Implementation**
	MM AIR-2.2: Selection of Construction Equipment: All construction equipment larger than 25 horsepower used at the site for more than two continuous days or 20 hours total shall meet U.S. Environmental Protection Agency (EPA) Tier 4 emission standards PM (PM10 and PM2.5), if feasible, otherwise, • Use equipment that meets U.S. EPA emission standards for Tier 2 or 3 engines and include particulate matter emissions control equivalent to California Air Resources Board (CARB) Level 3 verifiable diesel emission control devices that altogether achieve a 50-percent reduction in particulate matter exhaust in comparison to uncontrolled equipment; alternatively (or in combination). • Use of electrical or non-diesel fueled equipment. Alternatively, the applicant may develop another construction operations plan demonstrating that the construction equipment used on-site would achieve a reduction in construction diesel particulate matter emissions by 70 percent or greater. Elements of the plan could include a combination of some of the following measures:	The applicant and contractors shall be responsible for implementing the mitigation measures during all phases of construction. If the applicant develops an alternative construction operation plan, the applicant shall be responsible for obtaining a qualified air quality expert to review the construction operation plan.	All measures shall be printed on all construction documents, contracts, and project plans and shall be reviewed by the Director of Economic and Community Development prior to the issuance of a demolition or grading permit. If an alterative construction operation plan is developed, that plan shall be reviewed by a qualified air quality expert and the the Director of Economic and Community	Director of Economic and Community Development

MITIGATION MONITORING AND REPORTING PROGRAM Serramonte Del Rey Campus Redevelopment Project				
Impacts	**Mitigation and/or Avoidance Measure(s)**	**Timeframe and Responsibility for Implementation**	**Method of Compliance**	**Oversight of Implementation**
	• Implementation of Tier 4 or alternatively fueled equipment, • Installation of electric power lines during early construction phases to avoid use of diesel generators and compressors, • Use of electrically-powered equipment, • Forklifts and aerial lifts used for exterior and interior building construction shall be electric or propane/natural gas powered, • Change in construction build-out plans to lengthen phases, and • Implementation of different building techniques that result in less diesel equipment usage. Such a construction operations plan would be subject to review by an air quality expert and approved by the City prior to construction.		Development prior to the issuance of a demolition or grading permit.	
	MM AIR-2.3: Low Volatile Organic Compounds (VOC) Coating: The project shall use low volatile organic compound or VOC (i.e., ROG) coatings, that are below current BAAQMD requirements (i.e., Regulation 8, Rule 3: Architectural Coatings), for at least 50 percent of all residential and nonresidential interior paints and 50 percent of exterior paints. This	The applicant and contractors shall be responsible for implementing the mitigation measures during all phases of construction.	All measures shall be printed on all construction documents, contracts, and project plans and shall be reviewed	Director of Economic and Community Development

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Impacts	**Mitigation and/or Avoidance Measure(s)**	**Timeframe and Responsibility for Implementation**	**Method of Compliance**	**Oversight of Implementation**
	includes all architectural coatings applied during both construction and reapplications throughout the project's operational lifetime. At least 50 percent of coatings applied must meet a "super-compliant" VOC standard of less than 10 grams of VOC per liter of paint. For reapplication of coatings during the project's operational lifetime, the Declaration of Covenants, Conditions, and Restrictions shall contain a stipulation for low VOC coatings to be used.		by the Director of Economic and Community Development prior to the issuance of a building permit.	
Impact AIR-3: The project would not expose sensitive receptors to substantial pollutant concentrations. **(Less than Significant Impact with Mitigation Incorporated)**	**MM AIR-3.1:** Prior to the issuance of a grading permit, the applicant shall provide the City with the most recent construction phasing schedule by parcel for buildout of the proposed Precise Plan. If the most recent construction phasing schedule increases the number of units per construction phase compared to the construction phasing assumed in the air quality analysis of this EIR, the applicant shall prepare an updated community health risk assessment to confirm that the new phasing will not result in any new or more significant air quality impacts not previously disclosed in this EIR. The updated community health risk assessment shall be reviewed and approved by the Director of Community Development or Director's designee.	Prior to the start of construction, the applicant shall submit most recent construction phasing schedule to the Economic and Community Development Department.	The applicant shall submit the most recent construction phasing schedule and/or updated community health risk assessment for review and approval by the Director of Economic and Community Development prior to the issuance of a demolition or grading permit.	Director of Economic and Community Development

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Impacts	**Mitigation and/or Avoidance Measure(s)**	**Timeframe and Responsibility for Implementation**	**Method of Compliance**	**Oversight of Implementation**
Biological Resources				
Impact BIO-1: The project would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS. **(Less than Significant Impact with Mitigation Incorporated)**	**MM BIO-1.1:** • If construction is initiated during the non-breeding season (September 1 to January 31), then vegetation removal, building demolition and other construction may proceed with no restrictions. • If initial building demolition, vegetation removal, and construction is proposed during the nesting season (February 1 to August 31), a focused survey for nesting raptors and other native birds shall be conducted by a qualified biologist within 14 days prior to the onset of construction in order to determine whether any active nests are present on the site and surrounding area within 250 feet of proposed construction. The survey shall be reconducted any time construction has been delayed or curtailed for more than 14 days during the nesting season. • If no active nests are identified during the construction survey period, then building demolition, vegetation removal, and other construction may proceed with no restrictions. • If active bird nests are found, an adequate setback shall be established by a qualified	The project applicant and contractors shall be responsible for implementing the mitigation measures prior to project construction, including tree removals or building demolition.	All measures shall be printed on all construction documents, contracts, and project plans and shall be reviewed by the Director of Economic and Community Development prior to the issuance of a demolition or grading permit. A final report of nesting birds, including any protection measures, shall be submitted to the Director of Community Development prior to the issuance of a	Director of Economic and Community Development

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Impacts	**Mitigation and/or Avoidance Measure(s)**	**Timeframe and Responsibility for Implementation**	**Method of Compliance**	**Oversight of Implementation**
	biologist, approved by the City Planning Division, around the nest location and construction activities restricted within this no-disturbance zone until the qualified biologist has confirmed that any young birds have fledged and are able to function outside the nest location. Required setback distances for the no-disturbance zone shall be based on input received from the CDFW and may vary depending on species and sensitivity to disturbance. As necessary, the no-disturbance zone shall be fenced with temporary orange construction fencing if construction is to be initiated elsewhere on the site outside this zone. • A report of findings shall be prepared by the qualified biologist and submitted to the Director of Community Development or Director's designee for review and approval prior to initiation of construction during the nesting season (February 1 to August 31). The report shall either confirm absence of any active nests or should confirm that any young are located within a designated no-disturbance zone and construction can proceed. No report of findings is required if construction is		grading permit or demolition permit, and any tree removal	

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Impacts	**Mitigation and/or Avoidance Measure(s)**	**Timeframe and Responsibility for Implementation**	**Method of Compliance**	**Oversight of Implementation**
	initiated during the non-nesting season (September 1 to January 31) and continues uninterrupted according to the above criteria.			
	MM BIO-1.2: Adequate measures shall be taken to avoid roosting by special-status bat species as a result of tree removal and building demolition, specifically: • To the extent feasible, any tree removal or trimming that is deemed necessary by a certified arborist to maintain tree health shall be conducted outside of the bat maternity season (i.e., generally avoiding tree removal or trimming April through October). • Building demolition shall, to the extent feasible, be conducted outside of the bat maternity season (i.e., generally avoiding demolition April through October). • If tree removal, trimming, or building demolition occurs within bat maternity season (i.e., generally April through October), a pre-construction bat roost assessment shall be conducted by a qualified biologist at least 14 days and no more than 30 days prior to tree removal or building demolition to determine if bats roosts are present that may be impacted by project activities.	The project applicant and contractors shall be responsible for implementing the mitigation measures prior to project construction, including tree removal and building demolition.	All measures shall be printed on all construction documents, contracts, and project plans and shall be reviewed by the Director of Economic and Community Development prior to the issuance of a demolition or grading permit. A final report of bats, including any protection measures, shall be submitted to the Director of Community Development prior	Director of Economic and Community Development

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Impacts	**Mitigation and/or Avoidance Measure(s)**	**Timeframe and Responsibility for Implementation**	**Method of Compliance**	**Oversight of Implementation**
	• If special-status bat species or maternity roosts are detected during these surveys, a qualified biologist shall identify any additional measures required to protect the roosts, such as including avoidance of the roosts until the end of the maternity roosting season. The qualified biologist shall also contact the California Department of Fish and Wildlife (CDFW) and coordinate with CDFW on measures to protect the roosts. • Regardless of the timing of tree removal or trimming activities, all felled trees or large limbs shall remain on the ground for at least 24-hours prior to chipping, off-site removal, or other processing to allow any roosting individual bats to vacate the premises of their own volition. A report of findings shall be prepared by the qualified biologist and submitted to the Director of Community Development or Director's designee for review and approval prior to initiation of construction during the maternity roosting season (April through October). The report shall either confirm absence of any active maternity roosts or specify any additional measures necessary to protect roosts until the end of the		to the issuance of a grading permit or demolition permit, and any tree removal	

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Impacts	**Mitigation and/or Avoidance Measure(s)**	**Timeframe and Responsibility for Implementation**	**Method of Compliance**	**Oversight of Implementation**
	maternity roosting season. No report of findings is required if construction is initiated during the non-maternity roosting season (November through March) and continues uninterrupted according to the above criteria.			
Cultural Resources				
Impact CUL-2: The project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5. **(Less than Significant Impact with Mitigation Incorporated)**	**MM CUL-2.1:** Undiscovered Archaeological Resources. If evidence of an archaeological site or other suspected cultural resource as defined by CEQA Guideline Section 15064.5, including darkened soil representing past human activity ("midden"), that could conceal material remains (e.g., worked stone, worked bone, fired clay vessels, faunal bone, hearths, storage pits, or burials) is discovered during construction related earth-moving activities, all ground-disturbing activity within 100 feet of the resources shall be halted and the City's Planning Manager shall be notified. The project sponsor shall hire a qualified archaeologist to conduct a field investigation. the City's Planning Manager shall consult with the archaeologist to assess the significance of the find. Impacts to any significant resources shall be mitigated to a less-than-significant level through data recovery or other methods determined adequate by a qualified archaeologist and that are consistent with the Secretary of the Interior's	The project applicant and contractors shall be responsible for implementing the mitigation measures before and during all phases of construction.	All measures shall be printed on all construction documents, contracts, and project plans and shall be reviewed by the Director of Economic and Community Development prior to the issuance of a demolition or grading permit.	Director of Economic and Community Development

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Impacts	**Mitigation and/or Avoidance Measure(s)**	**Timeframe and Responsibility for Implementation**	**Method of Compliance**	**Oversight of Implementation**
	Standards for Archaeological documentation. Any identified cultural resources shall be recorded on the appropriate DPR 523 (A-J) form and filed with the NWIC. **MM CUL-2.2:** Report of Archaeological Resources. If archaeological resources are identified, a final report summarizing the discovery of cultural materials shall be submitted to the City's Planning Manager prior to issuance of certificate of occupancy. This report shall contain a description of the mitigation program that was implemented and its results, including a description of the monitoring and testing program, a list of the resources found and conclusion, and a description of the disposition/curation of the resources.		If archaeological resources are identified, a final report shall be submitted to the City's Planning Manager prior to issuance of certificate of occupancy.	
Impact CUL-3: The project would not disturb any human remains, including those interred outside of dedicated cemeteries. **(Less than Significant Impact with Mitigation Incorporated)**	**MM CUL-3.1:** Human Remains. If human remains are discovered during project construction, all ground-disturbing activity within 100 feet of the resources shall be halted and the City's Planning Manager and the San Mateo County coroner shall be notified immediately, according to Section 5097.98 of the State Public Resources Code and Section 7050.5 of California's Health and Safety Code. If the remains are determined by the County coroner to be Native American, the Native American Heritage Commission	The project applicant and contractors shall be responsible for implementing the mitigation measures during all phases of construction.	All measures shall be printed on all construction documents, contracts, and project plans and shall be reviewed by the Director of Economic and Community	Director of Economic and Community Development

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Impacts	**Mitigation and/or Avoidance Measure(s)**	**Timeframe and Responsibility for Implementation**	**Method of Compliance**	**Oversight of Implementation**
	(NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. The project sponsor shall also retain a professional archaeologist with Native American burial experience to conduct a field investigation of the specific site and consult with the Most Likely Descendant, if any, identified by the NAHC. As necessary, the archaeologist may provide professional assistance to the Most Likely Descendant, including the excavation and removal of the human remains. The City of Daly City shall be responsible for approval of recommended mitigation as it deems appropriate, taking account of the provisions of State law, as set forth in CEQA Guidelines section 15064.5(e) and Public Resources Code section 5097.98. The project sponsor shall implement approved mitigation, to be verified by the City of Daly City, before the resumption of ground-disturbing activities within 100 feet of where the remains were discovered.		Development prior to the issuance of demolition or grading permits.	
Geology and Soils				
Impact GEO-6: The project would not directly or indirectly destroy a unique paleontological resource	**MM GEO-6.1:** Unique Paleontological and/or Geologic Features and Reporting. Should a unique paleontological resource or site or unique geological feature be identified at the project site during any phase of construction, all ground disturbing activities	The project applicant and contractors shall be responsible for implementing the	All measures shall be printed on all construction documents, contracts, and	Director of Economic and Community Development

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or site or unique geological feature. **(Less than Significant Impact with Mitigation Incorporated)**	within 25 feet shall cease and the City's Planning Director notified immediately. A qualified paleontologist shall evaluate the find and prescribe mitigation measures to reduce impacts to a less than significant level. Work may proceed on other parts of the project site while mitigation for paleontological resources or geologic features is implemented. Upon completion of the paleontological assessment, a report shall be submitted to the City and, if paleontological materials are recovered, a paleontological repository, such as the University of California Museum of Paleontology.	mitigation measures during all phases of construction.	project plans and shall be reviewed by the Director of Economic and Community Development prior to the issuance of demolition or grading permits. If completed, the paleontological assessment shall be submitted to the City prior to issuance of occupancy permits.	
Hazards and Hazardous Materials				
Impact HAZ-2: The project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident	**MM HAZ-2.1:** Prior to the issuance of demolition, grading, or building permits for projects on Parcels C-E, the applicant shall remove the existing underground storage tanks (USTs) and aboveground storage tanks (ASTs) in accordance with the San Mateo County Department of Environmental Health's (SMCDEH) Underground Storage Tank Program and Aboveground	Prior to issuance of demolition, grading , or building permits allowing any demolition or construction activities on Parcels	Prior to the issuance of demolition, grading, or building permits on Parcels C-E, the applicant shall	Director of Economic and Community Development and San Mateo County Department of

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Impacts	**Mitigation and/or Avoidance Measure(s)**	**Timeframe and Responsibility for Implementation**	**Method of Compliance**	**Oversight of Implementation**
conditions involving the release of hazardous materials into the environment. **(Less than Significant Impact with Mitigation Incorporated)**	Petroleum Storage Tank Program. During removal of the ASTs and USTs, contractors shall observe for staining and spilled contaminants. If stains and/or spills are observed, an Environmental Professional shall be retained to collect soil samples for laboratory analysis in accordance with commonly accepted environmental protocols. If contaminants are identified at concentrations exceeding applicable screening levels published by the RWQCB, DTSC and/or EPA , appropriate mitigation measures, such as, but not limited to, a Soil Management Plan and Health Safety Plan, shall be incorporated into the demolition permit. Approval by an appropriate regulatory agency (i.e., RWQCB, DTSC or SMCDEH) shall be obtained prior to conducting earthwork activities in the vicinity of the impacted soil. The applicant shall provide documentation of the safe removal of all existing USTs and ASTs consistent with SMCDEH requirements to Director of Economic and Community Development or Director's designee for review and approval.	C-E, the applicant shall be responsible for removing the existing underground and aboveground storage tanks.	remove the existing underground and aboveground storage tanks in accordance with the San Mateo County Department of Environmental Health's (SMCDEH) Underground Storage Tank Program and Aboveground Petroleum Storage Tank Program. Confirmation from the SMCDEH of the tank removal shall be submitted to the Director of Economic and Community	Environmental Health

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Impacts	**Mitigation and/or Avoidance Measure(s)**	**Timeframe and Responsibility for Implementation**	**Method of Compliance**	**Oversight of Implementation**
			Development for review. If residual contamination is found during removal of the tanks, the applicant shall obtain cleanup approval from San Mateo County Department of Environmental Health prior to conducting earthwork activities in the vicinity of the impacted soil. The San Mateo County Department of Environmental Health approval shall be submitted to the Director of	

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Impacts	**Mitigation and/or Avoidance Measure(s)**	**Timeframe and Responsibility for Implementation**	**Method of Compliance**	**Oversight of Implementation**
			Economic and Community Development for review.	
Noise and Vibration				
Impact NOI-1: The project would not result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. **(Less than Significant Impact with Mitigation Incorporated)**	**MM NOI-1.1:** The applicant shall develop a construction noise control plan for each construction phase, including, but not limited to, the following available controls: • Construct temporary noise barriers, where feasible, to screen stationary noise-generating equipment. Temporary noise barrier fences would provide a 5 dBA noise reduction if the noise barrier interrupts the line-of-sight between the noise source and receptor and if the barrier is constructed in a manner that eliminates any cracks or gaps. • Construct a temporary noise barrier, where feasible, between Parcel C and Shasta High School to screen noise-generating equipment. Temporary noise barrier fences would provide a 7 dBA noise reduction if the noise barrier interrupts the line-of-sight between the noise source and receptor and if the barrier is constructed in a manner that eliminates any cracks or gaps. To achieve a 7 dBA of noise	The project applicant and contractors shall be responsible for implementing the mitigation measures during all phases of construction.	All measures shall be printed on all construction documents, contracts, and project plans and shall be reviewed by the Director of Economic and Community Development prior to the issuance of a demolition, grading, or building permit.	Director of Economic and Community Development

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Impacts	**Mitigation and/or Avoidance Measure(s)**	**Timeframe and Responsibility for Implementation**	**Method of Compliance**	**Oversight of Implementation**
	reduction the temporary barrier shall block line of sight to the top of the Shasta High School building windows. • Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment. • Unnecessary idling of internal combustion engines should be strictly prohibited. • Locate stationary noise-generating equipment, such as air compressors or portable power generators, as far as possible from sensitive receptors as feasible. If they must be located near receptors, adequate muffling (with enclosures where feasible and appropriate) shall be used to reduce noise levels at the adjacent sensitive receptors. Any enclosure openings or venting shall face away from sensitive receptors. • Utilize "quiet" air compressors and other stationary noise sources where technology exists. • Construction staging areas shall be established at locations that will create the greatest distance between the construction-related noise			

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Impacts	**Mitigation and/or Avoidance Measure(s)**	**Timeframe and Responsibility for Implementation**	**Method of Compliance**	**Oversight of Implementation**
	sources and noise-sensitive receptors nearest the project site during all project construction. • Locate material stockpiles, as well as maintenance/equipment staging and parking areas, as far as feasible from residential receptors. • Route construction-related traffic along major roadways and as far as feasible from sensitive receptors. • Locate material stockpiles, as well as maintenance/equipment staging and parking areas, as far as feasible from residential receptors. • Control noise from construction workers' radios to a point where they are not audible at existing residences bordering the project site. • The contractor shall prepare a detailed construction schedule for major noise-generating construction activities. The construction plan shall identify a procedure for coordination with adjacent residential land uses so that construction activities can be scheduled to minimize noise disturbance. • Designate a "disturbance coordinator" who would be responsible for responding to any complaints about construction noise. The			

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	disturbance coordinator will determine the cause of the noise complaint (e.g., bad muffler, etc.) and will require that reasonable measures be implemented to correct the problem. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include in it the notice sent to neighbors regarding the construction schedule.			
Transportation				
Impact TRN-2: The project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b). **(Less than Significant Impact with Mitigation Incorporated)**	**MM TRN-2.1:** Prior to issuance of building permits, the project applicant shall develop a transportation demand management (TDM) plan for the proposed project (except for the Parcel A development project which has already been occupied) in accordance with C/CAG's Transportation Demand Management Policy Implementation Guide, including any anticipated phasing, and shall submit the TDM Plan to the City for review and approval. The TDM Plan shall identify trip reduction strategies as well as mechanisms for funding and overseeing the delivery of trip reduction programs and strategies. The TDM Plan shall be designed to achieve the trip reduction, as required to reduce the VMT per resident from 12.0 to 11.6. The TDM Plan shall describe which measures apply to the entire site and which, if any, apply on a parcel-by-parcel basis.	Prior to issuance of building permits, the applicant shall develop a TDM Plan that identifies trip reduction strategies to reduce vehicle miles traveled (VMT) per resident from 12.0 to 11.6. The project applicant shall be responsible for implementing a TDM Plan prior to building occupancy	The TDM Plan shall be submitted to the City Traffic Engineer for review and approval. The results of the biennial reviews shall be submitted to the City Traffic Engineer for review and approval. If the program's VMT reduction	City Traffic Engineer

