

CITY OF DALY CITY

Regular Meeting - CITY COUNCIL

AGENDA

Monday, November 26, 2018 - 7:00 PM
City Hall Council Chambers – 2nd Floor
333 – 90th Street, Daly City, CA 94015

Live Telecast: Comcast Channel 27, Astound 26, AT&T U-Verse 99

Webcast: www.dalycity.org/meetings

For those wishing to address the City Council on any Item on the Agenda or under Public Appearances/Oral Communications, please complete a Speaker Card located at the entrance to the Council Chambers and submit 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 991-8078 as soon as possible.

CALL TO ORDER:

PLEDGE TO THE FLAG:

ROLL CALL:

APPROVAL OF MINUTES:

Special Meeting of November 13, 2018

APPROVAL OF AGENDA:

CONSENT AGENDA

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

Resolutions:

1. Requesting the Use of Federal Asset Forfeiture Funds (DEA) to Contract with CDX

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.

Wireless for a Digital Radio System Needs Assessment Study

2. Use of Federal Asset Forfeiture Funds (DEA) to Purchase Rapid Deployment Kits for Daly City Police Officers
3. Proposed Equity Adjustments for Various AFSCME Job Classifications
4. Authorizing the City Manager to Execute a License Agreement between the City of Daly City and Second Harvest Food Bank of Santa Clara and San Mateo Counties for the Use of a Portion of the Parking Lot at Westlake Park for a Food Distribution Program
5. Proposed Office of the City Clerk Staffing Change
6. Annual Delegation of Authority to City Treasurer to Invest City Funds
7. Kome - Resolution Supporting Rights of Kome Seafood Buffet Workers
8. Commending Judith A. Christensen on the Occasion of Her Retirement
9. Commending Michael P. Guingona on the Occasion of His Retirement

END OF CONSENT AGENDA

PUBLIC HEARINGS:

10. Repeal of the City's Affordable Housing Ordinance and Adoption of an Inclusionary Housing Ordinance.

Staff:

ZoBell

Recommended Action:

Open/Close Hearing

Motion for City Attorney to Read by Title Only

Mayor/Councilmember Introduce Ordinance

Adopt Resolution

Roll Call

11. Minimum Wage Ordinance

Staff:

Stolte

Recommended Action:

Open/Close Hearing

Motion for City Attorney to Read by Title Only

Mayor/Councilmember Introduce Ordinance

12. Serramonte Views Residential Condominiums and Hotel –
General Plan Amendment GPA-9-14-9640, Planned Development PD-9-14-9637
(amendment to existing PD-57), Major Subdivision SUB-9-14-9643, Use Permit UPR-1-
18-13248, and Design Review DR-9-14-9644

A. Findings

B. EA - Final Environmental Impact Report, Mitigation Monitoring and Reporting
Program, and Statement of Overriding Consideration

Staff:

Van Lonkhuysen

Recommended Action:

Open/Close Hearing

Adopt Resolution Approving General Plan Amendment, Major Subdivision, Use Permit
and Design Review

Roll Call

Adopt Resolution Adopting Findings under CEQA and Adopting a Statement of
Overriding Consideration

Roll Call

Motion for City Attorney to Read by Title Only

Mayor/Councilmember Introduce Ordinance

AWARD OF BIDS/CONTRACTS:

13. Award a Construction Contract for the Lincoln Community Center Main Hall and
Storage Room Floor Replacement Project

Staff:

Fornesi

Recommended Action:

Adopt Resolution

Roll Call

PUBLIC APPEARANCES/ORAL COMMUNICATIONS:

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

APPOINTMENTS: Board/Commission Membership Committee Appointments

REPORTS:

14. Council Committee

A Council Committee Report

15. City Council

16. Staff

ADJOURNMENT:

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To view videos of the City Council meetings, visit <http://yt.vu/+dalycitycouncil>

The meeting was called to order by Mayor Manalo at 7:00 P.M.

ROLL CALL: Councilmembers Present:
Juslyn C. Manalo, Mayor
Raymond A. Buenaventura, Vice Mayor
Judith A. Christensen
Michael P. Guingona
Glenn R. Sylvester

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

APPROVAL OF MINUTES:

Regular Meeting of October 22, 2018

It was moved by Councilmember Sylvester, seconded by Vice Mayor Buenaventura and carried to approve the minutes of October 22, 2018.

APPROVAL OF AGENDA:

It was moved by Councilmember Christensen, seconded by Councilmember Guingona and carried to approve the agenda.

CONSENT AGENDA:

It was moved by Vice Mayor Buenaventura, seconded by Councilmember Sylvester and carried to approve the consent agenda as amended, with items #1, #3 and #8 being removed from the consent agenda for further discussion.

Resolutions:

Authorization to Execute Professional Services Agreement with CSG Consultants, Inc. for Map Review and City Surveyor Services

Director of Public Works and City Engineer Richard Chiu addressed Council's question and confirmed that CSG Consultants is currently on the City's prequalified list of contractors that have provided services to the City in the past.

It was moved by Councilmember Sylvester, seconded by Vice Mayor Buenaventura and carried by voice vote to adopt the following resolution:

Resolution 18-154, Authorizing Professional Services Agreement with CSG Consultants, Inc.