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Impacts	**Mitigation and/or Avoidance Measure(s)**	**Timeframe and Responsibility for Implementation**	**Method of Compliance**	**Oversight of Implementation**
	Trip reduction strategies applicable to the proposed project may include, but are not limited to, the following: • Provide Secure and Accessible Bike Parking • Provide Bicycle Maintenance Facilities • Price and Unbundle Parking • Provide Carpooling Programs • Implement Car-Sharing Program • Implement Loaner Bike Program • Provide a Transit Riders Guide • Provide a Dedicated Transportation Coordinator • Provide an Online TDM Information Center • Free Trial Rides on Transit Services • Implement a Subsidized or Discounted Transit Program The TDM plan shall indicate the estimated Vehicle Trip Reduction (VTR) for each strategy proposed based on published research or guidelines. For TDM measures containing ongoing operational VTR strategies, the TDM plan shall include an ongoing monitoring and enforcement program to ensure the Plan is implemented on an ongoing basis during project operation. For VTR strategies involving	and shall conduct annual evaluations of the effectiveness of the TDM Plan for the first six years of occupancy.	goals are not satisfied, site management shall prepare and submit for City approval a Corrective Action Plan. The Corrective Action Plan shall detail the additional TDM measures to be implemented on site and their expected travel/mode split reduction. Additional annual travel surveys and driveway counts shall be conducted for the two years following the implementation of the Corrective Action Plan to determine if the	

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Impacts	**Mitigation and/or Avoidance Measure(s)**	**Timeframe and Responsibility for Implementation**	**Method of Compliance**	**Oversight of Implementation**
	physical improvements, the project shall obtain the necessary permits/approvals from the City and install the improvements prior to building occupancy. Applicant will resubmit TDM Plan if there is a material adverse impact resulting from a change from the permitted uses (i.e., unit count, use type, phasing). The TDM Plan shall require annual evaluation of the program by the property owner, to determine if the program goals in reducing automobile travel are satisfied and to assess the effectiveness of the various strategies implemented. The property owner shall be required to conduct biennial self-certification for the first six years of project occupancy per the C/CAG TDM Program. The property owner shall conduct annual travel surveys and driveway counts to monitor the amount of automobile travel generated by the project. The goal of the TDM Plan and programs shall be to reduce the project's daily VMT per resident from 12.0 to 11.6. Based on the results of the surveys, the TDM programs shall be increased if these requirements are not met. Annual travel surveys and driveway counts (TDM program monitoring) shall be conducted for the first two years following project occupancy. The results of the monitoring program and travel surveys shall be submitted to the City for review and approval. If the program VMT reduction goals are		program's VMT reduction goals are satisfied.	

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Impacts	**Mitigation and/or Avoidance Measure(s)**	**Timeframe and Responsibility for Implementation**	**Method of Compliance**	**Oversight of Implementation**
	met in the first six years, annual monitoring and surveys shall be suspended. If the program's VMT reduction goals are not satisfied, site management shall prepare and submit for City approval a Corrective Action Plan. The Corrective Action Plan shall detail the additional TDM measures to be implemented on site and their expected travel/mode split reduction. Additional annual travel surveys and driveway counts shall be conducted for the two years following the implementation of the Corrective Action Plan to determine if the program's VMT reduction goals are satisfied.			
Impact TRN-3: The project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). **(Less than Significant Impact with Mitigation Incorporated)**	**MM TRN-3.1:** A Construction Traffic Management Plan shall be developed and implemented to minimize impacts to the transportation system. The Construction Traffic Management Plan shall detail the Project's construction schedule, vehicle type time-of-day plans, route planning, advanced public notices of partial or full street closures or traffic diversion, and other strategies to reduce potential conflicts during construction. The plan shall include, but not be limited to, the following: • Identification of the traffic controls and methods proposed during each phase of Project construction. Provision of safe and adequate	The project applicant and contractors shall be responsible for implementing the mitigation measures during all phases of construction.	All measures shall be printed on all construction documents, contracts, and project plans and shall be reviewed by the City Traffic Engineer prior to the issuance of a demolition, grading, or building permit.	City Traffic Engineer

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	access for vehicles, transit, bicycles, and pedestrians. Traffic controls and methods employed during construction shall be in accordance with Daly City standards and the requirements of the California Manual of Uniform Traffic Control Devices (CA MUTCD 2014, Revision 6). • Provision of notice to relevant emergency services, thereby avoiding interference with adopted emergency plans, emergency vehicle access, or emergency evacuation plans. • A prohibition on all construction truck activity during the weekday morning and evening peak commute periods (7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m.). • Preservation of emergency vehicle access. • Identification of approved truck routes in communication with Daly City staff. • Location of staging areas and the location of construction worker parking. • Identification of the means and locations of the separation (i.e. fencing) of construction areas and adjacent active uses. • The provision of flaggers at all on-site locations where construction trucks and			

MITIGATION MONITORING AND REPORTING PROGRAM Serramonte Del Rey Campus Redevelopment Project				
Impacts	**Mitigation and/or Avoidance Measure(s)**	**Timeframe and Responsibility for Implementation**	**Method of Compliance**	**Oversight of Implementation**
	construction worker vehicles conflict with vehicle, bicycle, transit, or pedestrian traffic. • Provision of a point of contact for residents to obtain construction information, have questions answered and convey complaints.			
	MM TRN-3.3: As part of the project's final design, each residential facility's garage entrance accessed via the public right of way shall be designed to provide adequate storage for expected vehicle queues. The amount of storage shall be calculated based on the individual garage size and forecast rates of arrival and departure. A minimum stacking distance of 25 feet shall be provided between the back of curb and gate installation at the entrance to each residential garage entrance. The purpose of this space is to minimize the instance of vehicles queued across sidewalks and bicycle facilities. These queue calculations shall be performed for each garage and submitted to the City Engineer with planning/building permit for review and approval.	Prior to issuance of a building permit, the applicant and contractors shall be responsible for including adequate queueing capacity for all parking garages.	The applicant shall prepare queue calculations for all proposed parking garages to ensure adequate vehicle storage capacity. Queue calculations shall be reviewed and approved by the City Traffic Engineer prior to issuance of a building permit.	City Traffic Engineer
Impact TRN-4: The project would not result in inadequate emergency access. **(Less than Significant Impact**	**MM TRN-4.1:** In accordance with City and North County Fire Authority requirements and design standards, all future development within the project site shall provide even surface pavement, appropriate signage, delineation, and other features at all emergency access points and internal roadways to	Prior to issuance of a building permit, the applicant and contractors shall be responsible for complying with all	Provide evidence of approval from the North County Fire Authority for all emergency	City Traffic Engineer and North County Fire Authority

MITIGATION MONITORING AND REPORTING PROGRAM Serramonte Del Rey Campus Redevelopment Project				
Impacts	**Mitigation and/or Avoidance Measure(s)**	**Timeframe and Responsibility for Implementation**	**Method of Compliance**	**Oversight of Implementation**
with Mitigation Incorporated)	accommodate emergency vehicles. As part of the final design and permitting process, each proposed development shall seek and obtain approval from the North County Fire Authority.	North County Fire Authority emergency access design requirements.	access design requirements.	

Source: City of Daly City. *Serramonte Del Rey Campus Redevelopment Project Final Environmental Impact Report.* November 2023.

ORDINANCE NO._____

AN UNCODIFIED URGENCY ORDINANCE OF THE CITY COUNCIL OF THE CITY OF DALY CITY APPROVING A DEVELOPMENT AGREEMENT BETWEEN THE CITY OF DALY CITY AND THE JEFFERSON UNION HIGH SCHOOL DISTRICT DECLARING THE URGENCY THEREOF

THE CITY COUNCIL OF THE CITY OF DALY CITY HEREBY ORDAINS AS FOLLOWS:

SECTION 1. Authority. This Ordinance is adopted pursuant to the provisions set forth in Government Code Section 36937(b), Government Code Sections 65864 *et seq.*, and pursuant to other applicable law.

SECTION 2. Findings.

A. Pursuant to the police powers delegated to it by Article XI, Section 7 of the California Constitution, the City of Daly City ("City") may make and enforce laws that promote the public health, safety and general welfare of its residents.

B. California Government Code Section 65864 et seq. authorizes the City to enter into binding, long-term agreements ("Development Agreements") with persons or entities having legal or equitable interests in real property, for the development of the property that will provide certainty, definition, and commitment to developers as well as necessary public improvements required by development.

C. It is mutually beneficial to the City and the District to enter into a Development Agreement for the Project located at the Serramonte Del Rey campus in order to provide certainty and commitment to developers as well as to set forth the obligations of both Parties for the construction of the public improvements required by the development.

D. The Development Agreement provides for the redevelopment of campus to include up to 1,234 units of affordable and market-rate housing, up to 14,000 square feet of neighborhood-serving retail/commercial uses, and a Head Start Childcare facility. The site would be divided into six development parcels and additional street parcels with public access easements. Build-out of the site is anticipated to be over a ten-year period.

E. The Development Agreement provides deeper level of affordability than the City's Inclusionary Housing Ordinance, with the construction of 150 affordable housing units ranging from 23% Area Median Income ("AMI") and includes 24 units set aside for residents with Intellectual and Development Disabilities.

F. The Affordable Housing construction under the Development Agreement exceeds the City's Inclusionary Housing Ordinance by thirty-five percent.

G. City and Developer have reached mutual agreement and desire voluntarily to enter into the Development Agreement.

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H. On December 5,2023, the Planning Commission, held a duly noticed public hearing to consider the proposed Development Agreement and recommended that the City Council approve the Development Agreement.

I. The City Council considered the adoption of this urgency ordinance in accordance with Government Code § 36937 at a duly noticed public hearing on January 22, 2024, at which time it received and considered testimony from members of the public.

J. Government Code section 36937(b) authorizes the adoption of an urgency ordinance to protect the public health, safety and welfare and to ensure the City is in compliance with state law and certification of the Housing Element.

K. The City Council hereby determines that the proposed Development is necessary to protect the public against potential negative health, safety, and welfare impacts and to address the shortage of safe and affordable housing options for all income groups in the City.

BE IT ORDAINED by the City Council of the City of Daly City as follows:

Approval of the Development Agreement between the City and the District to develop the Project at Serramonte Del Rey campus is hereby granted, subject to the terms, time, limits, conditions and requirements of the "Development Agreement Between the City of Daly City and Jefferson Union High School District."

SECTION 3, Urgency Declared. In accordance with the authority granted the City under Government Code section 36937(b), and pursuant to the findings stated herein, the City Council hereby finds (1) that there exists a current and immediate threat to the public health, safety, and welfare requiring this change in the City's regulations governing loud and unruly gatherings, (2) that this ordinance is necessary for the immediate preservation of the public peace, health, and safety as set forth herein, and (3) that, therefore, this ordinance shall take effect immediately.

SECTION 4. General Plan Consistency. The Development Agreement is consistent with the General Plan of the City of Daly City.

SECTION 5. Severability. If any provision of this Ordinance is held by any court or by any Federal or State agency of competent jurisdiction, to be invalid as conflicting with any Federal or State law, rule or regulation now or hereafter in effect, or is held by such court or agency to be modified in any way in order to conform to the requirements of any such law, rule or regulation, such provision shall be considered a separate, distinct, and independent part of this Ordinance, and such holding shall not affect the validity and enforceability of all other provisions hereof. In the event that such law, rule or regulation is subsequently repealed, rescinded, amended or otherwise changed, so that the provision thereof which had previously been held invalid or modified is no longer in conflict with such law, rule or regulation, said provision shall thereupon return to full force and effect and shall thereafter be binding.

SECTION 6. Effective Date. This ordinance is an urgency ordinance enacted under California Government Code sections 36934 and 36937(b). This urgency ordinance is effective upon adoption by a four-fifths (4/5) vote of the City Council.

SECTION 7. Publication. This Mayor shall sign this ordinance and the City Clerk shall attest and certify to the passage and adoption of it, and within fifteen (15) days, publish once in a newspaper of general circulation circulated within the City of Daly City. The City Clerk shall post at City Hall a copy of the full text of this Ordinance in accordance with Government Code Section 65858 and 75090.

SECTION 8. Recordation of Development Agreement Within ten (10) days after the date upon which the City Manager executes the Development Agreement on behalf of the City, the City Clerk shall record the Development Agreement and this Ordinance with the County Recorder of the County of San Mateo.

The foregoing urgency ordinance was introduced and duly adopted by a four-fifths vote of the City Council of the City of Daly City at a regular meeting of the City Council, held on the _____ day of _____, 2024, by the following vote:

AYES, Councilmembers:_____

_____

NOES, Councilmembers:_____

ABSENT, Councilmembers:_____

_____
CITY CLERK OF THE CITY OF DALY CITY

APPROVED:

_____
MAYOR OF THE CITY OF DALY CITY

ORDINANCE NO._____

AN URGENCY ORDINANCE OF THE CITY COUNCIL OF THE CITY OF DALY CITY AMENDING THE DALY CITY ZONING MAP BY REZONNG – SITE TO PLANNED DEVELOPMENT ZONE (PD-31B) AND ESTABLISHING PLANNED DEVELOPMENT STANDARDS

(APN 091-211-230)
Serramonte Del Rey

WHEREAS, state law requires each city and county to adopt a General Plan containing at least seven elements, including a housing element. The housing element must be updated every eight years and is subject to detailed requires of State law and must be reviewed by the California Department of Housing and Community Development ("HCD").

WHEREAS, housing element law requires local governments to adequately plan to meet their existing and projected housing needs.

WHEREAS, The Housing Element process begins with HCD allocating a region's share of the statewide housing need to Councils of Governments (COG) based on California Department of Finance (DOF) population projections and regional population forecasts used in preparing regional transportation plans. In Daly City, the Association of Bay Area Governments (ABAG) serves as the regional COG in the San Francisco Bay Area. In coordination with local governments, ABAG allocates the region's share of the statewide need to the cities and counties in the Bay Area.

WHEREAS, under state law, the Department of Housing and Community Development ("HCD") completes an assessment of statewide housing needs. The HCD allocates the state's anticipated housing needs on a region-by-region basis, at different levels of affordability, based on established criteria. (Government Code §§65584.01, 65588.) The HCD establishes the Regional Housing Needs Allocation ("RHNA") to be included in the housing element of each locality.

WHEREAS, once the RHNA allocations are final; each locality is tasked with development a housing element to enact land use policies that will produce enough housing to meets its RHNA goals. (Government Code §§65583, 65583.2)

WHEREAS, the housing element must provide an inventory of sites available for residential development and asses constraints and market realities that affect the likely development activity at those sites, including land use regulations. Locality must make changes to their land use rules, including rezoning land, if needed to enable housing sufficient to meet their RHNA goals. (Government Code § 65583(c), 65583.2(h)).

WHEREAS, HCD has determined that the City of Daly City's (RHNA) allocation for the 2023-2031 planning period is 4,838 housing units, at different levels of affordability.

WHEREAS, the City of Daly City did not adopt the sixth cycle update to its housing element by the January 31, 2023 statutory deadline.

WHEREAS, on February 14, 2023, Californians for Homeownership, Inc. served the City with a lawsuit and writ of mandate to adopt the housing element.

WHEREAS, the City retained consultant Placeworks to assist with the development and adoption of an updated housing element and the City prepared and submitted a draft housing element to HCD in December 2023.

WHEREAS, under State law, the City's Housing Element must provide an inventory of planned projects and site for future development that provides a realistic path to satisfy the City's RHNA requirement, and all income levels throughout the 2023-2031 planning period.

WHEREAS, under the draft housing element includes the proposed new mixed-use project at 699 Serramonte Boulevard (the "Project") which consists of 1,113 residential units in the Cit, including units for 150 new low/very low-income units, 73 affordable moderate-income units, and 890 above-moderate income units.

WHEREAS, in order for the City's housing element to be certified by HCD, it is necessary for the units provided by the Project to be approved immediately in order to avoid the City being out of compliance with state law.

WHEREAS, failure to have a certified housing element would put the City at risk of losing its powers to deny housing projects in the future, including those that do not comply with the City's zoning and General Plan (i.e., Builder's Remedy projects).

WHEREAS, in order to comply with state law, as well as to resolve pending litigation, it is necessary that the City Council waive first reading and adopt an urgency ordinance approving the Planned Development PD 04-21-14997 for Planned Development PD-31B to be effective immediately.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF DALY CITY DOES HEREBY ORDAIN AS FOLLOWS:

SECTION 1. Urgency Declared. In accordance with the authority granted the City under Government Code section 36937(b), and pursuant to the findings stated herein, the City Council hereby finds (1) failure to approve the adopt the Zoning Ordinance immediately will result in the City being out of compliance with the state law and in violation of the Settlement Agreement Court Order and Stipulation in the pending litigation with Californians for Homeownership; (2) that this ordinance should be adopted immediately in order for the City to meet its legally required RHNA allocations; and (3) that, therefore, this ordinance shall take effect immediately.

SECTION 2. Findings.

1. The City Council finds and determines the foregoing recitals to be true and correct and hereby incorporates them into this ordinance.

2. The City Council finds that, as conditioned, Planned Development PD 04-21-14997 for Planned Development PD31-B is in compliance with Title 17 of the Daly City Municipal Code (Zoning Ordinance), as well as the General Plan of the City of Daly City, as amended and as to each element of the Daly City General Plan. Approval of the zone change will 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 of Daly City.

SECTION 3. Environmental Compliance – Mitigation Monitoring Program.

The City Council has reviewed the proposal under the requirements of the California Environmental Quality Act (CEQA) and has determined, that a Final Environmental Impact Report (FEIR). Pursuant to Section 21081.6 of the Public Resources Code and Section 15097 of the CEQA Guidelines, the Project requires adoption of a Mitigation and Monitoring Program (MMRP).

The City Council hereby approves the Mitigation Monitoring and Reporting Program (MMRP) for this project and hereinafter finds that the Final Environmental Impact Report and the MMRP complies and conforms with the California Environmental Quality Act and the Guidelines implementing the Act.

SECTION 4. Zoning Reclassification. The zoning as designated upon the "Official Zoning Map" of the City of Daly City, as adopted by Daly City Ordinance No. 635, and thereafter amended from time to time, is hereby changed as to the parcel identified on the attached map incorporated herein by this reference, to Planned Development Zoning PD-31B, which hereinafter provides for a change of boundary on the "Official Zoning Map" and the establishment of specific standards for development on the subject property. All improvement shall comply with the approved Planned Development Standards hereinafter adopted for Planned Development PD-31B.

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PLANNED DEVELOPMENT STANDARDS
PLANNED DEVELOPMENT ZONE PD-31B
SERRAMONTE DEL REY PRECISE PLAN

The purpose and intent of these Planned Development Standards is to replace the oning regulations contained in Planned Development Zoning District PD-31 for that portion of Planned Development PD-31 identified in the Serramonte Del Rey Precise Plan (Attachment "A") and replace PD-31A in its entirety with revised regulations, which shall be known as Planned Development Zoning District PD-31B.

I. GENERAL

1. When these Planned Development standards conflict with other sections of the Zoning Ordinance, these standards shall prevail only to the extent of the conflict. Where these planned development standards do not provide regulations, the Zoning Ordinance[1] shall apply as to the most similar land use or standard.

2. The contents of the Serramonte Del Rey Precise Plan dated September 1, 2023 (Attachment "A") are hereby incorporated by reference. When these Planned Development standards conflict with Serramonte Del Rey Precise Plan, these standards shall prevail only to the extent of the conflict.

3.

II. OBJECTIVE DEVELOPMENT STANDARDS

A. LAND USE

A.1 Permitted Uses

The following uses are permitted by right as part of Planned Development Zone PD-31:

1. RESIDENTIAL USES

Accessory dwelling units as permitted by the California Government Code
Apartment buildings meeting the density prescription contained herein
Townhouses[2]
Live work dwelling units[3]

---

[1] The Zoning Ordinance provisions that apply shall be those consistent with the Development Agreement, including without limitation its covenants concerning vested rights and, notwithstanding anything provision herein, nothing in the PD-31 zoning is intended to supersede the Development Agreement.