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Notice of Completion for the Bay Ridge Retention Basin Perimeter Fence Replacement Project

Resolution 18-155, Accepting Completion of Certain Project in the Department of Public Works (Bay Ridge Retention Basin Perimeter Fence Replacement Project)

Accepting and Appropriating a \$30,000 Grant from the Daly City Public Library Associates (DCPLA)

On behalf of the DCPLA Board of Directors, Thomas Nuris, President, presented a \$30,000 grant to Daly City to help fund its libraries, bringing the organization's overall grant total to \$200,000 since its inception. He introduced DCPLA members Pauline Fong-Martinez, Susan Brisenden-Smith and Victoria Magbalong.

It was moved by Councilmember Sylvester, seconded by Vice Mayor Buenaventura and carried by voice vote to adopt the following resolution:

Resolution 18-156, Accepting and Appropriating Grant from the Daly City Public Library Associates

Adoption of Composite Summary Memorandum of Understanding and Salary Schedule between the City of Daly City and Operating Engineers/Stationary Engineers Local 39

Resolution 18-157, Adopting Composite Summary Memorandum of Understanding with the International Union of Operating Engineers, Stationary Engineers, Local 39 (Effective September 1, 2018 through August 31, 2019)

Adoption of Resolution to Amend Recurrent and Part-time Hourly Rates Schedule

Resolution 18-158, Adopting Amendment to Recurrent and Part-Time Hourly Rates Schedule

Proposed Revision of Building Inspector Job Specification (Civil Service)

Resolution 18-159, Adopting Revised Job Specifications for the Position of Building Inspector

Professional Services Agreement for Mussel Rock Landfill Site Monitoring

Resolution 18-160, Approving Professional Services Agreement with Tetra Tech, Inc. For Mussel Rock Landfill Site Monitoring

Amend Traffic Regulations to: (1) Install Street Sweeping Signs Along the 800 Block of Crocker Avenue (TSR 19/26); and (2) Revise the Passenger Loading Zone Hours to 7:00 AM to 6:00 PM, Monday thru Friday and 7:00 AM to 4:00 PM on Saturday in front of 35 Hillcrest Drive. (TSR 19/27)

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Director Chiu reported the Traffic Safety Committee reviewed the proposed traffic regulation requests and subsequently supported them.

Debbie Cooke, resident, voiced concern about the proposed traffic regulations as they would negatively impact the street sweeping and the parking on the street she resides on. She also requested the City's assistance in curbing vehicles from racing down Bellevue and Pointe Pacific in her neighborhood.

It was moved by Councilmember Christensen, seconded by Councilmember Guingona and carried by voice vote to adopt the following resolution:

Resolution 18-161, Establishing Traffic Regulations

Accept Lifeline Transportation Program and Execute Memorandum of Understanding for the Daly City Bayshore Shuttle Service

Resolution 18-162, Accepting Lifeline Transportation Program Funds and Authorizing Execution of Memorandum of Understanding for the Daly City Bayshore Shuttle

Cooperative Loan Funding Agreement Between City of Daly City and the North San Mateo County Sanitation District

Resolution 18-163, Authorizing Cooperative Loan Funding Agreement Between the City of Daly City and North San Mateo Sanitation District

Check Registers:

Check Registers for the Month of October 2018

END OF CONSENT AGENDA

PUBLIC HEARINGS:

Public Hearing to Adopt Proposed Water Rate Adjustments

Director of Water and Wastewater Resources Tom Piccolotti reported that residents were noticed on the hearing and were given the required public comment period prior to the hearing. To date, the City Clerk's Office received 49 protest letters, which is less than one half of a percent, below the fifty percent threshold required to suspend the Prop. 218 process. John Farnkopf, Senior Vice President of HF&H Consultants, presented an overview of the rate analysis done, as well as the findings of the Council Water Committee. Mr. Farnkopf addressed Council's questions and explained why rates need to be adjusted to restore fund balance.

It was moved by Vice Mayor Buenaventura, seconded by Councilmember Sylvester and carried to open the public hearing. There were no speakers on this matter.

It was moved by Councilmember Guingona, seconded by Councilmember Christensen and carried to close the public hearing.

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

Resolution 18-164, Making Findings and Determinations Relating to Adjustments in Water Rates and Establishing Water Rate Adjustments for Fiscal Years 2019/20, 2020/21, 2021/22 and 2022/23

PUBLIC APPEARANCES/ORAL COMMUNICATIONS:

Peter Leroe-Munoz, Silicon Valley Leadership Group, requested the participation of local elected officials and invited everyone to the annual Silicon Valley Turkey Trot on Thanksgiving Day, which in past years has included 20 thousand participants from the region.

Mariann Mann, resident, shared a personal story and expressed gratitude in how the Daly City Fire Department and then Fire Chief Bob O'Donnell was able to help save her grandson's life. She asked residents to look beyond the uniform of our military, firefighters, and police, because they are there to help us.

Pamela DiGiovanni, resident, thanked Council for providing and distributing N95 masks to the residents, which says a lot for the character of our leaders. She requested for the City to hold a mini-tree lighting event at City Hall in order to bring a sense of community during the holidays.

REPORTS:

City Council Committee: Council Committee Meetings October 22 – November 13, 2018

Affordable Housing Committee – (Manalo/Sylvester):

Mayor Manalo reported the Affordable Housing Committee discussed various topics including investment in the HOME CHDO Project, the affordable housing trust fund, how SB 341 monies will be spent, below market rate (BMR) rental program guidelines, and looking at ways to include more people with a lower area median income (AMI).

City Council

Councilmember Christensen reported receipt of many e-mails from non-registered voters supporting a particular development project south of the Serramonte Shopping Center. However, she stated that the Council's priority is Daly City residents' and local businesses' concerns, not the concerns of people or interest groups outside the community.

Mayor Manalo thanked staff for educating residents on Daly City's ballot measures and voters for passing the measures. She reminded the public this is the last month to provide input and fill out a survey at WalkBikeDalyCity.org and reported that the City is providing better visibility for cyclists. Mayor Manalo reported attendance at the following meetings and events from October 23-November 10, 2018: an Airplane Noise Town Hall at Skyline College held by

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Congresswoman Speier; Supervisor Canepa's by-County Task Force to advocate for Seton Hospital to remain open (the committee will meet every two weeks); the groundbreaking of San Francisco State University's Liberal and Creative Arts Building; North County Mayors Roundtable hosted by South San Francisco (with Ms. Maltbie); Peninsula Del Rey's Grand Re-opening Masquerade (with Vice Mayor Buenaventura, Councilmember Sylvester and Planning Vice Chair Daus-Magbual); Daly City's 20th Make a Difference Day (with Planning Chair DiGiovanni); Anglahi Exploits 12 Million event celebrating the culture of Filipinos; Special thanks to West Bay Filipino Multi-Service Center on their 50th anniversary; the Connect 18 Annual Technology event at Facebook's campus (with Councilmember Sylvester); San Mateo Building Construction Trades Event to meet elected officials (with Vice Mayor Buenaventura, Councilmember Sylvester and Councilmember-elects DiGiovanni and Daus-Magbual); the Solidarity Shabbat at the Peninsula Temple Shalom to remember the lives lost in Pittsburgh; the oathtaking of new Personnel Board Member Gary Pacheco; the Daly City, Colma, Pacifica, South San Francisco Rotary Club meeting ; the opening of international film festival Cinematografo sponsored by TFC; and, Supervisor Canepa's Healthy Fair (with Councilmember Sylvester, Vice Mayor Buenaventura and Councilmember-elects Daus-Magbual and DiGiovanni).

ADJOURNMENT:

Mayor Manalo adjourned the meeting in memory of James Doran, Moring Macalinao, and the victims of the tragic Pittsburgh shooting and California camp fires at 8:43 PM.

Approved as submitted, this 26th

day of November, 2018.

City Clerk

Mayor



City Council Meeting Agenda Report

Item # _____

Meeting Date: 11/26/18

Subject: **Requesting the Use of Federal Asset Forfeiture Funds (DEA) to contract with CDX Wireless for a Digital Radio System Needs Assessment Study**

Recommended Action

Staff recommends Council approve the use of Federal Asset Forfeiture Funds (DEA) to contract with CDX Wireless to conduct a needs assessment study on the feasibility of switching from an analog radio system to a digital radio system as our police radio platform.

Background

The Daly City Police Department currently uses an analog system as our radio communications platform. Public safety agencies are increasingly switching from analog to digital radio platforms. The Police Department conducted the Phase I and Phase II initial needs assessment study to determine the feasibility of switching to a digital radio system platform. Phase III continues this process and includes recommendations for purchase, implementation, and contract negotiations with San Mateo County.

Discussion

The Daly City Police Department is currently using the analog system for all radio communications within the City and County. Some of our surrounding public safety agencies are transitioning to digital radio systems (San Francisco Police Department) or have already transitioned to a digital system (San Mateo County Sheriff's Office). The current analogue bandwidth is scheduled to be sold by the Federal Government in 2023, which requires police departments to abandon these frequencies or acquire other bands. The Police Department is requesting we contract with CDX Wireless to provide a purchase, negotiation and implementation strategy report for switching to a digital radio system platform.

Fiscal Impact

The total cost for this needs assessment study is no more than 25,000.00 dollars. Funding is available through the use of Federal Asset Forfeiture Funds (DEA).

Summary/Conclusions

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

Respectfully submitted,

John Gamez
Captain

Patrick Hensley
Chief of Police



City Council Meeting Agenda Report

Item # _____

November 26, 2018

Subject: Use of Federal Asset Forfeiture Funds (DEA) To Purchase Rapid Deployment Kits for Daly City Police Officers

Recommended Action

Staff recommends Council approve the use of Federal Asset Forfeiture Funds (DEA) to Purchase 65 rapid deployment kits for Daly City Police Officers.

Background

Recent events in Las Vegas, San Bernardino and Thousand Oaks have caused police agencies to review tactics and equip their first responders with equipment to protect them when confronting subjects who are committing violent acts with high powered rifles. The Daly City Police Department does not currently provide ballistic helmets or rifle rated (stop rifle rounds) protection to first responding officers.