[2] Three story walk-up apartment townhouses are permitted as part of a multi-family residential of at least four stories on any parcel. Up to 15 walk-up apartment townhouses are permitted on a single parcel, not to exceed a maximum number of 40 walk-up apartment townhouses for the plan area.

[3] Live-work units combine residential and non-residential uses. Live-work units require business owner occupancy of the unit and that no less than 50 percent of the floor area is workspace. Live-above is permitted, where residential living space is above the

2. COMMERCIAL USES[4,5, 6]

Athletic clubs and health studios
Assembly uses, including churches, lodges, and social and meeting halls
Business and trade schools
Childcare facilities, day care centers, and play gyms
Food sales on a temporary basis, including farmer's markets and food truck sales where such uses are conducted on hardscape surfaces and do not displace any existing parking space
Offices use including professional office, medical and dental office, and medical clinics
Veterinarian offices
Personal service uses, including nail and hair salons, massage businesses where employees are licensed by the State of California
Restaurants that do not provide a drive-through window
Retail uses, including retail sales of beer, wine, and distilled spirits. where less than 50 percent of the store stock retail value is such products
Seasonal temporary uses (e.g. Christmas store)

3. COMMUNITY SERVICE USES[4]

Community center
Library

4. PUBLIC UTILITY AND PUBLIC SERVICE USES[7]

Pumping stations
Public utility buildings
Wireless communications facilities in accordance with the regulations specified in Chapter 17.39 of the Municipal Ordinance

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workspace, including a separation between the two uses, so that the commercial section can be independently leased out for limited use. Occupants of a live-work unit are required to maintain either a Daly City business license, or a Home Occupation Permit per City code requirements, and as permitted by San Mateo County, such as a microenterprise home kitchen operation. Live-work uses are not included in retail/commercial floor area limits.

[4] The uses prescribed in this list shall be permitted when proposed within a building containing residential uses that meet the density prescription identified in this ordinance. They shall not be permitted in freestanding buildings.

[5] Other commercial uses not listed here can be permitted at discretion of the Planning Manager.

[6] When a use is not specifically listed, it shall be assumed that when the unlisted use is similar to or less objectionable than a permitted use, such use shall be permitted in the district to the same requirements of the most similarly listed use. Otherwise, the use shall be presumed to be not allowed.

[7] The uses prescribed in this list shall be permitted when proposed on parcels containing residential uses that meet the density prescription identified in this ordinance. They shall not be permitted unless proposed in conjunction with residential buildings.

A.2 Use Permits

The following uses are permitted with a Use Permit in PD 31 zone:

At the Community Garden at Overlook Park on Parcel B, a Use Permit is required to replace the Community Garden with park and open space uses, including active and passive recreation, landscaping and structures incidental to such use. The City shall issue a use permit if the applicant demonstrates substantial evidence the Community Garden is not being substantially utilized, is being misused by any members of the community, or has otherwise become infeasible to operate.

A.3 Prohibited Uses

The following uses are not permitted with a Use Permit in PD-31 zone:

1. RESIDENTIAL USES

   Single-family attached or detached residential uses, and other similar uses, that do not meet the density prescription contained herein.

2. COMMERCIAL USES

   Retailers where more than 10 percent of the retail value of the store stock are firearms, such as handguns and long guns, in an open shopping format, or firearm parts, or any business that engages in the repair of firearms and/or firearm parts.

   Retail sales where 50 percent or more of the store stock retail value is products that are beer, wine, and distilled spirits.

   Retailer ales where 50 percent or more of the store stock retail value is products containing tobacco, electronic cigarettes, personal vaporizers, or electronic nicotine delivery systems

   Vehicle or equipment rental and vehicle storage

   Car wash and detailing shops

   Manufacturing uses

   Restaurants and any other uses providing a drive-through window.

   Service stations, including operational and physical expansions thereto.

A.4 Development Density

A.4.1 Residential

a. Maximum residential units permitted on each parcel are shown in Table 3.3 Permitted Residential Density by Parcel. The sum of the total residential units developed on all parcels A-F shall not exceed 1,235 units. Any two of parcels D, E and F may be developed with high-rise buildings up to 14 stories up to parcel maximums. There is no maximum residential density in dwelling units/acre.

b. Minimum residential density for any parcel shall be 45 dwelling units/acre and minimum density for the Precise Plan area overall shall be no less than 60 dwelling units per acre.

c. Minimum lot size shall be 10,000 square feet, Minimum lot width shall be 25 feet.

d. For the purpose of calculating minimum residential density, land area shall include the building and covered parking area of a parcel not including park, open space, private streets, private accessways, paths and trails, setbacks and hillsides with slopes greater than three percent.

A.4.2 Commercial

a. Parcels may provide retail/commercial square footage on the ground floor up to the maximum in Table 3.3, however the total retail/commercial square footage for the overall buildout of the Plan Area is limited to 14,000 sq.ft.

Table 3.3 Permitted Density by Parcel

PARCEL NUMBER	MAXIMUM RESIDENTIAL UNITS	MAXIMUM RETAIL - COMMERCIAL SQUARE FOOTAGE	MINIMUM RESIDENTIAL DENSITY OR UNITS
Parcel A	122	0	122
Parcel B	210	6,000 sq.ft.	45 DU/AC per parcel 60 DU/AC per plan area
Parcel C	152	8,000 sq.ft.*	45 DU/AC per parcel 60 DU/AC per plan area
Parcel D	270	8,000 sq.ft.	45 DU/AC per parcel 60 DU/AC per plan area
Parcel E	330	8,000 sq.ft.	45 DU/AC per parcel 60 DU/AC per plan area
Parcel F	400	8,000 sq.ft.	45 DU/AC per parcel 60 DU/AC per plan area

*Parcel C is permitted to build up to 2,800 sq. ft of daycare center facilities within its allotment of retail/commercial square footage.

A.5 Building Height

Permitted building height for the Plan Area is shown in Figure 3.3 Building Heights. For Parcels A, B, C, D, E and F, the height limit for a podium shall be 90 feet, and for Parcels D, E and F the height limit for a tower shall be 150 feet. Buildings can be any height up to these limits, provided the project meets the minimum density standard set forth herein. Townhouses shall be constructed with a minimum three-story building height. Multi-family building shall be constructed with a predominant building height of a four-story minimum.. Stepbacks are required at 65 feet in height, with locations as shown on Figure 3.3 Building Heights. Exceptions to the height limit are:

A.5.1 Ornamental architectural features, such as turrets, parapets, corner towers, or other accentuating features.

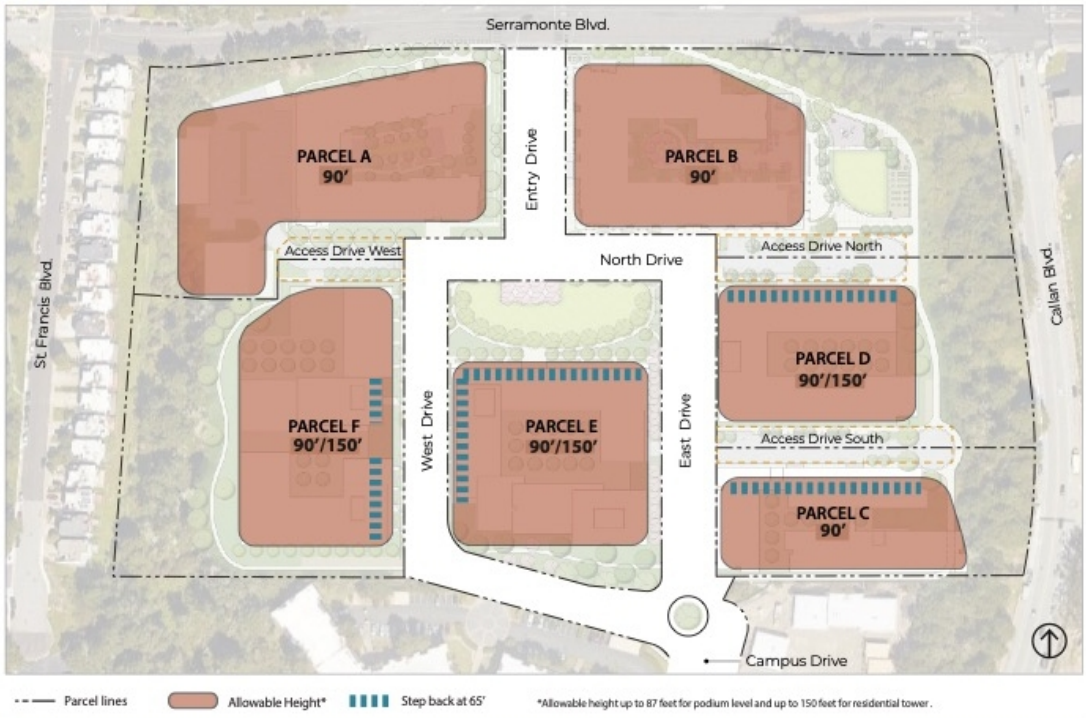
A.5.2 Mechanical and roof-mounted elevator core equipment up to a maximum of 18 feet above maximum height, provided their combined coverage does not exceed 30% of building roof area. Equipment less than four feet above maximum height is exempt from the coverage calculation.

A.5.3 Architectural and landscape screening designed to conceal mechanical and roof mounted equipment.

A.5.4 Sustainability elements, such as photovoltaic cells, small-scale wind turbines suitable for residential development, storm water catchment / treatment equipment, solar water heating equipment.

A.5.5 Enclosed amenity spaces to a height of 12 feet where roof is designed as an accessible outdoor common area if coverage of enclosed amenity space is no more than 30 percent of building roof area.

Figure 3.3 Building Heights



A.6 Street Frontage

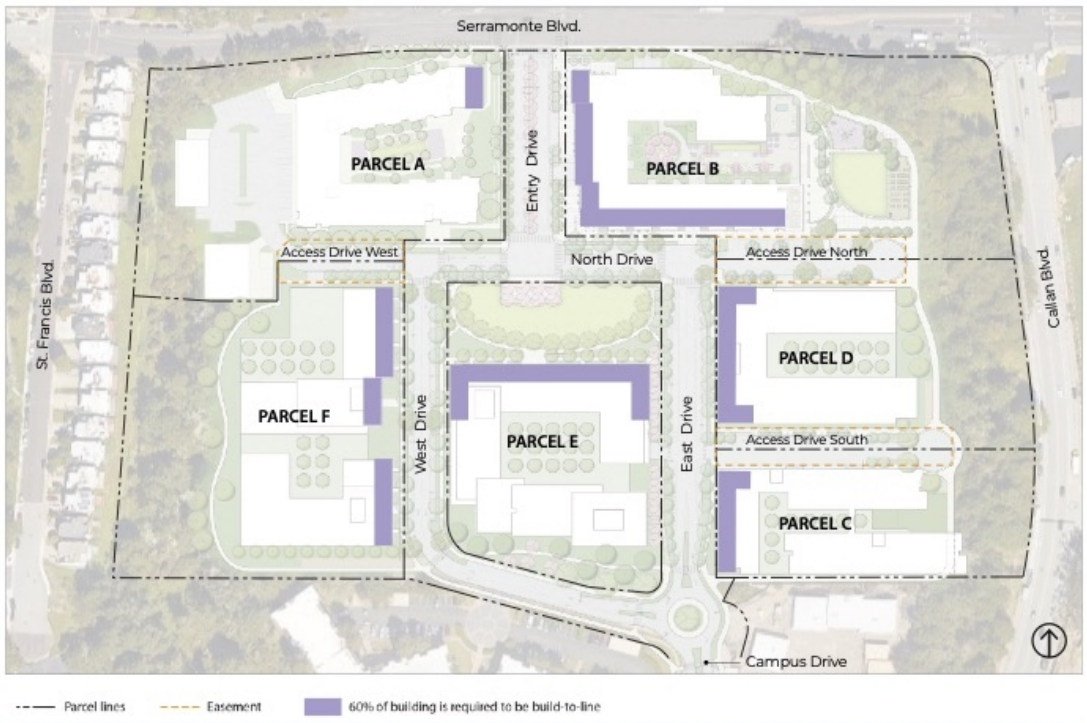
The Precise Plan utilizes build-to lines to define urban street and park frontages for buildings. Figure 3.4 Street Frontages indicates the location and percentage of building walls required to be located at a build-to line. A build-to line sets the location of the primary building wall. Table 3.4

Location of Build-to Line for Parcels specifies the distance in feet of the build-to line from a parcel boundary. Together, these standards set the location and street wall for buildings throughout the neighborhood.

Table 3.4: Location of Build-to-Line for Parcels

PARCEL	FRONTAGE	BUILD-TO LINE
Parcel A	Entry Drive Access Drive West	N/A N/A
Parcel B	Entry Drive North Drive/Access Drive North	Varies from 7.5 feet to 28 feet from north to south 43 feet
Parcel C	East Drive Access Drive South	2 feet 25 feet 9 inches
Parcel D	East Drive Access Drive North Access Drive South	6 feet 40 feet 40 feet
Parcel E	East Drive West Drive West Drive (southside) Central Green	14 feet 10 feet 15 feet (setback measured from Public Access Easement) 10 feet (setback measured from Public Access Easement)
Parcel F	West Drive Access Drive West	10 feet 40 feet

Figure 3.4 Street Frontage



Building frontage standards are:

A.6.1 The building frontage on all parcels shall comply with the percentage of building that is required to be aligned along the build-to-line, as shown in Figure 3.4.

A.6.2 The primary wall of a building shall align with the build-to line. The primary wall can be located up to 6 feet from a build-to-line. Ground floor building frontages may be recessed from the build-to line.

A.6.3 Balconies and other projections above 16' from ground level may encroach across the build-to line up to 6 feet, provided such projections meeting Building and Fire Codes, and do not interfere with underground infrastructure.

A.6.4 Building entry canopies, arcades, and galleries are permitted to encroach up to 15 feet across the build-to-line.

A.6.5 Stairs to podium level courtyards overlooking parks, stoops, and appropriate fencing can encroach up to 10' on the park side of a build-to line.

A.7 Ground Floor Use

The distribution of ground floor uses is essential to creating an active pedestrian environment. Figure 3.5 Ground Floor Use identifies the location, type and orientation of ground floor uses by parcel for the Plan Area. Five types of ground floor uses are defined as follows:

A.7.1 **Mixed- Use**. This requires a ground floor use of one or more of: retail, café, restaurant uses with outdoor dining, building entries, residential lobbies, commercial, or community uses that attract pedestrian activity with physical access and visibility to and from the adjacent sidewalk.

A.7.2 **Active Residential Use**. Ground floors shall have one or more of the following: commercial or community uses; main building entry, residential lobby, residential amenity spaces, and individual ground floor residential unit entrances. Ground floor residential unit entrances shall be 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.

A.7.3 **Residential Use**. This requires ground floor residential use, such as residential units without individual unit entries accessible from the street (which can have a back porch, garden, or patio), or other residential use, and excludes parking, loading and services areas.

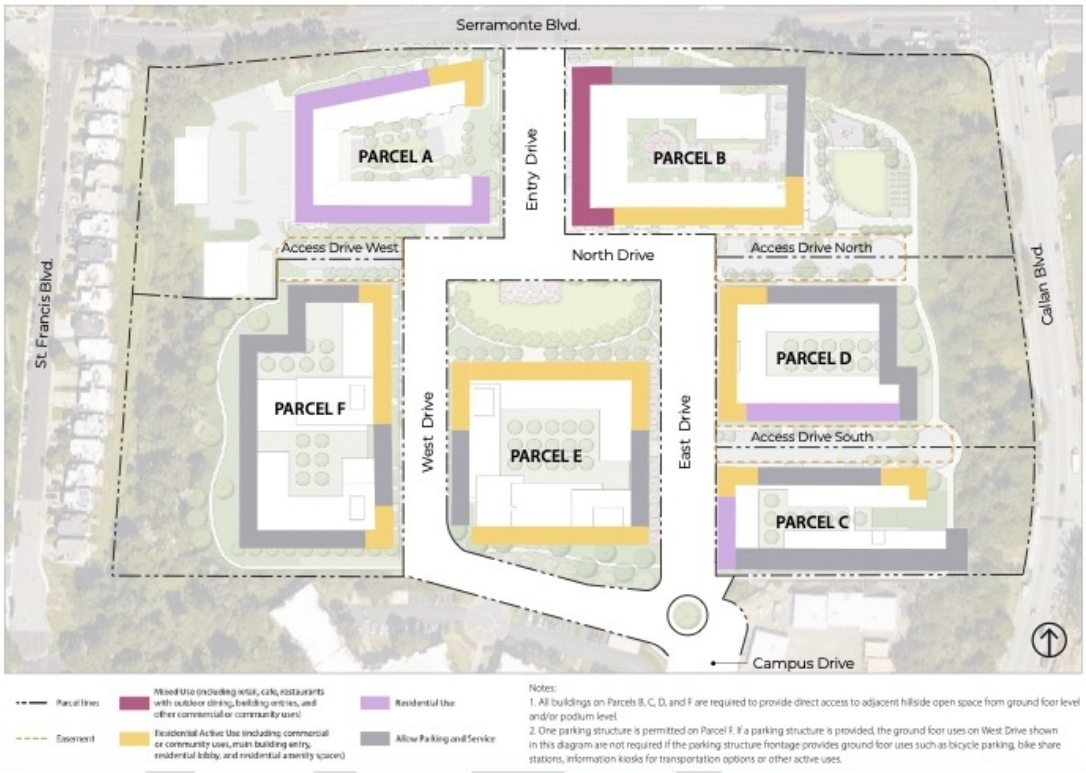
A.7.4 **Parking, Loading and Service Use**. The location for parking, loading and service uses fronting streets, yards and accessways.

A.7.5 **Required Street Frontages**. Where Mixed-Use, Active Residential Use, and Residential Use frontages 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 at active ground floor use frontages.

- Blank walls are limited to a length of 30’ maximum. Walls opening to structured parking areas at the ground floor are limited to 60’ maximum.

Figure 3.5 Ground Floor Use



A.8 Setbacks

The perimeter of the Plan Area shall have the following setbacks along neighboring properties or street right-of-way. These are minimum setback dimensions. For build-to lines, see Table 3.4.

Table 3.5: Setbacks

LOCATION	SETBACK
North Perimeter Property Line	20 feet from Serramonte Boulevard
East Perimeter Property Line	75 feet from Callan Boulevard
South Perimeter Property Line	Parcel C: 7.5 feet Parcel E: 10 feet from pedestrian public access easement Parcel F: 40 feet
West Perimeter Property Line	30 feet
Within a parcel	Minimum separation between buildings shall comply with local and state building codes.
Side yard	6 feet up to 90 feet in height, 10 feet above 90 feet in height.

B. ARCHITECTURAL DESIGN

Buildings conforming to the architectural design standards will visually and functionally fit and contribute to the pedestrian-oriented urban realm of the Plan Area. Architectural design standards define the architectural character, form and function of buildings including building massing, façade composition, architectural details, materials, color, and sustainability features.

B.1 Architectural Character

Architectural character is the appearance of a building created by its form, function, construction technology and visual features.

B.1.1 Buildings shall be of high quality, contemporary architectural design. Contemporary architectural design is 21st century design: it reflects current trends in architecture. Contemporary architectural design does not adhere to a particular style of set of standards; rather, it seeks to distinguish itself from the past by incorporating the latest innovations in building technology and design.

B.1.2 Buildings shall not directly reference historic architectural styles or use materials associated with specific periods or styles.

B.1.3 Building shall not use terracotta tile roofing, mansard roofs, asphalt roof tiles or shingles.

B.1.4 Ribbon windows and flat building facades shall not be permitted.

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B.1.5 Auto-oriented ground floor building design, such as continuous, open to the street, at grade covered parking spaces and extended curb cuts, shall not be permitted.

Proportion

Proportion is the correspondence of the size of building elements to human scale, to each other and to the whole building, thus creating a balanced, harmonious composition of elements that achieve a visually coherent architectural aesthetic related to scale of human experience.

B.1.6 The size of the pedestrian, podium, and tower levels shall be in proportion to one another.

B.1.7 Visual discord due to the mixing of too many differently shaped and sized building elements, forms, colors, or textures, shall not be permitted.

B.1.8 Random, oversized building elements shall not be permitted.

B.2 Building Massing

Building massing is the three-dimensional configuration of a building's size and shape. Vertically organized massing standards for pedestrian, podium and skyline levels are:

Pedestrian Level

B.2.1 To create a pedestrian level setback for active uses with occupied floor above, pedestrian level façade setbacks from the build-to-line shall not exceed 10 feet.

B.2.2 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 shall be no less than 14 feet where there is amenity space.

Podium Level

Podium level building massing shapes the spatial definition of the public realm. Building street walls up to 90 feet are considered the podium level.

B.2.3 The first one to three levels of all buildings shall be differentiated from the upper floors to provide a visual support for the floors above. They shall have high quality materials appropriate for a pedestrian environment.

B.2.4 Stepbacks are required as shown on Figure 3.3, Building Heights. Where required, stepbacks shall be no higher than 65 feet above grade with the building set back no less than six feet from the street wall.

Tower Level

The tower, or skyline level consists of all building levels above 90 feet from grade. The skyline level contributes to the visual identity of the Plan Area.

B.2.5 Tower massing shall extend to ground level to visually anchor the tower to the ground.

B.2.6 Towers extending to ground shall be set back 10 feet minimum from the build-to line.

B.2.7 Towers shall be oriented in an east-west direction to minimize impacts to views from residences along Saint Francis Boulevard.

B.2.8 Each tower shall not exceed a massing envelope of 240 feet long by 150 feet wide.

B.2.9 A minimum separation of 60 feet shall be provided between any two towers or portions of skyline level building massing.

B.2.10 Towers are not permitted adjacent to the central open space.

B.3 Façade Composition

Façade composition is the organization of horizontal massing of the overall shape of a building to be relation to human scale experience.

Façade Modulation

B.3.1 Long continuous facades that extend the length of a parcel or city block shall not be permitted. Buildings over 100 feet in width shall provide vertical breaks in building massing in the form of projections and recesses to reduce the overall scale of the building.

B.3.2 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, in accordance with the City's building and fire codes. The recess or projection shall be a minimum of 3 feet in depth..

B.3.3 The façade shall be divided into segments of 30 to 60 feet in width using one or more of the design approaches below:

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

Fenestration

Fenestration is the arrangement of the location, grouping and scale of windows and doors as part of the wall system that comprises the façade of a building.

B.3.4 Building fenestration shall incorporate recessed and/or projecting window bays, balconies, canopies, and architectural elements, contrasting surfaces, and/or a rhythm to the building's light and shadow.

B.3.5 Avoid featureless expanses of fenestration that eliminate a sense of human scale.

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Blank Facades

A blank façade is a building wall without any windows or doors, and is a featureless expanse with no variation in plane in terms of horizontal and vertical projections, openings or change in materials.

B.3.6 Ground floor blank facades at building walls facing public spaces or streets greater than 50 feet are not to be permitted.

B.3.7 At the ground floor, blank facades longer than 50 feet shall provide landscaping, public art or architectural relief with design interest to the satisfaction of the Planning Division.

Ground Floor Design

B.3.8 Transparent windows, storefronts, show windows, building entries, dwelling entries, and/or other active uses shall be placed along street and public open space frontages, as required in the Ground Floor Active Frontage standards.

B.3.9 Doors or sliding windows shall be used by ground-floor restaurants, eating and beverage services to enable outdoor dining along sidewalks and plazas.

Windows and Doors

The selection, design and proportion of windows and doors highly influence the appearance of a building.

Entries

B.4.1 Buildings shall have identifiable main entrances that are directly visible and accessible from public rights-of-way. An entry canopy, recessed building volume, a sculptural volume, change in scale or identifiable architectural treatments are acceptable features.

B.4.2 In mixed-use buildings, residential entries are to be differentiated from commercial entries.

B.4.3 Pedestrian seating and bicycle parking shall be located near building entrances.

Windows

B.4.4 Upper story windows shall provide architectural details, such as sills, or lintels, that recess or project from the facade.

B.4.5 Reflective glazing is not permitted.

B.4.6 Non-reflective coatings, low-emissivity glass, external shade devices and other elements shall be used.

Materials and Color

Materials and color play a powerful role in creating the visual experience of a building. For the exterior of buildings:

B.5.1 Building materials, colors and finishes shall be coordinated to create a visually harmonious color palette appropriate for a family-oriented residential neighborhood, consistent with contemporary building design.

B. 5.2 High quality building materials and architectural detailing, with a preference for natural materials at the ground level, shall be used where people directly experience buildings.

B.5.3 Changes in color, texture or materials shall be used to differentiate architectural elements and building massing.

B.5.4 Avoid monolithic use of color, where an entire building is one color or tone.

B.5.5 Avoid garish, or discordant use of color.

C. PARKING AND LOADING

C.1 Parking Ratios[6]

C.1.1 The following parking ratios are currently anticipated for Parcels B through F:

- The parking ratio for residential units is zero[7] to 1.5 spaces per dwelling unit[8].
- The Applicant may increase parking above the foregoing ratio if supported by a parking analysis prepared by a qualified traffic engineer. [9]
- By way of example, at Parcel C, if the parking ratio for the affordable housing is 0.5 parking space per dwelling unit, such is permissible because it falls within the foregoing range of parking ratios. Development of Parcel C may provide parking at a parking ratio up to 1.5 spaces/unit, To the extent parking is provided, the parking ratio will be included in the documents submitted to the City for review and approval of Parcel C.

C.1.2 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.

C.1.3 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. To the extent that JUHSD demonstrates that overflow parking is not needed for a particular development, it will be eliminated as a requirement in the future.

C.1.4 Residential parking can be accommodated in mechanical puzzle lifts.

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[6] The City finds that all parking standards that differ from the Daly City municipal code are designed and necessary to maintain the unity or livability of the Project.

[7] Per AB-2097, cities can no longer impose minimum parking requirements on new developments within a half-mile of major public transit stops, for which the Serramonte Del Rey Neighborhood qualifies. The state legislation does not prevent property owners from building parking and JUHSD anticipates providing the appropriate amount of parking that balances the supply and demand generated for the proposed project, based upon JUHSD analysis. These regulations shall explicitly not require a maximum number of parking spaces for any use.

[8] This may vary, based on AB-2097, see C.1.3.

[9] 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 the Development Agreement, and may increase or decrease significantly. The intent of this approach is to provide adequate parking within the Precise Plan area based on demand as determined by a parking analysis study provided at the Applicant's discretion that will be based on objective analysis by a qualified traffic engineer demonstrating reductions to parking impacts to on-street parking in the surrounding neighborhood.

C.1.5 No more that 10% of residential parking can 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 puzzle lift spaces.

C.1.6 Parking Enforcement: JUHSD or a delegee will be responsible for enforcement of any parking rules on JUHSD property. If private parking restrictions for on-street parking are put in place, parking spaces available for public use will be designated to access publicly accessible parkland, trails, and open space during time periods of private parking restrictions.

C.1.7 One bicycle parking stall per unit shall be provided and accessible from street level, unless otherwise mandated by the building code. Bicycle parking, if in excess of one stall per unit, can be located anywhere on site.

C.2 Design of Off-Street Parking and Loading

C.2.1 Parking shall be located behind, within, or under buildings, or within separate structures. Surface parking areas are prohibited between any building and Entry Drive, North Drive, East Drive and West Drive street frontages.

C.2.2 Parking stall and drive aisle dimensions for each parcel may comply with either approach below, or a combination of both approaches:

- The 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 conformance review, and/or
- 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.

C.2.3 For mixed-use projects, shared parking is encouraged to allow uses with different peak hours of operation to utilize off-street parking facilities of other buildings in the Precise Plan.

C.2.4 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 areas must be located on the side street, wherever possible. Loading zones should not disrupt the flow of traffic within a given project area.

C.2.5 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.

C.3 Vehicle and Bicycle Access

C.3.1 Location of vehicular parking entrances shall be as follows:

- Parcel A shall be accessed from Access Drive West.

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

C.3.2 Vehicular entries shall be located a minimum of 100 feet from intersections and crosswalks except for driveways located along access ways.

C.3.3 Bicycle access shall be from street level, and not required through garage entrances. Bicycle storage for each building shall be accessible from ground level, as close to the driveway entry as practicable, and clearly signed. Bicycles in excess of one per unit can be stored anywhere on site.

C.4 Vehicle Access Design

C.4.1 Two-way vehicular entrances designed as a single driveway shall have a maximum width of 24'.

C.4.2 Where a driveway crosses a sidewalk, clearly demarcate the sidewalk across the entire width of the driveway by using colored paving or materials.

C.4.3 On-street parking may be provided in the form of parallel parking or angled parking.

C.5 Parking Structures

Parking for mixed-use and residential buildings can be in underground, partially above-ground, or above-ground garages.

C.5.1 Above-ground garages not screened by residential uses shall include façade treatments or screening.

C.5.2 Parking garages shall be lined with ground floor active uses or residential entries where indicated per street frontage requirements, and designed with building façades that screen structural elements of the garage where not required by street frontage requirements.

C.5.3 The design of entries to parking garages shall not be more prominent on the building façade than the primary pedestrian entry.

C.5.4 Above-ground parking garages shall be designed with human scale design elements that complement and do not contrast with buildings and public spaces of the Precise Plan.

C.5.5 Parcels B, C, D, E, and F may contain above-ground parking garages.

C.5.6 Parking structure lighting shall be designed to avoid direct glare towards adjacent residential buildings.

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C.6 Bicycle Facilities

C.6.1 Bicycle parking should be near building entrances and bicycle routes for user convenience.

C.6.2 Bicycle parking shall accommodate a range of bicycle types, including standard bicycles, E-bikes, tandem bicycles, and trailers.

C.6.3 On-street bicycle parking shall be separated from automobile parking by use of a landscaped buffer or curb.

C.6.4 Off-street bicycle parking shall be in secure locations in each building in the Precise Plan area.

D. OPEN SPACE

Open Space Requirement

Projects within the Plan Area shall provide a minimum of 150 sq. ft. of open space per dwelling unit[10]. The requirement for open space is to be met parcel-by-parcel through a combination of the following:

- Publicly accessible private open space, which are public spaces, such as park, trails, and open space areas, which are publicly accessible to residents, visitors, and public. Such spaces may have limited hours of availability.
- Private open space such as balconies, patios, or other open spaces for the exclusive use of an individual unit.
- Common open space such as communal open spaces or recreational areas with access limited to tenants of a residential or mixed-use development. Examples include at grade open space or plazas, podium level courtyards, rooftop terraces, and similar areas that can provide communal amenities, such as swimming pools, play areas, and cabanas.

Allocation of open space can be off-site of the specific parcel and within the Plan Area, including the areas designated by easement, such as allocation to Overlook Park, Central Green, South Point Park and the Recreation Trail at parcels B, C and D.

The Recreation Trail, Overlook Park, Central Green, and South Point Park 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 conformance review. The Community Garden to be constructed as part of Overlook Park shall be constructed with the parcel B development.

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

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

[10]Per Daly City zoning code section 17.38.020 requirement for 150 sq. ft. of usable open space.

D.1 Common Open Space

D.1.1 Buildings shall provide spatial enclosure for common open spaces to create privacy, limit views from streets, and wind protection.

D.1.2 Common open space shall be visible and accessible to and from building amenity areas.

D.2 Private Open Space

D.2.1 Private open spaces shall be directly accessible from the unit and large enough to permit outdoor activities with a minimum of five feet width and depth.

D.2.2 Private open space shall be constructed with high quality durable materials.

D.2.3 Fencing or screening between ground floor private open spaces shall permit visibility in and out of the open space for the top 18 inches.

E. LANDSCAPE DESIGN

E.1 Hillside Woodlands

To care for the hillside wooded areas to reduce fire hazards, enhance existing vegetation and promote urban forestry, the Precise Plan requires:

E.1.1 A tree succession operations plan for aging mature trees prepared by a qualified arborist will guide the replacement of existing trees over time due to age or fire vulnerability.

E.1.2 Removed trees shall be replaced with a diverse plant ecology governed by the area's unique coastal/Mediterranean climate including evergreen and deciduous species as recommended by an arborist.

E.1.3 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.

E.2 Planting

E.2.1 Plant material shall be comprised of at least 75% drought tolerant plant species. Planting plans shall comply with Daly City's Water Conservation in Landscaping regulations and the Water Use Classification of Landscape Species (WUCOLS).

E.2.2 Where turf grass is used, low water use hybrids and/ or no mow varieties shall 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 sightlines remain open and clear, and places of concealment are not fostered. Plants should be used to screen above-ground utilities. Along streets and sidewalks, plants shall be used in planters within the right of way to create spatial separation between sidewalk and vehicular traffic.

E.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.

E.3 Planters

E.3.1 Landscape planters within any private street shall be a minimum of four feet wide.

E.3.2 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.

E.3.3 Where landscape planting is provided under trees, planters shall be 4' W x 6' L minimum.

E.3.4 Planted medians shall provide at least a 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.

E.4 Site Irrigation

E.4.1 Site Irrigation systems shall comply with all local and state requirements as of time of project approval, and shall meet the City's water efficiency regulations.

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

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

E.5 Soil & Drainage

E.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.

E.5.2 Planting areas shall by dressed with a 3-inch layer of mulch.

E.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.

E.6 Site Furnishings

E.6.1 Site furnishings shall be comprised of materials designed to withstand outdoor conditions.

E.6.2 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.

E.6.3 Seating shall be provided at retail, parks, open spaces, adjacent to the trails, and in front of primary building lobbies. 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.

E.6.4 Café tables with chairs shall be movable with a variety of sizes for public use in gathering spaces and shall be constructed of materials suitable for outdoor public usage.

E.6.5 At least one drinking fountain shall be provided at each of the following: Overlook Park, Central Green, and the Recreation Trail. Dog bowl and water bottle filling attachments are recommended but not required.

E.6.6 Within Overlook Park, Applicant shall provide play equipment for children ages two through twelve. Play areas will be designated for children between the ages of two to five and for ages five to twelve years old.

Any community garden shall provide raised beds and a regular water service connection with water spigot at 100-foot intervals.

E.7 Trees

E.7.1 Trees within the street right of way, in plazas, and high-visibility open space areas shall be provided in 24-inch box size or larger and be secured with at least three 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.

E.7.2 Individual developments within the Plan Area shall use trees that are provided in minimum 15-gallon size or larger for no greater than 50 percent of the trees planted. All other trees shall be box-specimen.

E.7.3 Entries at the north and south shall have unique tree plantings, and the design of these planting shall be approved by the Planning Division.

E.7.4 Seasonal interest shall be created with deciduous trees providing spring flowers and fall color.

E.7.5 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.

E.7.6 Enhanced finishes and/or striping shall be used at the master plan entry, at all driveway entries, and at all crosswalks.

E.8 Trail and Paths

E.8.1 Trail surfaces shall be asphalt or concrete, provide for adequate clearances along the edges and overhead, and be suitable for their intended use. Refer to trail sections in Chapter 5 for trail dimensions.

E.8.2 Signage, ornamental landscaping, and trees shall be provided along the trail system to enhance user experience.

E.9 Stormwater Management

E.9.1 Project submittals shall comply with the Precise Plan's phased, performance-based approach to stormwater management, consistent with the San Mateo County Municipal Regional Stormwater Permit, and Daly City's municipal code pertaining to stormwater management. Projects shall minimize the amount of paved area. Where feasible, paved areas shall 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.

E.9.2 Stormwater retention features that minimize runoff into streets, parking lots, landscaped areas, and open spaces shall be incorporated, where feasible. Stormwater retention features include drainage swales and rain gardens.

E.10 Open Space Landscaping Standards

E.10.1 Landscaping shall define the edges of paths, plazas, and seating areas.

E.10.2 Trees shall be planted to shade walkways, gathering areas, parking, and other larger expanses of pavement.

E.10.3 Landscaping in setback areas shall create a transition zone between the sidewalk and street-level residential units and entries.

E.10.4 Landscaped areas shall be regularly maintained to keep them aesthetically pleasing, and to remove dead and dying plants.

E.10.5 Gateway or entry points shall be emphasized with distinctive trees and plants.

E.10.6 Existing trees, to the extent feasible, and healthy, are to be preserved and integrated into site designs.

E.10.7 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.

E.10.8 Native, drought-tolerant, or well-adapted tree and plant species shall be used.

E.10.9 Seasonal and year-round flowering shrubs and trees shall 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.

E.10.10 All landscaped areas shall be designed by a landscape professional to the satisfaction of the Planning Division.

F. SIGNAGE

Where this section does not set standards, the Applicant and City staff shall use the Daly City Municipal Code. City review and approval of wayfinding signage shall be part of Conformance Review Where there is a conflict with the Daly City sign ordinance, this Precise Plan governs.

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F.1 Signage Standards

F.1.1 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.

F.1.2 Signs shall be made of high-quality, durable, and environmentally friendly materials.

F.1.3 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.

F.2 Monument/Gateway Signage

F.2.1 The Precise Plan shall 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.

F.2.2 If provided, a single gateway or monument sign at the southern portion of the Plan Area near the round-about shall be located at Parcel E and be less than 4 feet high. The sign shall not obstruct sightlines for drivers to the extent safety is compromised.

F.2.3 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 4 feet high and no longer than 20 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. ft. in area. The maximum face area of signage of the tower structure shall not exceed 200 sq. ft.

F.2.4 Gateway or monument signs shall not have internal illumination but will be lighted with externally mounted luminaires.

F.3 Building Signage

F.3.1 The physical design of signage shall conform to the architectural detailing of the associated building and shall be in proportion to the surface onto which such signage is mounted, as determined by the Planning Division.

F.3.2 Signage shall not obstruct architectural details such as recesses, structural bays, or windows.

F.3.3 Externally illuminated or halo lit signsshall be required. The use of internally lighted or box type signs are prohibited. Internally lighted signs measuring 2 sq. ft. or less are allowed.

F.3.4 No more than three (3) building residential signs shall be provided per building. 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 more than one location, a minimum of one shall be placed close to the main

entry. The second and third can be located such that the top of the signage is not greater than 25' feet from grade. The aggregate sign area shall not exceed 150 sq. ft.

F.3.5 Durable, vandal-resistant materials and finishes shall be utilized for address signs.

F.3.6 Conduit, tubing, or raceways shall be concealed. Transformers and other equipment for the signage shall also be concealed.

F.4 Storefront Signage

F.4.1 Signage for multi-tenant retail buildings shall be developed to minimize potential visual conflict, clutter, and competition.

F.4.2 Maximum size for sign area per retail tenant is 30 sq. ft. on the face of a building. A second sign per retail tenant, not exceeding 20 sq. ft., 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.

F.4.3 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.

F.4.4 Ancillary retail space or leasing offices shall be signed in a manner consistent with the storefront signage standards in this section.

F.5 Prohibited Signs

Prohibited signs include:

F.5.1. Signs which rotate, move mechanically or by the wind, flash, blink or reflect light by means of a polished or mirrored surface.

F.5.2 Open flames, balloons, loudspeakers used to call attention to a product, service, or a property.

F.5.3 Signs which identify or advertise a product or service not available on the premises.

F.5.4 Externally illuminated signs where the source of light is directly visible or cause glare or reflections that are a traffic hazard or nuisance.

F.5.5 Signs which emit or reflect light by means of direct fluorescence, phosphorescence, or "day-glow" colors.

F.5.6 Any sign illumination which exhibits undue glare.

F.5.7 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.)

F.5.8 Internally lit signs where the entire face of the sign is illuminated, rather than just the graphics.

F.5.9 Advertising bench signs, unless required by SamTrans at Serramonte Blvd.

F.5.10 Off-site directional signs.

F.5.11 Roof signs.

F.5.12 Outdoor advertising billboard signs.

F.5.13 Abandoned signs.

G. LIGHTING

See Figure 3.8 Lighting Diagram. A uniform lighting approach will contribute to overall community aesthetic and ensure safety for walkways, bikeways, and roadways[11].

G.1 General Lighting Standards

G.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.

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

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

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

G.2 Street Lighting

G.2.1 Provide streetlights in general locations shown on Figure 3.8, Lighting Diagram for Locations.

G.2.2 Streetlights shall comply with Daly City standards.

G.3 Pedestrian Lighting

G.3.1 Provide pedestrian lighting in general locations shown on Figure 3.8, Lighting Diagram. Additional locations for pedestrian lighting are along pedestrian pathways in open spaces and in surface parking areas.

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

G.3.3 Pedestrian lighting may be integrated with streetlighting by providing additional luminaires facing the sidewalk on streetlight poles, installed at a lower height than street luminaries.

G.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.

G.4 Lower Illumination Pedestrian Lighting

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

[11]For Parcel A, no additional lighting is required to what is installed.

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

G.5 Building Lights

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

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

H.1 Definitions

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

Amenity Space: Residential amenity space may include co-working space, health, and wellness, grab and go snack items, pet amenities and other shared or community uses that can be visible to the street.