Discussion

After debriefs of the Las Vegas mass shooting and the terrorist events in San Bernardino, staff began researching rapid deployment kits to better equip officers to respond to an attack with a high powered rifle or a mass casualty violent incident. Staff identified the need for rifle rated ceramic protective plates, protective plate carriers, ballistic helmets, extra ammunition magazines, and quick deploying tourniquet kits. The kits would be assigned to all marked and unmarked vehicles so officers can don protective equipment prior to responding to a call involving high powered rifles or active shooters.

Fiscal Impact

Funds are available through the use of Federal Asset Forfeiture (DEA) Funds. The one time purchase would be no more than \$80,000.00. No matching funds are required.

John Gamez
Captain

Patrick Hensley
Chief of Police



City Council Meeting Agenda Report

Item # _____

Meeting Date: November 26, 2018

Subject: Proposed Equity Adjustments for Various AFSCME Job Classifications

Recommended Action

That the City Council approve the proposed equity adjustments for Building Maintenance Worker II, Groundskeeper/Gardener II, Recreation Coordinator, Recreation Program Supervisor and Senior Recreation Program Supervisor, Street Maintenance Worker II and Street Sweeper Operator classifications.

Background/Discussion

The AFSCME bargaining unit submitted a request for reclassification/compensation studies of various AFSCME classifications in January 2018. Since an analysis of this request could not be reasonably completed within the 90-day required time frame, both parties mutually agreed to defer the review of this request until the current reclassification period (November & December 2018 and January 2019). Staff reviewed and analyzed the request. Based on the findings and the recruitment and retention challenges, staff recommends the following equity adjustments effective the first full pay period of December 2017 and December 2018:

Classification	Equity Adjustment
Building Maintenance Worker II	1.5%
Groundskeeper/Gardener II	1.5%
Recreation Coordinator	1.5%
Recreation Program Supervisor	1.5%
Senior Recreation Program Supervisor	1.5%
Street Maintenance Worker II	1.5%
Street Sweeper Operator	1.5%

Fiscal Impact

This will result in an additional \$146,600 (\$47,300 in Fiscal Year 2018 and \$99,300 in Fiscal year 2019) to the City's budget.

Summary/Conclusion

Staff is requesting that the City Council review approve the proposed equity adjustments for the various AFSCME job classifications listed above.

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

Respectfully submitted,

Leilani Ramos
Acting Director of Human Resources



City Council Meeting Agenda Report

Item # _____

Meeting Date: November 26, 2018

Subject: Authorizing the City Manager to Execute a License Agreement between the City of Daly City and Second Harvest Food Bank of Santa Clara and San Mateo Counties for the Use of a Portion of the Parking Lot at Westlake Park for a Food Distribution Program

Recommended Action

It is recommended that the City Council adopt a resolution authorizing the City Manager to execute a license agreement between the City of Daly City and Second Harvest Food Bank of Santa Clara and San Mateo Counties to allow a food distribution program in a portion of the parking lot at Westlake Park.

Background

Staff from Second Harvest Food Bank contacted the City with a request to use an accessible public space for an innovative food distribution program that they had launched at Sunset Ridge School in Pacifica in February 2018. The program is called the Food Sharing Lab, a new model for providing groceries to clients without the stigma of traditional lines. The Food Sharing Lab was conceived as a community experience that is welcoming while promoting healthy lifestyles. The Food Sharing Lab layout is similar to a farmer's market, and encourages social interaction among those taking part in the program.

The Food Sharing Lab outgrew its space at Sunset Ridge this past summer, prompting the search for a new location for the program. After failing to find a suitable location in Pacifica, staff from Second Harvest Food Bank turned its attention to Daly City. After reviewing several potential sites in Daly City, it was determined that Westlake Park would be the most appropriate place for the program.

An overview of the program was presented to the Recreation Commission at its regular meeting of September 25, 2018. The commission unanimously supported the Food Sharing Lab at Westlake Park.

Discussion

Daly City has few sites that are both accessible by public transit and provide ample parking for the number of visitors Second Harvest Food Bank expects to attract to the Food Sharing Lab. Second Harvest Food Bank staff envision a weekly program that will serve as many as 500 families. Westlake Park has 227 parking spaces (Gellert Park, by comparison has 133 parking spaces), making it the most viable location for such a largescale food distribution program, other than Serramonte Shopping Center or the Cow Palace.

The proposed Food Sharing Lab will be adjacent to the greenhouse along the easternmost part of the Westlake Park parking lot. This location is near the Doelger Senior Center and will make the food distribution program highly visible to visitors to the center. Westlake Park is also near the lowest-income Census tract in Daly City (Census tract 6008), encompassing the area of Westlake Village Apartments. The median household income for Westlake Village Apartment residents is

Subject: License Agreement between the Cities of Daly City and Second Harvest Food Bank
Meeting Date: November 26, 2018
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Discussion (continued)

significantly lower than other parts of Daly City, including Bayshore, Franciscan Mobile Home Park, and Serramonte.

Second Harvest Food Bank currently serves residents of Daly City at Produce Mobile events at Lawson Hall (second Thursday and fourth Monday of each month), Lincoln Park Community Center (second Wednesday of each month), and the Community Service Center (second and fourth Mondays of each month). Additionally, Operation Brown Bag provides free groceries to qualified individuals at Lawson Hall (first and third Fridays of each month), Lincoln Park Community Center (Wednesdays), and Teglia Community Center (Wednesdays). The North Peninsula Food Pantry and Dining Center of Daly City also offers emergency food to individuals and families in need.