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 street wall, is located, parallel to and measured perpendicular from the property line.

Corner Expression: Corner expression is accentuating building massing at the joining of two facades with a projected, recessed, or vertical change in building massing.

Face of Curb: The face of curb is the vertical sloping surface of the side of a roadway curb, 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 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.

Primary Building Wall: The primary building wall is the building façade. Window or wall recesses or projections are not counted as primary building wall or façade of the building.

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

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.

Public Realm: The public realm is exterior urban space shaped by buildings comprised of publicly accessible streets, parks, open spaces, pathways, and civic facilities.

Street Wall: The street wall is the continuous façade of a building that establishes the edge of the public realm for a street or public space.

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 character of a 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.
Vertical Shift: Vertical shift is variation in the roof line or vertical massing of the building or building elements.

III. IMPLEMENTATION

I. MAINTENANCE

Subject to the provisions of any applicable State law, the following shall apply:

I.1.1 **Master Association**. Prior to the issuance of any building permit to construct any market-rate residential unit in the project, the Jefferson Union High School District (District) shall formand perpetually maintain a Master Association for the Serramonte Del Rey Neighborhood ("Master Association"). The Master Association shall be self-governing and govern common areas for the term of the Precise Plan uses are in operation. The purpose of the Master Association, among other responsibilities, shall be to maintain all common areas within the Precise Plan area including streets, parks, and other areas not maintained by individual parcel developers that are not dedicated or otherwise conveyed to a public agency in a neat, safe and healthful condition, including the ongoing removal of litter

throughout. Until the Master Association is formed, the District is responsible for the foregoing.

I.1.2 **Maintenance Plan**. A maintenance plan for roadway, park, and utility maintenance shall be submitted by the applicant and approved by the City prior to the issuance of any building permit to implement the project. A litter control maintenance plan shall be submitted that includes provision for on-goingletter and garbage control. The maintenance plan shall be incorporated into the CC&R's in connection with the creation of the Master Association at the discretion of the District and recorded at such time.

Minimum Requirements for Trash and Litter Disposal shall be as follows:

- All trash shall be confined in approved receptacles and enclosures. Any building permit application submitted to the City for review shall be accompanied by a letter from the trash hauler indicating that the proposed trash receptacles provided in the building for which the permit is sought to meet the hauler's requirements for quantity, size, and accessibility.
- All unenclosed materials, equipment and/or supplies of any kind shall be maintained within approved enclosure areas. Any stacked or stored items shall not exceed the height of the enclosure.
- All trash and storage enclosures shall be properly maintained in accordance with approved plans.
- All waste materials generated by the development, such as cardboard boxes, skids, garbage, litter, etc., must be stored in the enclosure for disposal.
- No waste material shall be visible at any time.
- All enclosures shall be designed to conceal the contents.
- All enclosures should be kept clean and free of odor.

I.1.3 **Maintenance and Repair - Master Association**. The Master Association shall develop a maintenance plan (including a street sweeping, street surface repair and replacement, and garbage disposal plan approved by the Planning Division and the Department sof Public Works) for the upkeep of common areas, private streets, and infrastructure. The Master Association will be responsible for the maintenance, litter removal and repairs of publicly accessible common areas that are not part of individual parcel development, including streets, sidewalks, bicycle lanes, parks, open spaces, trails and paths, utilities and improvements in streets including temporary and permanent storm water features, street lighting, landscaping, planter strips, street furniture and the fixtures, furniture and equipment located in the parks.

I.1.4 **Maintenance and Repair - Parcel Specific Responsibilities**. Parcel Developers or, if the property interests of such Developers are conveyed, their successors in interest, are responsible the maintenance, replacement, repairs and litter removal for on-site improvements on their respective parcels, including exterior equipment, fixtures, walls, roofs, windows, doors and other architectural, landscaping and publicly accessible

common areas on private parcels in a clean, sanitary and attractive condition. The Developer of a parcel shall be responsible for the maintenance, replacement, repairs and cleaning of improvements within exclusive easements on their parcel.

I.1.5 **Budget**. The Master Association shall prepare an annual budget to fund the costs incurred in maintaining the publicly accessible common facilities. The Master Association shall undertake an inventory of publicly accessible common area improvements requiring maintenance, litter removal and repairs, such that each phase of development is adequately budgeted for maintenance and operations of improvements. Landscape maintenance budget shall include consideration of level of maintenance and operation expenses commensurate to the anticipated level of use of park and recreational facilities. The Master Association may employ or contract out to perform maintenance, litter removal and repairs.

J. PHASING

J.1 **Timing**. The sequence and timeline of development will ultimately depend on market conditions. The pace of development will fluctuate with the regional economy, capital expectations and availability, costs for development and the conditions of the Daly City housing market.

J.2 **Public Improvements**. For each phase of development there are corresponding street, park, open space improvements and utilities necessary to support development of individual parcels per Table 7.1 and as shown in Figure 7.1.

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Table 7.1: Parcel Phasing and Public Improvements

PHASE	PARCEL	STREETS	PARKS AND OPEN SPACE
1	B	• Entry Drive • North Drive • North Access Way • Callan Boulevard improvements within parcel	• Entry Drive Plaza • Overlook Park • Eastside Recreation Trail within parcel
2	C	• South Access Way • Callan Boulevard improvements within parcel • If Parcel C before Parcel D: East Drive from Campus Drive to South Access Way	• Eastside Recreation Trail within parcel
	D	• East Drive from North Access Way to South Access Way • North Access Way • South Access Way • Callan Boulevard improvements within parcel	• Eastside Recreation Trail within parcel
3	E	• West Drive from North Drive to Campus Drive	• Central Green • South Point Park
	F	• West Drive from North Drive to Campus Drive	• Westside Walking Trail

Notes:

1. If Parcel E is built before Parcels C and D, then East Drive and North Drive will be constructed including the roundabout.
2. If Parcel F is built before Parcels C. D and E, then West Drive and the roundabout will be constructed.
3. Serramonte Boulevard and Highway 1 ramp intersection improvements will be constructed with the first market rate development per the Development Agreement.
4. Bike lanes on Campus Drive to Hickey Blvd will be constructed concurrent with the roundabout.
5. See Development Agreement for timing of additional off-site improvements.
6. A Storm Drain Memo shall be submitted for conformance review for each phase in accordance with the Master Plan Drainage Memo. At Building Permit submittal: a Hydrology & Hydraulics report based on final design will be provided with the Building Permit submittal in accordance with the Master Plan Drainage Memo.

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7. The first parcel of Parcel B and Parcel D to develop is required to build North Access Way from their building to the curb across the access way, so there is a two-way paved travel way. The subsequent parcel is required to complete the sidewalk, landscaping and storm water treatment facilities between their building and the curb on their side of the North Access Way.
8. The first parcel of Parcel C and Parcel D to develop is required to build South Access Way from their building to the curb across the access way, so there is a two-way paved travel way. The subsequent parcel is required to complete the sidewalk, landscaping and storm water treatment facilities between their building and the curb on their side of the South Access Way.
9. The Head Start facility may be located on other parcels.
10. See the Tentative Map for utility improvements associated with each parcel. On and off parcel utility improvements in the Precise Plan Area shall be sized to support buildout of the Precise Plan.
11. The chronology of phasing in Table 7.1 is not intended to be binding, and 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. For the purposes of assessing consistency with the Table 7.1 for conformance review, a reviewer shall assess whether development of a listed parcel includes the streets, park, open space utilities needed to support the development of the parcel and future phases of development.

K. CONFORMANCE REVIEW

K.1.1 **Purpose**. Conformance Review is the Precise Plan's ministerial, streamlined process to approve proposed projects "as-of-right" that demonstrate Plan Consistency with the Precise Plan and Entitlement Documents and Compliance with the Objective Development Standards of the Precise Plan, as defined below. Design Review is not required for projects ministerially approved "as-of-right."

K.1.2 **Plan Consistency**. Plan Consistency is the review of project submittal documents for conformance to:

1. Serramonte Del Rey Precise Plan (Attachment "A") requirements for the scope and phasing of park, open space, street, accessway, storm water, water, wastewater, utility, emergency access, and on and off-site transportation improvements associated with each parcel per Precise Plan Figure 7.1 Phasing, Table 7.1 Development Phasing and Appendix C: Civil Engineering Exhibits, and
2. Entitlement Document requirements of the Development Agreement, Tentative Map, Conditions of Approval, Inclusionary Housing Agreement and the Mitigation and Monitoring program.

K.1.3 **Compliance with Objective Development Standards ("Compliance")**. Compliance with objective development standards is the review of project submittal documents for conformance with the Precise Plan's Objective Development Standards as listed in Section II above.

K.1.4 **Variance from Numerical Standards and Precise Plan.**

Deviations from the numerical standards in Section II above may be permitted by up to 20 percent for any parcel, upon approval by the Planning Division. Deviations from the minimum and maximum densities prescribed in Table 3.3, the requisite amount of private open space (150 square feet per dwelling unit), and the quantity and general location of common open space shall not be permitted.

Modification or reconfiguation of the Precise Plan pattern of streets and blocks, shape of open space areas, site layout, orientation or location of buildings, architectural or landscape elements may be permitted provided all other Objective Design Standard can be met Deviations from the approved roadway configurations, including lane provision and width, shall not be permitted unless approved by the Department of Public Works.K.1.5

K.1.5 **Submittal Requirements**. Submittal requirements shall include documentation as set forth in the 2023 Daly City Municipal Code Section 17.28.030 C. 2. (a) – (f), Procedure for Application for Planned Development of the Daly City Zoning Ordinance, and shall include a completed Conformance Review Check List, as attached to the Precise Plan as Appendix A, and any additional information requested by the Planning Manager. Submittal requirements for minor modifications to approved and constructed projects to be per Planning Manager request.

K.1.6 **Review Process and Timing.**

1. **Pre-submittal conference**. Upon request of the Applicant, the Planning Manager shall convene a pre-submittal conference to review the scope of the project, submittal requirements, conformance review process, timeline, and staff availability. It is an opportunity for the Applicant and the design team to ask technical questions to prepare a submittal. The Planning Manager, City Engineer, and Development Coordinating Committee members shall attend upon request.

2. **Submittal.** The Applicant shall submit documentation as described under "Submittal Requirements" above.

3. **Conformance Review.** The Planning Manager, designated staff or third-party consultants shall conduct the Conformance Review per the responsibilities described in Table 7.2. The Planning Manager shall coordinate reviewer comments and provide them to the Applicant no later than 45 business days after filing a project submittal.[12]

4. **Determination.** The Planning Manager shall review the project submittal and reviewer comments to determine whether the submittal is plan consistent and standards compliant and therefore approved as-of-right.

[12] Notwithstanding anything in this chapter, to the extent the Permit Streamlining Act or other State Law applies for shorter deadlines, the regulations in such laws shall govern.

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If the Planning Manager deems a project application inconsistent with the Precise Plan or Entitlement Documents, and/or non-compliant with the Objective Development Standards in Section II, prior to a decision to deny approval of the proposed project, the Planning Manager shall provide the Applicant with written documentation as to what elements of the submittal are not in conformance.[13]

The Applicant can revise the submittal and resubmit. The Planning Manager, upon receipt of the re-submittal, shall make their determination. Total City Review Time from submittal to determination shall not exceed 90 business days.[14]

If the City fails to complete Conformance Review per the above timing requirements, the submittal shall be deemed to be conforming with the Precise Plan and Entitlement Documents, planning review shall be complete, and requested permits shall be issued.

5. **Notification of Determination.** The Planning Manager shall communicate in writing to the Applicant the Planning Manager's determination.

6. **Appeal**. A Conformance Review determination may be appealed within 20 business days to the City Manager by the Applicant. City Manager shall make a determination within 20 business days of receipt of the appeal. The City Manager's decision on appeal shall be final and not appealable.

K.1.7 **Review Criteria**. The following criteria shall guide the determination of plan consistency and standards compliance:

- All Figures in the Precise Plan illustrate the general arrangement and relationships among parcels, buildings, streets, accessways, parks and open spaces, and exact compliance or conformance is not required so long as other objective criteria are met.
- The final configuration of parcels, buildings, streets, accessways, parks and open spaces are subject to refinement, and exact compliance or conformance is not required so long as other objective criteria are met.
- Consistency and conformance with the Precise Plan shall be construed rationally and shall accommodate unforeseen solutions or innovation that can occur over the extended build-out of the Precise Plan. Notwithstanding the above, no deviations are permitted to minimum residential densities and minimum open space area requirements.

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[13] This process is separate and independent from the Planning Manager's coordination and provision of any reviewer comments on the Applicant's initial project submittal, as required under the "Review Process and Timing" section of this Chapter.

[14] For this paragraph, "City Review Time" shall mean the time, measured in business days, taken by the City to review a project submittal and provide comments to the applicant or render a Conformance Review decision. City Review Time does not include the Applicant's time from the date of receiving comments to the date of resubmitting a revised project submittal responsive to comments.

K.1.8 **Standards Interpretation**. The nature of the Objective Standards is such that consistency determinations are ministerial, without the exercise of discretion. Accordingly, it is not anticipated there will be cause for interpretation of these standards by the City. In the unforeseen event that interpretation is required, the Planning Manager shall make any interpretation of the Precise Plan's development standards required to evaluate the proposed project and shall inform the reviewer of any interpretations as needed. The Planning Manager shall include any interpretations as part of its written determination of consistency with the objective development standards of the Precise Plan.

K.1.9 **Staffing**. The Planning Manager shall check on staff availability prior to the pre-submittal conference to meet the conformance review timeline. If staffing is not available, the City can designate a third-party consultant to be paid for by Applicant. Consultants shall have professional planning experience on similar projects. The Applicant shall pay all reasonable staff coordination and third-party consultant costs.

K.2.0 **Staff or Consultant Review Responsibilities**. Staff or consultant review responsibilities are per Table 7.2, Reviewer Responsibilities.

- The Planning Manager shall provide oversight and make all Conformance Review determinations.
- Staff of consultant shall compare the project submittal, Conformance Check List, and applicable plan elements, standards and requirements of the Precise Plan and the Entitlement Documents.
- Reviewers are to provide written comments on plan consistency to the Planning Manager. In the case where the reviewer concludes inconsistency with plan elements, or non-compliance to objective development standards, the reviewer shall identify specific objective standards to be addressed to achieve a consistency.
- If requested by the Applicant, the Planning Manager and any reviewers shall meet with the Applicant to discuss steps to resolve any comments.

The Planning Manager shall consider the recommendations of the reviewers, and shall make the final determination for approval, approval with conditions, or denial of the submittal based on objective criteria as set forth herein.

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Table 7.2: Reviewer Responsibilities

RESPONSIBILITY		REVIEWER				
PLAN CONSISTENCY	STANDARDS COMPLIANCE	PLANNING MANAGER	STAFF OR THIRD-PARTY CONSULTANT (IF RETAINED)	CITY ENGINEER	DEVELOPMENT COORDINATING COMMITTEE[15]	HOUSING AND COMMUNITY DEVELOPMENT MANAGER
Phasing		X		X		
Parks		X	X			
Streets		X	X	X		
Utilities, off-site transportation Improvements		X		X	X	
Development Agreement		X				
Final Map				X		
MMRP		X		X	X	
Inclusionary Housing Agreement						X
Tentative Map and Conditions of Approval		X		X		
	Land use and urban design	X	X			
	New Buildings	X	X			
	Parks	X	X			
	Streetscapes	X	X			
	Exceptional Projects16	X	X	X	X	X
	Minor modifications to existing buildings & facilities	X	X	X		

[15] Development Coordinating Committee includes Planning Division, Building Division, Engineering Division, Department of Water and Wastewater Resources, North County Fire Authority and other committee members as deemed appropriate by the Planning Manager.

[16] For exceptional projects, Planning Manager to determine at pre-application conference what type of review and staffing is required.

IV. PLAN AMENDMENTS

Amending the Precise Plan shall follow the requirements of the Daly City Municipal Code section 17.28.020 (I) as of the date of approval of the Precise Plan. This Municipal Code section is included as a part of Supporting Documents provided with this Precise Plan.

V. SUBDIVISIONS

Subdivision of parcels shall conform to the requirements of the Precise Plan and the Daly City Municipal Code Title 16 Subdivisions.

VI. INCLUSIONARY HOUSING

The following requirements are subject to the terms and exceptions provided in the affordable housing agreement:

A. Construction of inclusionary units is required within the Planned Development Zone PD-31 area pursuant to an Affordable Housing Plan.

B. This Precise Plan authorizes flexibility in timing of construction and geographic distribution of inclusionary units throughout the PD-31 area to allow for a greater number of inclusionary units and deeper level of affordability than the minimum levels required by the City Ordinance.

C. The Precise Plan requires, for Parcels B-F, not less than 20 percent of the total number of total residential units completed at final build-out to be affordable housing, consisting of 13.5% low-income units at no greater than 60% AMI and 6.5% moderate income units at no greater than 120% AMI. One market rate residential building can be constructed prior to construction of affordable units. 150 low-income affordable units are planned to be located on Parcel C. The subsequent phases after the first market rate building and the first residential structure built on Parcel C have been constructed can be phased and include unit counts proposed by the developer in any way such that the overall percentage of affordable units does not drop below 20% of all constructed residential units at Parcels B-F at any time consisting of 13.5% low-income units and 6.5% moderate income units.

VII. 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.

VIII. ENTITLEMENT DOCUMENTS

The term "Entitlement Documents" shall refer to all the below except the Precise Plan.

- **General Plan Amendment**. By Resolution No. [], City Council approved text and map amendments to the General Plan to enable high density residential and mixed-use residential development.
- **Precise Plan**. By Resolution No. [], City Council approved the Serramonte Del Rey Precise Plan, which modified land use designations and created a new street and open space network.
- **Development Agreement**. The District and the City of Daly City entered into a Development Agreement to secure vested development rights and terms.
- **Affordable Housing Agreement**. The District and the City of Daly City entered into an Affordable Housing Agreement to secure rights and terms for the Project's Affordable Housing Plan.
- **Tentative Map and Conditions of Approval**. The City Council approved a Tentative Map indicating the subdivision of the District lands into parcels with infrastructure and open space improvements, including Conditions of Approval.
- **Mitigation and Monitoring and Reporting Program**. 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, 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.

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SECTION 5. **Effective Date.** This ordinance is an urgency ordinance enacted under California Government Code sections 36934 and 36937(b). This urgency ordinance is effective upon adoption by a four-fifths (4/5) vote of the City Council.

SECTION 6. Environmental Assessment. The City Council has reviewed the proposal under the requirements of the California Environmental Quality Act (CEQA) and has determined, that a Final Environmental Impact Report (FEIR). Pursuant to Section 21081.6 of the Public Resources Code and Section 15097 of the CEQA Guidelines, the Project requires adoption of a Mitigation and Monitoring Program (MMRP). The City Council hereby approves the Mitigation Monitoring and Reporting Program (MMRP) for this project and hereinafter finds that the Final Environmental Impact Report and the MMRP complies and conforms with the California Environmental Quality Act and the Guidelines implementing the Act.

SECTION 8. Severability. If any section, subsection, sentence, clause, phrase or portion of this Ordinance is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance. The City Counci1 of the City of Daly City declares that it would have adopted each section, subsection, sentence, clause, phrase or portion thereof, irrespective of the fact that any one or more sections, subsections, clauses, phrases or portions be declared invalid or unconstitutional.

SECTION 8. Publication. The Mayor shall sign this ordinance and the City Clerk shall attest and certify to the passage and adoption of it, and within fifteen (15) days, publish once in a newspaper of general circulation circulated within the City of Daly City. The City Clerk shall post at City Hall a copy of the full text of this Ordinance in accordance with Government Code Section 65858 and 75090.

The foregoing urgency ordinance was introduced and duly adopted by a four-fifths vote of the City Council of the City of Daly City at a regular meeting of the City Council, held on the _____day of _____, 2024, by the following vote:

AYES, Councilmembers:_____

_____

NOES, Councilmembers:_____

ABSENT, Councilmembers:_____

_____
CITY CLERK OF THE CITY OF DALY CITY

APPROVED:

_____
MAYOR OF THE CITY OF DALY CITY

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Meeting Date: January 22, 2024

Subject: INTRODUCE ORDINANCE AMENDING TITLE 6 OF THE DALY CITY MUNICIPAL CODE RE: ANIMAL CONTROL

Recommended Action

Staff recommends that City Council conduct a public hearing and first reading and introduce an Ordinance amending Title 6 of the Daly City Municipal Code regarding Animal Control.