Fiscal Impact

The Food Sharing Lab is a cost neutral partnership. Staff and volunteers from Second Harvest Food Bank will coordinate the food distribution. The City will not be compensated for the use of the space at Westlake Park, nor is City staff expected to assist in the operation.

Summary/Conclusion

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

Respectfully Submitted,



Joseph F. Curran
Director
Dept. of Library and Recreation Services

Attachment: Draft Agreement

LICENSE FOR THE TEMPORARY USE OF PROPERTY

This license is entered into by and between the CITY OF DALY CITY ("City") and SECOND HARVEST FOOD BANK OF SANTA CLARA AND SAN MATEO COUNTIES ("SHFB").

This license is made and executed on 26th day of November, 2018, in Daly City, California.

WHEREAS, the City is the owner of certain real property at a location commonly known as Westlake Park and Doelger Senior Center, 111 Lake Merced Boulevard (hereinafter described as "Doelger Senior Center"), in the City of Daly City; and

WHEREAS, Second Harvest Food Bank of Santa Clara and San Mateo Counties ("SHFB") collaborates with organizations in making food available to people in need, in fostering cross-cultural connections, and in building resilience in Santa Clara and San Mateo Counties. To that end, SHFB and Daly City's Department of Library and Recreation Services hereby agree to the following:

Second Harvest Food Bank Responsibilities:

1. SHFB will provide products in quantities and assortments and at times as SHFB and City agree.
2. SHFB will use a designated area of the parking lot adjacent to the Doelger Senior Center, immediately south of the greenhouse, encompassing up to 14 parking spaces, during the prescribed set-up, distribution, and clean-up times, as agreed upon by both parties.
3. All SHFB staff and volunteers, and program participants, must adhere to established guidelines in order to participate at the Doelger Senior Center location. If an incident occurs with a volunteer or participant, SHFB staff will notify the City to determine what action has taken place on the reported issue(s).
4. SHFB will work cooperatively with and provide assistance to City, including support and training about client eligibility guidelines, safety, and other matters as SHFB determines is appropriate. SHFB will designate a volunteer Site Lead who will be assigned to assure that the operation goes smoothly.

Program Responsibilities:

1. City will make a site available, at no charge to SHFB, as a distribution location on an agreed schedule for distribution of food to eligible clients. SHFB and City may change the dates and hours of distribution upon advance mutual agreement. The site at all times must be accessible by delivery truck and have sufficient room for tables, pallets and food recipients.
2. SHFB staff and volunteers will distribute food only to persons who meet SHFB eligibility criteria and who otherwise are low-income, needy, ill, or infant individuals for use in Santa Clara, San Mateo, or San Francisco counties. Food recipients will not be charged for food. SHFB will distribute the food on a first-come, first-serve basis or by appointment, and take reasonable steps to ensure that each recipient receives an appropriate supply. SHFB will distribute leftover food accordingly as defined by SHFB's standard practices.
3. SHFB will not require any individual to participate in religious activities (such as attending religious services, prayer, or counseling sessions) in order to receive SHFB products.

4. The Doelger Senior Center site should be reasonably free of hazards.
5. SHFB staff and volunteers will consolidate all excess product, trash, cardboard etc. at the end of distribution, if necessary, for pickup by SHFB.
6. SHFB staff and volunteers will not engage in discrimination, in the provision of service, against any person because of race, color, citizenship, religion, gender, national origin, ancestry, political affiliation, age, marital status, disability, sexual orientation including gender identity or expression, unfavorable discharge from the military or status as a protected veteran. Any person who believes he or she has been discriminated against in any activity should contact an SHFB Program Manager at (408) 266-8866 or (650) 610-0800.
7. SHFB staff and volunteers will not sell, barter, or exchange SHFB products for money, property, or services. SHFB staff and volunteers may not require or accept from recipients any donations in conjunction with, as a condition of, or in relation to the receipt of SHFB products.
8. SHFB staff and volunteers will observe safe and proper handling practices of all food products, which conforms to all local, state and Federal regulations.
9. SHFB will send a representative to attend all meetings as scheduled or requested by City.
10. SHFB Site Leads will train volunteers on site-specific safety procedures and what to do in an emergency.
11. As may be required by the program type, Site Lead, SHFB staff or volunteers will collect information and maintain appropriate records of its activities under this Agreement, including, without limitation, information about (i) the number of households and individuals served and (ii) volunteer participation, hours worked and contact data.
12. The Site Lead, SHFB staff or volunteers will contact City immediately if there are perceived problems with the distribution, participants, and/or volunteers, any theft or other loss or any receipt of any claims or reports of illness relating to SHFB food products.
13. SHFB staff and volunteers will comply with all laws, regulation and ordinances, and will comply with all organizational and client eligibility, operational, record keeping, or any other SHFB or Feeding America requirements, that relate to activities under this Agreement.
14. SHFB will perform and verify that a national background check has been passed by any and all SHFB staff and volunteers with direct repetitive contact with children. Direct repetitive contact is defined as three or more occurrences of contact with children during an academic year where their parent or legal guardian is not present.