Discussion

The County of San Mateo's animal control ordinance was originally adopted in 1951 and has been updated several times, most recently in 2006. On December 12, 2023,the County of San Mateo Board of Supervisors adopted an animal control ordinance. Pursuant to the animal control services agreement between the cities and County, the City of Daly City is required to adopt animal control ordinances that are the same or substantially the same as the County's ordinance.

The County initiated the process to revise and update its animal control ordinance by issuing an invitation to the local cities. The working group that developed the draft animal control ordinance included broad representation from the County, local cities, and the contractor that provides animal control services - the City Attorneys from the cities of Millbrae, Pacifica, Half Moon Bay, and Redwood City, the County Attorney's Office, and the Peninsula Humane Society (PHS) and Society for the Prevention of Cruelty to Animals (SPCA) and their legal counsel.

The County's revised animal control ordinance enhances enforceability, streamlines processes, clarifies definitions, and above all else, further promotes public safety. Key provisions of the proposed ordinance updating Chapter 6.04 of the Daly City Municipal Code include:

- Updates definitions to enhance enforcement capabilities and remove confusing language related to "Dangerous" and "Vicious" animal designations.

- Lowers the rabies vaccination age requirement to align with current state law.

- Updates language and enforcement for "Vicious" animals, which are often humanely euthanized. The proposed ordinance raises the threshold for when an animal may be declared "Vicious" and summarily euthanized, which is consistent with current industry standards and practical enforcement. Offending animals deemed a significant danger to the public would still be designated "Vicious".

- Updates language and enforcement for "Dangerous" animals. A "Dangerous" animal has exhibited behavior which indicates heightened safety requirements for the keeping of said animal are required to ensure public protection. The proposed SSFMC Chapter 9.04 revises and clarifies the threshold for when an animal may be designated as "Dangerous". Under the current ordinance, the "Dangerous" designation remains for the life of the animal. Under the

proposed ordinance, an owner may apply for the designation to be lifted after a period of three (3) years if the animal has been safely maintained under the permit, which would remove the need for County oversight and enforcement. The Program Manager found that about 90% of animals deemed "Dangerous" do not re-offend, and that lifting the "Dangerous" designation for animals deemed no longer a danger to the public, which is consistent with other jurisdictions and state recommendations.

- Removes language stating that an animal owner may not maintain a "Dangerous" animal in a home with a juvenile person under the age of eighteen (18). The working group could not find any other jurisdiction that had this restriction and could not find any instance in which the restriction enhanced public safety or was enforceable.

- Revises and updates the fee schedule and further clarifies the offenses for which administrative citations may be issued for violations of Daly City Municipal Code Chapter 6.04.

Fiscal Impact

None.

Summary/Conclusion

Staff recommends that City Council conduct a public hearing and first reading and introduce an Ordinance amending Title 6 of the Daly City Municipal Code regarding Animal Control.

Staff is available to provide any additional information desired by the Mayor or Councilmembers.

Respectfully submitted,

Rose Zimmerman
City Attorney

Attachment: Draft Ordinance

ORDINANCE NO._____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF DALY CITY
AMENDING TITLE 6 OF THE DALY CITY RE: ANIMAL CONTROL

The City Council of the City of Daly City, DOES ORDAIN as follows:

SECTION 1. Title 6 of the Daly City Municipal Code is amended to be entitled and numbered to read as follows:

Title 6

ANIMAL CONTROL

Chapter 6.04 Animal Control
Chapter 6.08 Prohibitions and Nuisances
Chapter 6.10 Violation and Penalty
Chapter 6.12 Horse Stables

SECTION 2. Chapter 6.04 of the Daly City Municipal Code is hereby repealed and replaced and numbered to read as follows:

CHAPTER 6.04 ANIMAL CONTROL

6.04.010 – Definitions

The following words and phrases, when used in this Chapter shall have the meaning set forth below:

"Animal Control Officer" – any Person designated as the Animal Control Program Manager for the County, as well as the head of the County's animal control contractor and their duly authorized officers or deputies. In the event the County has no animal control contractor to provide animal control officers, or in cases of emergency in which additional animal control officers are needed, "animal control officer(s)" may include Persons so designated by the Animal Control Manager.

"Animal Control Program" – that program established by the County and participating cities, and the Program's animal control contractor(s), if any, which contractor is specifically charged with regulating and enforcing laws dealing with animal control within the participating jurisdictions. Animal Control Program includes the Licensing Program.

"Animal Control Program Manager" - that Person employed by the County to oversee the Animal Control Program or designee.

"Animal Control Shelter" - A San Mateo County facility operated by the County, or by another public entity, an accredited, tax-exempt humane non-profit organization contracted with the County, or a for-profit business contracted with the County for the purpose of impounding, sheltering, adopting, or euthanizing seized, stray, distressed, homeless, abandoned, or unwanted animals.

"**Caretaker**" - any Person 18 years of age, or older, who has assumed responsibility for the care, custody, or control of an animal(s).

"Dangerous Animal" - any animal, except a trained animal assisting a peace officer engaged in law enforcement duties, that constitutes a danger to Persons or animals, and/or demonstrates any of the following behavior(s):

(a) behavior that results in bodily harm that is less serious than a "Severe Injury", or constitutes a substantial threat of bodily harm to a Person; or

(b) an attack on another animal which results in an injury that is sufficient to require veterinary care even if not received.

An animal which has been declared by an out of this County jurisdiction as "potentially dangerous," "dangerous," "vicious," or any other similar designation, may be deemed a Dangerous or Vicious animal for the purposes of this Chapter, as determined by an Animal Control Officer.

"Health Officer" - that Person so designated by the County of San Mateo.

"Humane Officer" - any Person who is qualified and appointed pursuant to California Corporations Code Section 14502, and who is an employee of the County and designated as such by the County or an employee of a society for prevention of cruelty to animals or humane society that has contracted with the County of San Mateo to provide animal control services.

"Licensing Program" - that program within San Mateo County Health Department, including but not limited to, any County contractor specifically charged with regulating and selling animal licenses in the County of San Mateo.

"Owner" - any Person 18 years of age or older who:

(a) holds the license to the animal; or

(b) if the animal is not licensed, is legally entitled to possession of the animal; or

(c) has exercised primary responsibility for the care of the animal for thirty (30) or more consecutive calendar days.

"**Person**" – means any individual, partnership, corporation, organization, trade or professional association, firm, limited liability company, joint venture, association, trust, estate, or any other legal entity, and any officer, member, shareholder, director, employee, agent, or representative thereof.

"Severe injury" - Any physical injury to a human caused by an animal attack that involves tooth derived muscle tears, disfiguring wounds or laceration(s), multiple bites requiring sutures, broken bones and/or requires corrective surgery.

"Service Animal" - any animal defined as such by federal or state law.

"Vicious Animal" - any animal, except a trained animal assisting a peace officer engaged in law enforcement duties, which meets any or all of the following criteria:

(a) Any animal that, at the time of the attack, is already designated as a Dangerous Animal and/or is the subject of a Dangerous Animal permit, and which is found to have engaged in any of the following:

(1) behavior that results in bodily harm, or constitutes a substantial threat of bodily harm, to a Person; or

(2) an attack on another animal which results in an injury that is sufficient to require veterinary care, whether or not received.

(b) Any animal that inflicts Severe Injury to or kills a Person.

(c) Any animal which cannot be safely maintained with a Dangerous Animal permit.

(d) Any animal designated by another governmental jurisdiction as, “dangerous”, "vicious", or any other similar designation, if that prior designation is based on behavior which would meet the definition of Vicious Animal under this Chapter, as determined by an Animal Control Officer.

6.04.020 - Animal Control Program.

(a) The Animal Control Program is responsible for the enforcement of this Chapter.

The duties of the Animal Control Program shall include, but not be limited to, the following:

(1) Provide animal control, sheltering services, and a rabies control program to carry out and enforce all provisions of this Chapter and California Health & Safety Code section 121690, and keep such records as may be required by law or contract.

(2) Enforce the provisions of this Chapter and all applicable state and local laws relating to the care, treatment, and impounding of animals, and specifically to issue citations and to make arrests for violations of the provisions of this Chapter and related state laws, to the extent authorized by law.

(3) Impound animals found to be in violation of this Chapter in the interest of protecting public health and safety.

(4) Investigate animals pursuant to this Chapter or applicable state law and, if deemed appropriate, designate any such animals as Dangerous or Vicious pursuant to this Chapter.

(5) Impound animals which are in imminent or ongoing danger, or which are in need of safekeeping in order to protect the health and safety of the animal.

(6) Impound animals that are causing a threat to public safety.

(7) Where authorized under the law, to enter upon any premises upon which any animal is kept in order to seize or impound of any animal if reasonable cause exists to believe that such animal is being kept or has behaved in violation of the provisions of this Chapter.

(8) To remove and dispose of the carcass of any animal(s) found on any public right of way, except freeways or other areas maintained by Caltrans.

(9) Quarantine animals under the direction of the County Health Officer to ensure public health and safety.

(10) Euthanize and/or dispose of animal(s) humanely and in accordance with the law.

(11) Place for adoption, when appropriate, properly impounded animals if such animals are not redeemed after due notice to known Owners in accordance with the law.

(12) Provide and hold vaccination clinics in strategic locations throughout the County pursuant to Health and Safety Code 121690.

(13) Provide or make available at low cost, spay/neuter surgeries to dogs, cats, and rabbits.

(14) Provide for issuance of an animal license for a period not to exceed the term of the anti-rabies vaccination, as provided by state law.

(15) To collect any fees or charges provided for in this Chapter for the licensing, impounding and/or keeping of any animal, or for the enforcement of this Chapter.

(b) Animal Control Officers qualified under Penal Code section 830.9, who are either employees of the County designated as such by the County, or employee(s) of and designated as such by a society for prevention of cruelty to animals or humane society which has contracted with the County to provide animal control services, shall have the authority to issue citations and/or notices to appear in court, and obtain and execute search warrants to the maximum extent allowed by law, for violations of state and local animal control laws. Animal Control Officers shall have the authority provided by state law including, but not limited to, that described by Penal Code section 830.9. Animal Control Officers must complete Penal Code section 832 training.

(c) Those employees of a society for prevention of cruelty to animals or humane society under contract with the County to provide animal control services, who have been appointed and qualify as humane officers under California Corporations Code section 14502, or its successor statute, shall have the authority to issue citations and/or notices to appear in court, and obtain and execute search warrants, to the maximum extent allowed by law, for violations of state and local animal control laws.

(d) The County may contract for animal control services to be performed countywide, including within cities, provided agreement is made with the participating jurisdictions.

6.04.030 - Rabies Vaccinations.

(a) Every dog or cat Owner shall ensure their animal is vaccinated for rabies by a licensed veterinarian in the manner prescribed or approved by state law and the State of California Department of Public Health, after the dog or cat attains the age of three (3) months of age and/or within ten (10) calendar days of acquiring an unvaccinated animal. This vaccination shall be obtained prior to issuing a license for the dog or cat. In addition, proof of vaccination shall be provided by the Owner or veterinarian to the Licensing Program or the County's animal control contractor.

(b) Every veterinarian who vaccinates or causes or directs to be vaccinated in the County any dog, or cat with rabies vaccine shall certify that such animal has been vaccinated. Every veterinarian shall submit to the licensing authority a copy of the County-approved rabies vaccination form, within ten (10) calendar days of the beginning of each month, for any dog or cat which they vaccinate or direct to be vaccinated with anti-rabies during the previous month. An Animal Control Officer or animal licensing staff shall have the right to inspect records of rabies vaccinations during normal business hours.

(c) Upon receipt of a written request from a licensed veterinarian to exempt a microchipped pet from receiving a one or three-year vaccination, for medical reasons, the County Health Officer and/or designee shall review the basis for the request for exemption and approve or/deny said request.

6.04.040 - Dog and Cat Licenses.

(a) Licensing requirements for dogs and cats shall be as follows:

(1) An annual license shall be obtained, and an annual license fee shall be paid by the Owner for every dog or cat over the age of three (3) months owned or kept in unincorporated San Mateo County, and all cities within the County which adopt this Chapter. Said annual license fee shall be first due when the animal reaches three (3) months of age or within sixty (60) calendar days after the dog or cat is acquired, and due on the expiration date of the rabies vaccination and each year thereafter.

(2) New residents shall have sixty (60) calendar days in which to acquire such license.

(3) Persons renewing their license shall have thirty (30) calendar days following their due date before being found delinquent and assessed a late penalty.

(4) The fee for such license shall be as set forth in section 6.04.350 of this Chapter. The fee paid for the licensing of altered dogs and cats shall be less than said license fee for unaltered cats or dogs upon presentation of the proper

certification. The license fee paid by Persons over the age of 60 shall be at a discount.

(5) An Owner may obtain a three-year license for a cat or dog by submitting to the Licensing Program adequate proof of a three-year rabies vaccination of the animal to be licensed and payment of the applicable fees, as set forth in section 6.04.350 of this code.

(6) Any Person who fails to pay such license fee after said fee is due or said dog or cat is required to be licensed, in addition to paying any past due license fee(s), may also be required to pay a late fee in accordance with Section 6.04.350 of this Chapter or may receive an administrative citation.

(7) A license shall be obtained, but no license fee shall be payable, by the Owner of any dog being raised, trained or used as a Service Animal, or for dogs that have served as a member of the armed forces of the United States of America, or any dog used by a local law enforcement agency for the purposes of law enforcement.

(8) Animals with microchip implants or other permanent identification acceptable to the Animal Control Program are not exempt from the mandatory licensing requirements.

(b) The licensing provisions in this Chapter are not applicable to the following:

(1) Dogs or cats used for diagnostic purposes or research, the use having been approved by the California State Department of Health Services pursuant to section 1666 of the Health and Safety Code.

(2) Dogs or cats used for teaching purposes in recognized educational institutions.

(3) Dogs or cats owned by veterinarians licensed by the State and kept on the premises used by said veterinarians in their practice.

(c) Tags for dogs and cats shall be issued as follows:

(1) The Licensing Program shall procure and, when licensing fee is paid, issue a lifetime tag which shall bear the number of the license. A record shall be kept with the name of the Owner together with a description of the dog or cat for which the license is issued and the number of the license, and a tag shall be provided to such Person upon payment for such license as provided by this Chapter.

(2) Whenever a tag has been lost or stolen, the Owner of the animal may request a duplicate tag upon payment of the required fee.

(3) The Owner of a licensed dog or cat shall affix such tag to a suitable collar, which collar shall remain on the dog or cat at all times.

(4) When an animal has been designated as a Service Animal, the Owner may obtain a lifetime service tag and shall be required to follow the requirements in Section 6.04.030 (a). Said tag will replace a regular dog license.

(5) The Owner or operator of any kennel, animal breeding facility, pet shop, or any place or establishment where animals are sold, adopted, or given away shall keep a permanent record of the name, address, and phone number of the purchaser of any dog or cat, along with the breed, color, sex, and age of each animal sold, adopted, or given away and shall forward such information to Animal Control services within thirty (30) calendar days thereafter. An Animal Control Officer, County representative, or employee of the County's animal control contractor shall have the right to inspect such records during normal business hours, with forty-eight (48) hours prior notice to the Owner or operator.

6.04.050 - Public Protection from Dogs.

(a) No Owner or possessor of a dog shall cause or allow such dog to bite, or physically threaten or harass any person unless necessary to protect the physical safety of a Person.

(b) Every Owner or possessor of a dog shall prevent such dog from causing injury to another animal while such animal is lawfully upon public or private property. The failure of the Owner of a victim animal to have the animal on a leash shall not, in itself, constitute a mitigating factor in any attack.

(c) No Owner or possessor of a dog shall command or provoke such dog to attack, sic or threaten a Person unless such action is necessary to protect the physical safety of a Person.

(d) No Owner or possessor of a dog that resides in another county and is found to have violated this section shall thereafter allow such dog to be brought into San Mateo County unless the dog is fully enclosed in a vehicle and passing through to another location without stopping at any public or private premises within the County.

6.04.060 - Prohibited Conduct.

No Owner or other Person having care, custody or control of any animal shall cause or permit it to do any of following:

(a) To be upon any public street, sidewalk, park, school ground, any public property, or upon any unenclosed premises in this jurisdiction unless:

(1) the animal is properly licensed, if such licensing is necessary hereunder; and

(2) the animal is controlled by a chain, lead rope, or leash, which is connected to the animal's collar, saddle, harness, or halter. This latter requirement is not applicable to cats, or to service animals under the complete control of the Owner or Caretaker.

An electric or invisible fence does not constitute an enclosure for the purposes of this requirement.

(b) To trespass upon any private property without the consent of the owner thereof, and to knowingly permit the animal to remain upon the property, or to habitually continue to trespass thereon.

(c) To suffer or permit such animal to habitually bark or meow or otherwise act to disturb the peace of any citizen or to be a public nuisance.

(d) To be without proper and adequate food, water, shelter, care, and attention.

(e) No Person shall possess within San Mateo County any animal designated by another jurisdiction as "potentially dangerous", "dangerous", or "vicious," or other designation based on the animal's potential danger to humans and/or animals, without previously notifying Animal Control and receiving express written permission from the Animal Control Manager for the animal's presence or residence in San Mateo County. A failure to receive prior permission is in itself a sufficient basis for an Animal Control Officer or peace officer to seize and impound such animal.

(f) Subsection (a)(2) of this section shall not be applicable to cats.

6.04.070 - Protection of Animals in Motor Vehicles.

(a) No Person shall leave or confine an animal in any unattended motor vehicle under conditions that endanger the health or well-being of said animal due to heat, cold, lack of adequate ventilation, lack of water, or other circumstances that could reasonably be expected to cause suffering, disability, or death of said animal.

(b) An Animal Control Officer, Humane Officer or peace officer may remove an animal from a motor vehicle if the animal's safety reasonably appears to be in immediate danger from heat, cold, lack of adequate ventilation, lack of water, or other circumstances that could reasonably be expected to cause suffering, disability, or death to the animal. An Animal Control Officer, Humane Officer or peace officer is authorized to take all steps that are necessary for the removal of such animal from the motor vehicle, including, but not limited to, breaking into the motor vehicle, after a reasonable effort has been made to locate the Owner or other Person responsible.

(c) If an animal is removed from a motor vehicle as set forth herein, the removing officer shall, if deemed necessary by the officer, take it to an animal shelter, veterinary hospital, or other place of safekeeping.

(d) An Animal Control Officer or peace officer who removes an animal from a motor vehicle shall, in a conspicuous location on or within the motor vehicle, leave written notice bearing their name and office, and the address of the location where the animal can be claimed. The animal may be released to the Owner only after payment of all fees that have accrued for the maintenance, care, medical treatment, or impoundment of the animal.

(e) Nothing in this section shall preclude prosecution under both this section and California Penal Code Section 597 or any other provision of state or local law.

6.04.080 - Release from Confinement.

No Person other than the Owner, or person authorized by the Owner of the animal shall release any animal from any confinement, vehicle, or restraint unless such release is necessary for the immediate health and safety of the animal. This section shall not apply to Animal Control Officers, Humane Officers, and/or peace officers.

6.04.090 - Declaration of Dangerous Animal.

(a) No Person shall knowingly keep, have, maintain, sell, trade, or let for hire an animal designated as Dangerous under this Chapter without obtaining a Dangerous Animal permit from the Animal Control Officer. The animal Owner shall comply with all conditions of the Dangerous Animal permit including, but not limited to, all requirements of section 6.04.100 of this Chapter. Any animal which is determined to be Dangerous under this Chapter and for which a permit has not been obtained shall be surrendered to an Animal Control Officer, peace officer, or a County animal control contractor agency for appropriate disposition, which may include humane euthanasia.

(b) In determining whether or not an animal shall be designated as Dangerous, the Animal Control Officer, peace officer, or hearing officer may consider any relevant facts and circumstances, including but not limited to:

(1) the alleged attacking animal's prior history.

(2) the alleged attacking animal's Owner(s) ability to comply with this Chapter, and/or compliance with any prior Dangerous Animal permits held by the alleged attacking animal's Owner(s).

(3) whether any of the animals involved were previously deemed by a governmental jurisdiction as "potentially dangerous, "dangerous", "vicious" or any other similar designation.