General Provisions:

1. Any outside group/organization wishing to distribute materials and/or make presentations at the Doelger Senior Center Site during the SHFB distribution must get advance written permission from the City.
2. No food other than that provided by SHFB may be distributed during this time.

3. City and SHFB will maintain appropriate liability insurance. SHFB will provide to City, upon request, a Certificate of insurance confirming this coverage and naming the City of Daly City as additional insured.

4. Parties will indemnify, defend, and hold the other party harmless from and against any and all claims, liabilities, losses, damages, and expenses, including without limitation, claims arising from death or personal injury, taxes, and attorneys' fees and expert witness costs, arising from or in relation to: (i) any breach of its obligations under this Agreement; or (ii) any other act or omission by Party. Parties will have no obligation to indemnify the other party to the extent the liability is caused by the other party's gross negligence or willful misconduct.

5. City and SHFB are independent parties and separate legal entities. This Agreement is not intended to and does not create a partnership, joint venture, employment, fiduciary, control or similar relationships for any purpose. Neither party has the power or authority to bind or obligate the other to a third party or commitment in any manner.

6. This Agreement is the entire agreement between City and SHFB and supersedes prior or contemporaneous written and oral agreements, negotiations, correspondence, course of dealing, and communications between City and SHFB relating to the same subject matter.

7. This Agreement may be amended only as stated in writing, signed by both parties, which states that it is an amendment to this Agreement.

8. This agreement shall terminate November 1, 2020, unless both parties agree to renew prior to that date.

9. This Agreement may be terminated (i) by the written consent of City and SHFB at any time, or (ii) by either party upon 30 days' written notice to the other party. City may terminate this Agreement immediately if SHFB dissolves, liquidates, ceases to engage in its operations, breaches any terms of this Agreement or makes any false statement to City. Such a termination will be effective upon delivery by City to SHFB of a notice to that effect.

INDEMNIFICATION

SHFB shall indemnify and hold City harmless from any and all loss and liability on account of any damages or injury and from all liens, claims and demands except for those caused by any willful acts or omissions or the negligence of City in connection with the operation and use of the Doelger Senior Center by SHFB, the performance by SHFB of its obligations hereunder or from the breach of any obligation hereunder, and City shall not be liable for damage or injury occasioned by failure of SHFB to comply with obligations hereunder or by reason of negligence of SHFB, its agents or employees. SHFB shall indemnify and hold City harmless from all loss or liability whatsoever, on account of any damages or injury, claims and demands arising out of negligent acts or omissions of SHFB hereunder, its agents or employees.

INSURANCE

SHFB shall obtain and secure throughout the Term commercial general liability insurance, auto insurance and applicable workers' compensation and employer's liability insurance. The commercial general liability and auto insurance shall have limits of at least One Million Dollars (\$1,000,000.00) per occurrence and Two Million Dollars (\$2,000,000.00) in the aggregate. Employer's liability and workers' compensation shall have minimum statutory limits. SHFB shall add Daly City as an additional insured to the commercial general liability policy and shall present a certificate of insurance evidencing such coverage to Daly City, as well an additional insured endorsement.

MISCELLANEOUS

(a) **Governing Law.** This Agreement is to be governed by and interpreted in accordance with the laws of the State of California, United States of America.

(b) **Entire Agreement.** This Agreement constitutes the entire agreement between the parties and supersedes any prior understanding or agreement among them respecting the subject matter hereof. There are no representations, arrangements, understandings of agreements, oral or written, among the parties hereto relating to the subject matter of this Agreement except those fully expressed herein and each party agrees that it has not relied on and is not entitled to rely on any statements, promises or representations other than those set forth herein in entering into this Agreement. This Agreement may not be modified or amended except by the mutual written agreement of the parties.

(c) **Assignment.** The provisions hereof shall inure to the benefit, and be binding upon the successors, legal representatives and assigns, of the parties hereto; provided, however, that neither party may assign any of its rights or obligations under this Agreement without the prior written consent of the other party, which shall not be unreasonably withheld; provided further, however, that, notwithstanding the foregoing, SHFB may assign this Agreement to an affiliated entity or subsidiary for tax planning purposes without prior notice or approval of City.

(d) **Confidentiality.** Each party acknowledges that it may have access to certain trade secrets and other non-public confidential information of the other during and in connection with its performance of services and/or obligations hereunder ("Confidential Information"), and hereby agrees not to disclose any Confidential Information to any third party and not to use any such Confidential Information for any purpose other than performance pursuant to this Agreement. All such Confidential Information and trade secrets are and shall remain the exclusive property of the disclosing party and no license shall be granted or implied with respect to such Confidential Information or trade secrets by reason of the other party's access to the same in connection with its performance of services or obligations hereunder. The parties' foregoing agreement of non-use and nondisclosure shall survive any termination or expiration of this Agreement and shall continue in full force and effect for a period of three (3) years from the date of expiration or termination hereof unless the Confidential Information constitutes a "trade secret" under applicable law, in which case the obligations shall survive for as long as provided for under applicable law. Confidential Information shall not include information in the public domain or information which a party acquires from a third party who provides the same without violating any obligation of confidentiality or nondisclosure. Furthermore, it shall not be deemed to be a violation of this provision for a party to disclose any Confidential Information to a judicial or governmental authority compelling such disclosure by appropriate order provided that the party receiving any such order shall provide the other party with notice at the earliest practicable moment to permit the other party to seek appropriate protective orders.

(e) **Limitation of Liability.** In no event shall either party be liable for special, incidental, punitive or consequential damages arising out of this Agreement.

(f) **Waiver.** Any waiver by either party of a breach of any provision of this Agreement shall not operate as or be construed to be a waiver of any other breach of such provision of this Agreement. Any waiver must be in writing and signed by the party against whom the waiver is sought.

(g) **Invalidity.** The determination that any provision of this Agreement is invalid or unenforceable shall not invalidate this Agreement, and this Agreement shall be construed and performed

in all respects as if such invalid or unenforceable provisions were omitted insofar as the primary purpose of this Agreement is not frustrated.

(h) **Notices.** All notices, demands, requests or other communications relating to this Agreement shall be in writing and shall be mailed, first class, or transmitted by hand delivery, overnight delivery service, addressed as set forth below. Notice will be deemed effective as of the date of receipt, if sent by hand delivery, overnight delivery, and five (5) calendar days following posting if sent by mail.

If to Daly City: City of Daly City:

333 90th Street
Daly City, California 94015
Attn: Shawwna Maltbie, Interim City Manager

If to SHFB:

SHFB
4001 N. First Street
San Jose, California 95134
Attn: Bruno Pillet, Vice President of Programs & Services

(i) **Relationship of the Parties.** The parties agree that this Agreement does not and shall not be construed as or constitute an agency, partnership or joint venture, or other fiduciary or confidential relationship between SHFB and City.

(j) **Inurement.** This Agreement shall be binding upon and shall inure to the benefits of the parties hereto and their respective heirs, executors, administrators, personal representatives and/or successors.

(k) **Counterparts.** This Agreement may be executed in any number of counterparts, including email, and each counterpart shall be deemed an original.

(l) **Sophistication of the Parties.** Each party to this Agreement represents that it is a sophisticated party capable of understanding all of the terms of this Agreement, that it has had an opportunity to review this Agreement with its counsel, and that it enters this Agreement with full knowledge of the terms of the Agreement. This Agreement shall be fairly interpreted in accordance with its terms and without any strict construction in favor of or against either party. No ambiguity or omission shall be construed or resolved against either party on grounds that this Agreement or any provision thereof was drafted or proposed by such party.

(m) **Attorneys' Fees.** In any action related to this Agreement, the prevailing party may be entitled to recover from the other the prevailing party's costs, including reasonable attorneys' fees, whether such fees and costs be incurred at trial, on appeal or otherwise.

(n) **Exhibits.** The parties agree that all Exhibits to the Agreement are hereby incorporated into and shall form an integral part of this Agreement.

(o) **Force Majeure / Cancellation.** The term "Force Majeure" shall mean acts of God, earthquakes, blizzards, tornadoes, hurricanes, fire, flood, malicious mischief, insurrection, riots, labor disturbances, public enemy, war, landslides, explosions, epidemics, compliance with any order, ruling, injunction or decree by any court, tribunal or judicial authority of competent

jurisdiction and any other similar circumstances beyond the reasonable control of a party. Each party acknowledges and agrees that Vice President of Programs & Services shall have the right to cancel or reschedule the food distribution as a result of a Force Majeure event. In such event, (i) Vice President of Programs & Services shall not be responsible to reimburse any expenses of City in connection with such cancellation or rescheduling and (ii) if food distribution is rescheduled, City shall cooperate with Vice President of Programs & Services in use of Doelger Senior Center during the rescheduled dates at SHFB's sole expense.

IN WITNESS WHEREOF, each of the parties hereto has executed this Agreement as of the date and year first above written.

CITY OF DALY CITY

By: Shawna Maltbie

Signature: _____

Title: Interim City Manager

SHFB

By: Bruno Pillet

Signature: _____

Title: Vice President of Programs & Services



City Council Meeting Agenda Report

Item # _____

Meeting Date: November 26, 2018

Subject: Proposed Office of the City Clerk Staffing Change

Recommended Action

That the City Council approve the proposed Office of the City Clerk staffing change.

Background/Discussion

The City has reviewed the staffing in the Office of the City Clerk and identified a need to convert the current hourly Registration Clerk classification (Range 16z of Teamsters Clerical Technical salary schedule) to a full time Office Assistant II classification (Range 125z of Teamsters Clerical Technical salary schedule). The Office of the City Clerk is currently staffed with an elected City Clerk, one Deputy City Clerk, one Office Assistant II and one temporary hourly employee.

The staff provides prompt and high quality service to the public. The Office of the City Clerk accepts U.S. Passport Applications on behalf of the U.S Department of the State every Tuesday and Thursday from 11:00 AM to 2:00 PM. This service has greatly benefited the Community and has been provided for predominantly by one hourly employee working full time hours.

The incumbent has over 10 years' experience, has recently completed the Civil Service examination process for Office Assistant I/II and is currently on the employment list.

Staff recommends that the City Council approve the proposed staffing change for the Office of the City Clerk effective the first full pay period following adoption. As a result, the City will be reviewing and considering increasing the Passport processing hours in the future.