(c) In determining whether or not an animal shall be designated as Dangerous, the Animal Control Officer, peace officer, or hearing officer, may consider the following mitigating factors:

(1) Whether at the time of the injury, attack or molestation, the Person or animal suffering the injury, attack or molestation:

(i) provoked, tormented, teased, abused or assaulted the animal, thereby causing or contributing to the alleged behavior;

(ii) committed a willful trespass or other tort upon the private property of the Owner or Caretaker of the animal in the presence of the animal;

(iii) threatened or committed an unjustified attack or assault against the Owner, Caretaker or other Person in control of the animal in the presence of the animal

(2) Any other mitigating factor relevant to whether the animal poses a threat to public health or safety. The failure of the Owner or Person in control of a victim animal to have the victim animal on a leash shall not, in itself, constitute a mitigating factor in any attack.

(d) The unwillingness of a victim or a particular witness to testify at a hearing shall not prevent designation of an animal as a Dangerous Animal, as long as sufficient evidence exists to support the designation.

(e) In the event that an Animal Control Officer or peace officer determines it necessary to protect the health or safety of the public, or of any animal, they may immediately impound any animal according to the procedures set forth in this Chapter.

(f) If an Animal Control Officer or peace officer has investigated and determined that an animal is Dangerous, the Animal Control Officer or peace officer shall deliver written notice of such determination to the Owner of the animal pursuant to section 6.04.260.

(g) Should the Owner of the animal wish to contest the Dangerous Animal designation, the Owner may request a hearing, which hearing shall be conducted according to the procedures set forth in section 6.04.150 of this Chapter. The Owner shall submit a written request for a Dangerous Animal hearing to the Animal Control Officer within seven (7) calendar days of the written notification by the Animal Control Officer and/or peace officer that the animal has been declared dangerous.

(1) Should the animal Owner not submit a request for an administrative hearing within the required timeframe, the administrative hearing process shall be deemed waived, the Dangerous Animal designation will be final, and the animal Owner shall obtain a Dangerous Animal permit within seven (7) calendar days of the written notification that the animal has been declared Dangerous.

(2) If the animal Owner requested a hearing and the hearing officer confirms the determination that the animal is Dangerous, the Owner must obtain the Dangerous Animal permit and meet the conditions required by such permit, within seven (7) calendar days of notice of such decision, unless the time is extended by an Animal Control Officer.

(3) If an animal is designated as Dangerous, but the Owner fails to obtain a Dangerous Animal permit within the required timeframe, the animal will be deemed abandoned, and will be subject to disposition as deemed appropriate, including potential euthanasia by the County's animal control contractor, at the discretion of the Animal Control Officer, peace officer or City or County representative. If not already impounded, the animal will be promptly impounded. The Owner of the animal shall be responsible for all costs of impoundment of the animal incurred prior to such abandonment.

(h) If after investigation by an Animal Control Officer or peace officer, that officer determines that the animal is not Dangerous, the victim or an Owner of a victim animal may appeal that determination, within seven (7) calendar days of notice of the decision given pursuant to section 6.04.260, by submitting to the Animal Control Officer or peace officer a written request for a hearing and paying the required fee. The Animal Control Officer or peace officer shall prepare a written report documenting its reasons for determining the animal not Dangerous and shall include evidence it has considered for and against the designation in its report. The hearing shall be conducted according to the procedures set forth in section 6.04.150 of this Chapter.

(i) No animal designated by the County as a Dangerous Animal may be transferred to a new place of residence or to a new Owner or Caretaker without prior written approval of the Animal Control Program Manager. Prior to the relocation, a written request for the relocation must be delivered to the Animal Control Program Manager and the County's animal control contractor, if any, at least 30 calendar days prior to the relocation.

(j) If an Animal Control Officer declares an animal as Dangerous which has already been declared Potentially Dangerous or Dangerous by another jurisdiction located outside of the County of San Mateo, the Owner of such animal must obtain and comply with a Dangerous Animal permit at least seven (7) calendar days prior to moving the animal into the County. The animal shall not reside in the County of San Mateo until the Dangerous Animal permit has been issued by the Animal Control Program and the Owner meets the conditions of said permit.

(k) A permit issued under this section is subject to renewal annually. An annual inspection of the location where the animal resides will be performed by an Animal Control Officer. Inspections may occur at any reasonable hour and will occur at least annually. The fee for such permit and inspection shall be as set forth in section 6.04.350 of this Chapter. Fees shall not be refundable. If the registered Owner fails to pay the permit fee and/or comply with the requirements of the permit within ten (10) calendar days of the annual inspection date, the permit may be revoked and the animal may be impounded for appropriate disposition, as determined by an Animal Control Officer, peace officer, County contracted agency or City designee, including humane euthanasia.

(l) A Dangerous Animal designation is a designation that remains with that animal for its lifetime, unless terminated as provided by this subsection. A Dangerous Animal designation may be terminated if all of the following criteria have been met, as determined by an Animal Control Officer or peace officer and the Animal Control Program Manager and/or City designee:

(1) The Owner has complied with all Dangerous Animal Permit requirements for a period of three (3) years and the animal has not been found to have committed any violations of the requirements of the permit, or of this Chapter, or any other applicable animal control laws, for the duration of that period.

(2) The animal has remained current on all rabies or similar required vaccinations and has remained current on its licensing and paid all fees for the duration of the three (3) year period.

If an animal Owner disputes a finding that the Dangerous Animal designation will not be terminated, the animal Owner may request an administrative hearing to be held according to the procedures set forth in section 6.04.150 of this Chapter.

6.04.100 - Dangerous Animal Permit Requirements.

(a) Any Owner of a Dangerous Animal shall ensure compliance with the following rules and regulations which shall be mandatory requirements for any Dangerous Animal permit:

(1) When the animal is off the property of its Owner, ensure that the animal is not kept upon any unenclosed premise unless said animal is leashed and muzzled with a cage or basket muzzle, or any other muzzle approved by the Animal Control Officer. The leash shall not exceed four (4) feet in length and having a minimum tensile strength of 300 pounds and shall be under the direct control and supervision of the Owner or a Person of such age, size, and strength as can easily control such animal. Extraordinary care shall be taken by the Owner and/or Caretaker to ensure that such restraint is sufficient to control the animal in a manner which it will not endanger other Persons or animals.

(2) Ensure said animal is never kept on any unenclosed premises even if tethered, tied or staked.

(3) Ensure said animal is kept in a fenced yard, kennel, dog run or other enclosure, sufficient to prevent the escape of the animal or entry of young children, as approved by the Animal Control Officer or peace officer. An electric or invisible fence is not an acceptable means of enclosure for the purpose of this requirement.

(4) Maintain the animal so that it is not a threat to any mail carrier, sanitation worker, meter Person, or other Person who has the lawful right to enter the property.

(5) Ensure that all structures used to confine the animals are locked with a key or combination lock when such animals are within the fenced yard, kennel, run or enclosure.

(6) Regularly inspect the fenced yard, kennel, dog run or enclosure to ensure that it is secure to maintain the animal and keep young children out.

(7) Allow inspections by any Animal Control Officer or peace officer at any reasonable hour of the premises or premises upon which the animal is maintained.

(8) Pay permit and property inspection fees as set forth in section 6.04.350 of

this Chapter within (10) ten calendar days of the permit issuance or renewal.

(9) Obtain and post approved sign(s) from the Animal Control Program after payment of a non-refundable fee as set forth in Section 6.04.350 of this Chapter. Sign(s) shall be conspicuously posted in a manner visible to the public at all entrances to the property where the animal is kept, warning Persons of the presence of a Dangerous Animal as directed by the Animal Control Officer or peace officer. Such sign(s) must be surrendered in the event of the revocation of the permit, death of animal, or approved relocation of the animal.

(10) Advise all members who reside in the same household and on the same premises of the conditions established by the permit for keeping or maintaining said Dangerous Animal.

(11) Ensure said animal wears, at all times, a separate Dangerous Animal tag issued by the Animal Control Program in addition to complying with license requirements as defined in Section 6.04.040 of this Chapter.

(12) Ensure said animal be microchipped and inform the Animal Control Officer with the microchip number within thirty (30) calendar days from the date the Dangerous Animal permit was issued.

(13) Within forty-five (45) calendar days from the date the Dangerous Animal Permit was issued, unless this period is extended by the Animal Control Program Manager or city representative at their sole discretion, said animal shall be spayed or neutered by a California licensed veterinarian, at Owner expense, and within those forty-five (45) days, the Owner shall also present written proof to the Animal Control Officer that the surgery was performed. In the event an animal cannot be safely altered, due to a medical reason, the Owner shall present the Animal Control Program Manager and Animal Control Officer with a written request from a California licensed Veterinarian stating the medical reason(s) that the animal should not be altered. The County Health Officer or designee will approve or deny the request. If said request is denied, the animal shall be altered by a California licensed veterinarian within fifteen (15) calendar days from the date of notification that the request was not approved, and within those fifteen (15) calendars days provide such written proof to the Animal Control Officer that the surgery was performed.

(14) Notify an Animal Control Officer and the Animal Control Program Manager of the animal's death within twenty-four (24) hours and produce the animal's body for verification upon request.

(15) Notify an Animal Control Officer and the Animal Control Program Manager immediately in the event the animal becomes lost, stolen, or escapes from its fenced yard, kennel run, or enclosure.

(16) Pay all reoccurring of additional fees within ten (10) calendar days of service of the invoice or annual permit. Non-payment of fee may result in

the permit being revoked unless a payment plan has been approved by the County or City.

(17) Comply with all other permit conditions or requirements imposed by an Animal Control Officer, peace officer, or hearing officer pursuant to this Chapter.

(18) Comply with all local and state laws regarding the care, use, control, and maintenance of animals.

(b) Any Owner of a Dangerous Animal shall ensure compliance with the following additional requirements, if directed to do so by an Animal Control Officer, peace officer and/or hearing officer:

(1) Prove financial responsibility by posting a bond or certificate of insurance for an amount of three hundred thousand dollars ($300,000) per animal within thirty (30) calendar days from the date of the Dangerous designation. Bond or certificate of insurance will be provided to the Animal Control Program Manager annually prior to expiration of said bond or certificate.

(2) Provide private behavioral and obedience training to the animal, at the Owner's expense and within the time set forth by the hearing officer or an Animal Control Officer following the issuance of a Dangerous Animal permit. Proof of participation, a report of behavioral assessment, and/or a certificate of satisfactory completion from an animal behaviorist or organization approved by an Animal Control Officer shall be provided to the Animal Control Officer and Animal Control Program Manager within seven (7) calendar days following the completion of the mandatory training, but not more than ninety (90) calendar days from the date of the Dangerous designation.

(3) Comply with any other permit requirements determined to be reasonably necessary to protect the public's health or safety and/or the health or safety of other animals.

(c) No more than two Dangerous Animals may be kept by any Person(s) at any one household, residence, business, or other location, without prior written approval of the designee of the appropriate jurisdiction.

6.04.110 - Revocation or Modification of Dangerous Animal Permit.

(a) Any Dangerous Animal permit issued pursuant to this Chapter may be revoked or modified by the inclusion of additional requirements or otherwise, if the Animal Control Officer or peace officer has reasonable cause to believe any of the following to be true:

(1) The dangerous animal Owner or any Person to whom the Owner has given care, custody, or control of the animal has violated any local or state laws relating to the keeping, care or use of any animals.

(2) The Owner or any Person to whom the Owner has given care, custody, or control of the animal has violated any Dangerous Animal permit conditions, or any requirement imposed by the Animal Control Officer, peace officer, or hearing officer.

(3) The Owner or any Person to whom the Owner has given care, custody, or control changed the location of his/her residence or his/her place of business or sells, assigns, transfers, donates, leases, or otherwise disposes of the animal for which the permit was issued without first notifying an Animal Control Officer as outlined in Section 6.04.090

(4) The Owner or any Person to whom the Owner has given care, custody or control of the animal has changed the residence or premises where the animal is maintained without first complying with the guidelines set forth in Section 6.04.090

(5) The Owner or any Person to whom the Owner has given care, custody, or control of the animal is unable or unwilling to comply with the conditions of the Dangerous Animal permit.

(b) In the event that it is reasonably necessary to protect the public or an animal's health and safety, the Animal Control Officer or peace officer may impound or cause to be impounded the animal while an investigation is taking place**.**

(c) If, after investigation, the Animal Control Officer or peace officer concludes that there is probable cause to believe that one or more of the above conditions for revocation or modification of the permit has occurred, the officer shall deliver written notice of revocation or modification to the Owner. Said notice shall specify the grounds of revocation or modification of the permit. Should the Owner of the animal wish to contest the revocation or modification of the permit, the Owner may request an administrative hearing to be held before a hearing officer, as designated by the Animal Control Program Manager, within seven (7) calendar days of receiving the notice of revocation. Said administrative hearing date shall be not less than seven (7) calendar days or no more than (20) twenty calendar days after the date the request for hearing is received by the Animal Control Manager. The administrative hearing shall be conducted as set forth in section 6.04.150 of this chapter. The hearing officer conducting the hearing may either modify the terms of the permit or revoke the permit.

Any party to the hearing has the right to appeal the administrative hearing decision to the San Mateo County Superior Court by filing a Petition for a Writ of Administrative Mandate pursuant to California Code of Civil Procedure, Section 1094.5 and 1094.6.

(d) Upon written notice by the Animal Control Officer, peace officer, or hearing officer, if a hearing was held, if any modifications to a Dangerous Animal permit are made, the Owner shall immediately comply with such modified permit requirements.

(e) Upon written notice from an Animal Control Officer, peace officer or hearing officer of the revocation of a Dangerous Animal permit, the Owner of such animal shall within two (2) calendar days of such notification, surrender said animal to an Animal Control Officer. The Dangerous Animal shall be impounded and humanely euthanized unless the County designee or City designee has approved a different disposition. At the sole discretion of the appropriate City or County representative, such animal may be permanently removed from the County of San Mateo to another jurisdiction with written approval from that jurisdiction.

6.04.120 - Possession of Animals After Revocation of Dangerous Animal Permit.

No Person who has been determined to be in possession of or had Ownership of a Dangerous Animal for which a permit has been revoked under this chapter shall be granted any Dangerous Animal permit for a period of three years following such determination or revocation.

6.04.130 - Declaration of Vicious Animals.

(a) No Person shall keep, have, maintain, sell, trade, or let for hire an animal which has been designated as Vicious under the provisions of this Chapter.

(b) If an Animal Control Officer and/or peace officer has investigated and determined that an animal is Vicious, the Animal Control Officer or peace officer shall deliver written notice of such determination to the Owner of the animal. Service of notice shall be made in accordance with section 6.40.260 subdivision (a) of this Chapter. An Animal Control Officer and/or Peace Officer shall immediately impound the animal, or cause to be impounded, the animal according to the procedures set forth in Section 6.04.160 of this Chapter. The animal shall be deemed abandoned and shall be humanely euthanized unless the County designee or City designee has approved a different disposition or unless the Owner timely requests an administrative hearing.

(c) In determining whether an animal shall be designated Vicious, in addition to any other facts and circumstances of the incident(s), the applicable decision-maker may consider the following potentially mitigating factors.

(1) Whether at the time of the injury, attack or molestation, the Person or animal suffering the injury, attack, or molestation:

(i) provoked, tormented, teased, abused, or assaulted the animal, thereby causing or contributing to the alleged behavior

(ii) committed a willful trespass or other tort upon the private property of the Owner or Caretaker of the animal; and/or

(iii) threatened or committed an unjustified attack or assault against the Owner, Caretaker, or other Person in control of the charged animal.

The failure of the Owner or other Person in control of a victim animal to have the animal on a leash shall not, in itself, constitute a mitigating factor in any attack.

(2) Whether the Owner is willing and able to comply with the conditions of a Dangerous Animal permit, and whether the animal can be safely maintained on a Dangerous Animal permit considering the nature of the attack and cooperativeness and abilities of the Owner.

(d) The decision-maker may also consider, among any other relevant facts and circumstances, the following factors:

(1) whether any of the animals involved were previously deemed by any governmental jurisdiction as, "dangerous", "vicious", or any other similar designation, and/or the animal Owner's prior compliance or lack thereof with any applicable Dangerous Animal permit requirements or this Chapter;

(2) the attacking animal's history of attacks, bites or threatening behavior;

(3) whether the animal demonstrated such aggressive behavior that it is reasonable to conclude that the animal cannot be safely maintained with a Dangerous Animal permit; and

(4) whether the Owner is unable or unwilling to comply with the conditions of a Dangerous Animal permit.

(e) Should the Owner of the animal wish to contest the Vicious Animal designation, the Owner may request an administrative hearing to be conducted according to the procedures set forth in section 6.04.150 of this Chapter. The Owner shall submit a written request for a Vicious Animal hearing to the Animal Control Officer within seven (7) calendar days of the written notification by the Animal Control Officer and/or peace officer that the animal has been declared Vicious.

(f) Should the Owner not submit a request for an administrative hearing within the required timeframe, the administrative hearing process shall be deemed waived, the Vicious Animal designation will be considered final for purposes of exhaustion of administrative remedies, and the animal will be subject to disposition by the Animal Control Officer, peace officer, or City or County designee. The Owner shall lose all rights of Ownership and control of the animal, and the animal will be subject to humane euthanasia, unless another disposition is deemed appropriate by a City and/or County designee, without further notice to the Owner.

(g) The unwillingness of a victim or a particular witness to testify at a hearing shall not prevent designation of an animal as Vicious as long as sufficient evidence exists to support the designation.

(h) If after investigation, an Animal Control Officer and/or peace officer determines that the animal is not Vicious, the Officer will prepare a written decision upon request by any victim suffering physical injury or an Owner of a victim animal, either of whom may appeal that determination. Any victim suffering physical injury as a result of the attack, or Owner of a victim animal, may appeal the determination that an animal is not Vicious by submitting, within seven (7) calendar days of the service of the decision pursuant to section 6.04.260, a written request to the Animal Control Officer for an administrative hearing and paying the required

fee as set forth in Section 6.04.350 of this Chapter. The administrative hearing shall be conducted according to the procedures set forth in section 6.04.150 of this Chapter.

6.04.140 - Providing False Information.

It shall be unlawful for a Person to willfully and knowingly provide false or misleading information to Animal Control Program staff, including but not limited to an Animal Control Officer, peace officer, Animal Control Program Manager, and/or hearing officer regarding animal ownership, licensing, rabies vaccination, medical treatment and condition, and/or any other matter pertaining to the enforcement of state or local law.

6.04.150 - Administrative Hearing Procedures.

(a) Administrative hearings held under this Chapter shall be conducted by a hearing officer or designated representative appointed by the Director or designee of the San Mateo County Health Department. Any city contracting with the County for animal control services may elect to utilize the services of any San Mateo County designated hearing officer to conduct hearings on behalf of the city pursuant to that city's animal control ordinances. The hearings shall be scheduled no less than seven (7) calendar days and no more than fifteen (15) calendar days from the receipt of the request for the hearing unless the hearing officer finds good cause for continuance.

(b) The Animal Control Officer or peace officer conducting the investigation shall provide their investigation report and any evidence gathered by the officer to the Animal Control Program Manager or designee no less than 72 hours prior to said administrative hearing. The Animal Control Program Manager or designee will promptly provide the report to the parties to the case, including the Owner of the subject dog and the Owner of the victim dog.

(c) The administrative hearing shall be conducted in an informal manner consistent with due process of law. Any party may be represented by counsel. The parties may present relevant evidence including witnesses. The strict rules of evidence shall not be applicable. Any relevant evidence, including but not limited to hearsay evidence, may be admitted if it is the sort of evidence on which reasonable Persons are accustomed to rely on in the conduct of serious affairs. The hearing officer shall decide the matter based on preponderance of the evidence presented at the hearing. The administrative hearing shall be recorded, and all documentary evidence submitted at the administrative hearing shall be preserved by the Animal Control Program Manager for a period of no less than two years. Any party may arrange for a court reporter to be present. Any party desiring the presence of a court reporter shall make all necessary arrangements and shall be responsible for payment of all costs.

(d) The hearing officer may exclude disorderly or disruptive Persons from the hearing or make other orders as necessary to ensure the fair and orderly conduct of the administrative hearing.

(e) The hearing officer may decide all issues for or against the Owner(s) of the involved animal(s) even if the Owner(s) fail to appear at the hearing.

(f) Within seven (7) calendar days of the administrative hearing, the hearing officer shall render a written decision, which shall be final for the purposes of exhaustion of administrative remedies upon the date of mailing. The Animal Control Program Manager or designee shall mail the written decision and affidavit/certificate of mailing showing the date of mailing, on behalf of the hearing officer, by first class mail, postage prepaid. The decision will be mailed to the Owner of the alleged Dangerous or Vicious Animal, the victim or Owner of the victim animal, and the investigating Animal Control Officer or peace officer.

(g) If the animal is designated Dangerous, the Owner must apply for and obtain a Dangerous Animal permit as provided by this Chapter within seven (7) calendar days of the decision letter in order to maintain the animal and the Owner must comply with all mandatory Dangerous Animal permit rules and regulations as defined in section 6.04.120 of this Chapter. A hearing officer may impose additional permit requirements as set forth in this Chapter.

(h) If the animal is designated Vicious, the Owner of such animal shall lose all rights of ownership and control of the animal, and the animal will be subject to humane euthanasia, unless another disposition is deemed appropriate by a City and/or County designee, without further notice to the Owner. An animal designated as Vicious will be held at the animal shelter for a minimum of seven (7) calendar days from the date of the hearing officer's decision, prior to any proposed euthanasia.

(i) Unless the hearing officer for good cause otherwise determines, the party requesting the administrative hearing is liable for all costs related to such hearing**.** A determination by the hearing officer that the animal is not dangerous or vicious shall constitute good cause.

(i) Hearing officer decisions are appealable to the San Mateo County Superior Court by filing a Petition for Writ of Administrative Mandate pursuant to California Code of Civil Procedure, Section 1094.5 and 1094.6.

(k) The procedures and/or definitions pertaining to potentially dangerous and vicious dogs set forth in the California Food and Agricultural Code Chapter 9, beginning with section 31601, are not adopted and do not apply within San Mateo County. As authorized by Food and Agricultural Code section 31683, the County has adopted its own program for regulation of dangerous and vicious dogs as contained in this Chapter.

6.04.160 - Animals to Be Impounded.

(a) The Animal Control Program may impound any animal kept or found under conditions that constitute a violation of this Chapter or other state or local law. The animal's Owner shall be responsible for all costs incurred or fees applicable with respect to such impoundment and maintenance in the shelter.

(b) An Animal Control Officer or peace officer may impound or cause to be impounded an animal when there is reasonable cause to believe that such animal posed, or poses, a threat to the public's health and safety, or the health and safety of another animal. The animal may remain impounded for a period not to exceed fifteen (15) calendar days in order to investigate, and to determine whether or not said animal is Dangerous or Vicious as defined by this Chapter. In calculating the fifteen (15) calendar days, the first day of impoundment is not included. If an animal is not impounded within fifteen (15) calendar days after an investigation began, the Animal Control Officer or peace officer shall make a determination whether or not the animal is Vicious or Dangerous and shall notify the Owner of said animal as soon as reasonably practical thereafter.

(c) Within twenty-four (24) hours of the impoundment of any animal, the impounding Animal Control Officer shall serve the Owner of the animal with notice of the impoundment.

(d) No impounded animal may be redeemed unless and until any required license fee and/or other applicable charges and fees have been paid. In the event such animal is not redeemed within the time set forth by State law, it shall be deemed abandoned and may be adopted, transferred to a rescue, or disposed of in the manner determined by the Animal Control Program. The Animal Control Program shall issue to the Owner or Person responsible of the care, custody, and control of said animal a receipt showing an itemized description and the amount of the fee(s) paid.

(e) The Animal Control Program shall keep a record of all animals impounded, which record shall include a description of the animal, the date of its receipt, the date and manner of disposal, the name of the Person redeeming, adopting, or purchasing, the fees, and/or charges related to the animal. Said records shall be kept for a period of seven (7) years.

6.04.170 - Stray Animals.

Any Person who finds or picks up a stray or lost animal shall report the same to the Animal Control Shelter within twenty-four hours thereafter and shall release such animal to the Animal Control Shelter upon demand.

6.04.180 - Epidemics.

The San Mateo County Health Officer may determine and declare that rabies or other contagious diseases are epidemic or that other health and safety hazards exist among dogs or other animals within the County. Upon the making of such a declaration, the Health Officer shall prepare and promulgate such orders, rules, and regulations as are necessary for appropriate control of all the animals concerned within the County. Said rules and regulations of the Health Officer may include, but are not limited to, impoundment, quarantine, vaccination, or destruction. It shall be the duty of the Animal Control Officers to assist the Health Officer in carrying out such rules and regulations.

6.04.190 - Bite Reporting Requirements.

(a) Any Owner or other Person who is responsible for the care, custody, or control of an animal that bites a human or other animal shall provide their name and current residence address and telephone number and shall present their driver's license or other form of identification and any information regarding any rabies vaccination for the biting animal to the person bitten or the Owner of the animal bitten. If the Person bitten is a minor, the Owner or Person in control of the biting animal shall provide the required information to the parent or guardian of the minor.

(b) In addition to the above requirements, it shall be the duty of any Person having knowledge of any animal which has bitten a human being or other animal within the County to immediately, in no case later than the end of the next calendar day, report the bite to an Animal Control Officer or peace officer and to furnish as much information as possible, including date, time and location of bite, description of animal or Person bitten, name and license number of the biting animal, and rabies vaccination history of the biting animal.

6.04.200 - Administrative Citations.

(a) Should an Animal Control Officer, Humane Officer or peace officer determine that a Person has violated any provision this Chapter, that enforcement officer shall have authority to issue and serve notice of an administrative citation as set forth in section 6.04.260, to the Person violating the Chapter.

(b) Each administrative citation shall contain the following information:

(1) The name and address of the Owner or other Person to be cited.

(2) The date(s) of the violation.

(3) The address or a specific description of the location where the violation occurred.

(4) The section, subsection, and/or provision of this Chapter violated by the Person cited and a description of that violation.

(5) A prohibition of the continuation or repetition of the violation described in the administrative citation.

(6) If applicable a description of the potential consequence(s) should the violation continue or be repeated.

(7) Either:

i) The amount of the administrative fine charged and to be paid by the Person cited as a result of the violation; or

ii) A notice to correct a certain violation within a reasonable time, and the amount of an administrative fine that may occur if the violation is not corrected or remedied by the date specified.

(8) A description of the procedure to pay the fine, to include the time period for and place of payment, and the process by which the County may collect any unpaid amount owed.

(9) A description of the administrative citation review process, including the time within which the administrative citation may be appealed and how to appeal the administrative citation, including any form to do so.

(10) The name and signature of the citing Animal Control Officer, Humane Officer or peace officer or County designee.

(c) An administrative citation may be any format, including letter, which conveys the information set forth above.

6.04.210 - Appeal of Administrative Citation.

(a) A recipient of an administrative citation may contest the citation including, but not limited to, on the basis that the underlying violation did not occur, or that recipient is not the party responsible for the violation and thus was the improper recipient of the administrative citation. The recipient must contest the citation on the form provided by the Animal Program Manager or Animal Control Officer and file the appeal with the Animal Control Program Manager within twelve (12) calendar days from the date of service of the administrative citation. Any appeal not timely filed will be rejected.

(b) The appeal shall contain the following provided by the Person appealing the citation:

(1) The name, mailing address, and telephone number of the party requesting the appeal;

(2) A copy of the administrative citation or a reference number thereto;

(3) A statement of the grounds for the contest, including a description of the evidence to be presented in support of the contest and copies of any statements or documents to be submitted at the hearing in support of the appeal.

(4) The signature of the appealing party;

(5) A deposit of the fine assessed as set forth in the citation(s), to be refunded if the appeal is successful.

(c) Should an appeal be properly and timely requested, the requesting party shall be provided a hearing before a hearing officer to be held pursuant to the procedures set forth in section 6.04.150 as applicable. The Animal Control Program shall notify

the Person requesting the appeal hearing of the time and place set for the hearing pursuant to section 6.04.260.

6.04.220 - Payment of Administrative Fines.

(a) In the absence of an appeal by the recipient of the administrative citation, the Person cited shall pay the administrative fine in full within thirty (30) calendar days from the date of service of the notice of citation. In the event of an appeal, after which the violation is upheld, if not already paid, the fine shall be paid in full within ten (10) calendar days after the date that the decision of the hearing officer was served on the recipient.

(b) Payment of any fine shall not excuse the failure to correct the violation, nor shall it bar further enforcement of the same or any similar violation or any other violation by any applicable means.

(c) Failure to pay any fines assessed within the guidelines set forth in this Chapter will result in a late charge pursuant to section 6.04.230, which will be collected by the Animal Control Program Manager.

6.04.230 - Amount of Administrative Fines.

(a) Any Person issued an administrative citation for a violation of, and pursuant to, this Chapter shall be assessed and pay a fine as follows:

(1) One hundred dollars ($100) for a first citation.

(2) Two hundred dollars ($200) for a second citation for the same violation within a one-year period.

(3) Five hundred ($500) for each additional citation for the same violation within a one-year period.

6.04.240 - Misdemeanor Violations.

(a) A Person violating any provision of this Chapter shall be guilty of an infraction except as otherwise specifically provided.

(b) A Person violating any provision of section 6.04.050, subsection (a) of section 6.04.090 or subsection (a) of section 6.04.130 of this Chapter shall be guilty of a misdemeanor.

(c) This section shall not limit any other available criminal, civil or administrative remedies. Any or all applicable remedies shall remain available for violation of the provisions of this Chapter.

6.40.250 - Violation of Chapter a Public Nuisance; Remedies Cumulative.

(a) Violation of this Chapter is a public nuisance subject to any and all applicable civil, administrative, and criminal remedies, according to the provisions and procedures set forth in this Chapter and other applicable state and local law.

(b) This section is not intended to limit any other available criminal, civil or administrative remedies. Any or all applicable administrative, civil and /or criminal remedies shall be available for violation of the provisions of this Chapter.

(c) Each day a violation continues shall constitute a separate violation.

6.40.260 - Service of Documents and Notices.

(a) Unless otherwise specified herein, the appropriate representative of the Animal Control Program shall provide any required notice or service of documents in the one of the following manners: (1) by personal delivery to the Person to be notified or served; or (2) by posting on the property at the address where the subject animal is licensed or the Owner of such animal resides; or (3) by depositing in the United States Mail, in a sealed envelope, first class postage prepaid, and addressed to such Person to be notified or served at their last-known business or residence address or as the same appears in the last equalized County assessment roll. Service by mail shall be deemed complete at the time of deposit in the United States Mail receptacle and shall include a declaration or affidavit of service which shall include notice of the date mailed. If agreed in writing by the Person to be served, notices or documents may be served electronically at the address provided by the Person to be served, to be effective upon being sent.

(b) Failure to receive any notice specified herein does not affect the validity of proceedings conducted hereunder.

6.04.270 - Field Return Fee.

A fee shall be charged for any animal impounded by a representative of the Animal Control Program and returned by an Animal Control Officer in the field to the Owner or Person who is responsible for the care, custody, or control of the animal. The fee charged shall be paid by the Owner or Person who is responsible for the care, custody, or control of said animal. Such fee shall be set forth in Section 6.04.350.

6.04.280 - Redemption and Spay/Neuter Fee.

(a) Upon redemption of any impounded unaltered animal, the Person responsible for the care, custody or control of any animal will be required to pay a spay or neuter fee in the amount of $100.00 in addition to the impound fees imposed under Section 6.04.350 of this Chapter. Such fee shall be refundable upon proof of spay and neuter of the animal within thirty (30) calendar days following the date of redemption.

(b) Any unaltered animal impounded twice or more within a three-year period shall be altered at a cost to be paid by the Owner/Caretaker or person responsible for the care, custody, or control of said animal prior to redemption. At the option of the Owner/Caretaker or Person responsible for the care, custody, or control of said

animal, required spaying or neutering may be performed by a private veterinarian within thirty (30) calendar days.

(c) Any Owner or Caretaker of an impounded animal subject to mandatory spay/neuter under Subsection (b) of this Section may appeal this requirement by submitting a written request for an administrative hearing to the Animal Control Program Manager. The administrative hearing will be conducted according to the provisions of Section 6.04.150 of this Chapter.

(e) The Animal Control Program Manager may waive any County or City fee for County or City spay/neuter, vaccination or impoundment of an animal, if the animal is a feral or stray cat and the Person bringing the animal to the shelter agrees that the Person shall have no rights in the animal or any right to direct or control treatment or disposition of the animal by the Animal Control Program which will retain sole discretion in determining the disposition of the animal, which may include but not be limited to treatment and/or adoption, or euthanasia.

6.04.290 - Quarantine Fee.

A quarantine fee, as set forth in Section 6.04.350, shall be paid by the Owner or Caretaker of any animal involved, or potentially involved, in a bite. Such quarantine fee is in addition to any other fees charged set forth in Section 6.04.350 of this Chapter to recover costs incurred by the Animal Control Program for the sheltering and caring for the quarantined animal.

6.04.350 - Schedule of Fees and Charges.

This Section 6.04.350 sets forth the fees for the Animal Control Program and Licensing Program. No animal shall be released to its Owner, or other person responsible for the care, custody, or control of the animal, unless applicable fees have been paid.

Animal Control and Licensing fees and charges established by this code are as follows:

(a) License Fees

DOGS	
Unaltered dog	
1-year license	$55.00
3-year license	$160.00
Unaltered dog Senior Pet Owner (over 60 yrs.)	
1-year license	$23.00
3-year license	$64.00
Altered dog	
1-year license	$25.00
3-year license	$70.00
Altered dog Senior Pet Owner (over 60 yrs.)	

1-year license	$10.00
3-year license	$25.00
Misc. dog fees	
Late fee	$20.00
Duplicate tag	$10.00
CATS	
Unaltered cat	
1-year license	$20.00
3-year license	$55.00
Unaltered cat Senior Pet Owner (over 60 yrs.)	
1-year license	$12.00
3-year license	$31.00
Altered cat	
1-year license	$8.00
3-year license	$19.00
Altered cat/ Senior Pet Owner (over 60 yrs.)	
1-year license	$5.00
3-year license	$12.00
Misc. cat fees	
Late fee	$7.00
Duplicate tag	$5.00

(b) Redemption Charges

Type A & B (large or medium size animals — horses, cows, hogs, sheep, etc.)	
Impound cost	$100.00
Board cost per day	$30.00
Trailering cost (per use)	$100.00
Type C (dogs, and cats)	
Impound Costs — First Impound	
Altered — licensed, wearing tag	$40.00
Unaltered — licensed, wearing tag	$65.00
Altered — unlicensed, no tag	$55.00
Unaltered — unlicensed, no tag	$85.00
Impound Costs — Second Impound	
Altered — licensed, wearing tag	$90.00
Unaltered — licensed, wearing tag	$125.00

Altered — unlicensed, no tag	$105.00
Unaltered — unlicensed, no tag	$140.00
Impound Costs — Third Impound	
Altered — licensed, wearing tag	$135.00
Unaltered — licensed, wearing tag	$155.00
Altered — unlicensed, no tag	$155.00
Unaltered — unlicensed, no tag	$180.00
Impound Costs — Fourth Impound	
Altered — licensed, wearing tag	$180.00
Unaltered — licensed, wearing tag	$215.00
Altered — unlicensed, no tag	$200.00
Unaltered — unlicensed, no tag	$240.00
Impound Costs — Fifth Impound and up	
Altered — licensed, wearing tag	$225.00
Unaltered — licensed, wearing tag	$260.00
Altered — unlicensed, no tag	$245.00
Unaltered — unlicensed, no tag	$285.00
Board charges (per day)	
Altered — dogs/	$25.00
Unaltered — dogs/	$35.00
Altered — cats	$16.00
Unaltered — cats	$22.00
Type D (small size animals, e.g., birds, hamsters, or other)	
Impound cost	$20.00
Board cost	$10.00

(c) Surrender, Euthanasia and DOA (Dead on Arrival) Disposal Fees

Dog — Licensed or unlicensed	
Surrender	$60.00
Euthanasia	$50.00
DOA Disposal	$30.00
Cat — Licensed or unlicensed	
Surrender	$60.00
Euthanasia	$50.00
DOA Disposal	$30.00
Rabbit/Small Animal	
Surrender	$40.00
Euthanasia	$30.00
DOA Disposal	$15.00

Litter of Three or more		
Surrender		$50.00
Euthanasia		$40.00
DOA Disposal		$20.00
Bird/Fowl		
Surrender		$20.00
Euthanasia		$15.00
DOA Disposal		$20.00
All Other Companion Animals (Reptiles, Amphibians, etc.)		
Surrender		$25.00
Euthanasia		$25.00
DOA Disposal		$20.00
Farm Animals		
Surrender		$60.00
Euthanasia:	Under 100 pounds	$60.00
	Over 100 pounds	$125.00
DOA Disposal:	Under 100 Pounds	$30.00
	Over 100 pounds	$100.00

(d) Other Animal Control Fees

Quarantine Fee	$60.00
Dangerous Animal Permit (DAP) Fee	$300.00
DAP Inspection Fee	$100.00
DAP Signage	$15.00
Field Retrieval/Return Fee	$40.00
Breeding Permit Fee	$150.00
Fancier Permit and/or Exotic Pet Fee	$100.00
Return Check Fee	$25.00
Service Dog Application Processing Fee	$50.00

(e) Miscellaneous Fee Provisions

(1) The Animal Control Program, and/or Licensing Program, may establish license discounts for recognized animal rescue organizations.

(2) License fees include a one dollar ($1) annual surcharge on all licenses for the animal population trust fund.

(3) At the discretion of the Animal Control Program Manager, a payment plan for all fees outstanding may be permitted upon a showing of good cause. If a Person is in compliance with an agreed upon payment plan, their outstanding balance shall never be considered "nonpayment" as that term is used in this Chapter.

(4) The animal control fees for any animal related service not specified in this section shall be reviewed by the Chief of Health or their designee for reimbursement of costs. The Chief of Health or their designee shall have the authority to determine the fee charged for said services. The fee charged shall be paid by the Owner or Caretaker of the animal(s) for which said service(s) have been provided.

(5) Each calendar year, the Animal Control Program Manager shall designate one month as an amnesty period for payment of cat and dog license late fees and for compliance with section 6.04.020 of this Chapter, as provided herein. During the amnesty period, applicants for cat and dog licenses shall not be assessed any late penalty fee or any other penalty for failure to obtain such license or pay any applicable license fee, notwithstanding sections 6.04.040 and 6.04.350 of this Chapter.

(6) All revenue derived from the fees, fines, forfeitures, and penalties related to the enforcement of this ordinance shall be used to offset the cost of enforcement and administration of this Chapter.

(7) If the Animal Control Program Manager determines that payment of any fees by the Owner or Caretaker for an impounded animal would cause extreme financial difficulty to the Owner or Caretaker, and that it is in the best interests of the County to allow release of the animal upon these terms, the Animal Control Program Manager may, at their discretion, set up a payment plan or waive all or part of the fees incurred for the animal.

SECTION 3. Chapter 6.08, 6.12, 6.16, 6.20, 6.22, 6.24, and 6.28, are hereby repealed in their entirety.

SECTION 4. **Severability.** If any section, subsection, provision or part of this Ordinance, or its application to any person or circumstance, is held to be unconstitutional or otherwise invalid, the remainder of this Ordinance, and the application of such provision to other person or circumstances, shall not be affected thereby and shall remain in full force and effect and, to that end, the provisions of this Ordinance are severable.

SECTION 5. **Environmental Determination.** The City Council finds, pursuant to Title 14 of the California Code of Regulations, Section 15378, that this Ordinance is exempt from the requirements of the California Environmental Quality Act (CEQA) in that it is not a project as provided by the Act, in that it does not have a potential for resulting in a detrimental physical change in the environment, directly or ultimately, as provided in Title 14, Section 15378(a), and that it is also exempt under the definition of "project" in Section 15378(b)(3) in that it concern general policy and procedure making.

SECTION 6. **Publication and Effective Date.** Pursuant to the provisions of Government Code Section 36933, a summary of this ordinance shall be prepared by the City Attorney. At least five (5) days prior to the Council meeting at which this ordinance is scheduled to be adopted, the City Clerk shall (1) publish the summary, and (2) post it in the City Clerk's Office a certified copy of this ordinance. Within fifteen (15) days after the adoption of this ordinance, the City Clerk shall (1) publish the summary and (2) post in the City Clerk's Office a certified copy of the full text of this ordinance along with the names of those City Council members voting for and against this ordinance or otherwise voting. This ordinance shall become effective on January 1, 2020.

Introduced this _____day of_____, 2024.

Passed and adopted as an Ordinance of the City of Daly City at a regular meeting of the City Council of the City of Daly City held on the _____day of_____, 2024, by the following vote:

AYES, Councilmembers:_____

_____

NOES, Councilmembers:_____

ABSENT, Councilmembers:_____

_____
CITY CLERK OF THE CITY OF DALY CITY

APPROVED:

_____
MAYOR OF THE CITY OF DALY CITY