Fiscal Impact

The proposed will eliminate the currently hourly Registration Clerk classification, resulting in one additional full time staff in the Office of the City Clerk. The cost for the additional salary and benefits is \$34,930 (\$12,725 in Fiscal Year 2019 and \$22,205 in Fiscal Year 2020). However, this addition will have minimal impact on the General Fund as the hourly incumbent assists in generating revenue for the City (approximately \$120,000 per Fiscal Year), and the additional cost will be transferred from the savings of not filling a vacant Senior Executive Assistant position in the City Manager's Office.

Summary/Conclusion

Staff is requesting that the City Council review approve the proposed staffing change for the Office of the City Clerk.

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

Respectfully submitted,

Shawna Maltbie
Interim City Manager



City Council Agenda Report

Item # _____

Meeting Date: November 26, 2018

Subject: Annual Delegation of Authority to City Treasurer to Invest City Funds

Recommended Action

Adopt a resolution renewing delegation of investment authority to the City Treasurer as required by Government Code Section 53607.

Discussion

In order to comply with State of California Government Code Section 53607, the City Council must annually renew the delegation of authority for investing City funds to the City Treasurer.

Staff is available to provide any additional information desired by the Mayor or City Council Members.

Respectfully submitted,

Daneca Halvorson
City Treasurer

cc: City Manager
City Attorney
City Clerk

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DALY CITY
SUPPORTING THE RIGHTS OF KOME SEAFOOD BUFFET WORKERS IN THEIR
PURSUIT OF STOLEN WAGES BY THE EMPLOYER, AS WELL AS AN END TO
MISTREATMENT AND INTIMIDATION

WHEREAS, in 2017, the Bureau of Field Enforcement (BoFE), the investigative unit of the California Labor Commissioners Office, issued a \$5.16 million citation to the owners of Kome Seafood Buffet for wage theft violations impacting 133 workers ranging from cleaning staff, kitchen staff, waiters and food servers (See ALJ Order No. 15-R4D4-1810); and

WHEREAS, Workers have also filed individual wage theft claims for stolen tips, as well as an individual retaliation claim: and

WHEREAS, workers have attempted to address their issues and grievances with management and have expressed concerns about retaliatory treatment and management creating an overall hostile work environment; and

WHEREAS, the owners of Kome Seafood Buffet; Wendy Lai Ip, an individual; Gang Zhou, an Individual; Jun Zheng, an Individual; Bai Dong Zhang, an Individual; David Leung, an individual; Tiffany Leung, an Individual; Koshi Food Services Inc., a Corporation; Kome Seafood Buffet Inc., a Corporation, are all named in the citation as liable and responsible for paying for the citation and should be held accountable to improve work conditions by adhering to the State labor code; and

WHEREAS, wage theft contributes to income instability which leads to housing and health care insecurity, impacting Daly City's most vulnerable residents and workers; and

WHEREAS, workers in partnership with community-based organizations have taken brave steps to ask the owners of Kome Seafood Buffet to resolve the citation, and instead, the owners have appealed the citation and have carried out actions perceived as retaliatory and intimidating to workers; and

WHEREAS, 320 individuals, and 37 community and labor organizations from throughout California have signed the *Kome Workers Campaign for Dignity* endorsement letter to express their support for the workers and the need for responsible business practices.

NOW, THEREFORE, BE IT RESOLVED by the City Council of Daly City express its full support for ALJ Order No. 15-R4D4-1810 and the workers' demands to settle the wage claim by paying workers the wages and penalties that are owed to them.

BE IT FURTHER RESOLVED that the City Council of Daly City will inform and advise all community, business, faith-based and educational institutions to not patron businesses with ongoing labor violations.

BE IT FURTHER RESOLVED that the City Council of the City of Daly City and all its departments and staff will commit to not using City resources for service provided by Kome

Seafood Buffet until the BoFE investigation has been resolved and the workers have been fully compensated for the violations they have experienced.

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 _____, 2018, 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

RESOLUTION NO: _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DALY CITY
COMMENDING JUDITH A. CHRISTENSEN ON THE OCCASION OF HER RETIREMENT

WHEREAS, JUDITH A. CHRISTENSEN grew up in a small lumber town in Washington State and lived an idyllic small town working class life. There were weekly trips to the public library, singing in the church choir, hiking in the wilderness, camping at the ocean and every summer setting up a classroom in the family garage where a very young Judith was teacher and activity organizer for the neighborhood kids. Her father worked at the lumber mill and her mom was active in the PTA and volunteered as the school librarian; and

WHEREAS, Ms. Christensen's commitment to social justice and political activism started when she and her sister in their early teens actively campaigned for John Kennedy and that activism continues to today; and

WHEREAS, After Ms. Christensen graduated from college on a full academic scholarship, she became a VISTA Volunteer (the domestic Peace Corps) where she joined the war on poverty in St. Louis, Missouri. Judith joined her first union at age 18 and has served in union leadership roles as shop steward, Executive Board and Labor Council member and is still a card-carrying member; and

WHEREAS, knowing that education has been the key to increased opportunities in her own life and with fond childhood memories of playing teacher with her friends, Ms. Christensen answered the calling to become a teacher. For more than 30 years, Ms. Christensen taught 2,000+ students in the pre-school, elementary, middle school, high school and university graduate level classrooms in a wide variety of subjects including physics, art, literature, life science, math, photography, special education, science teacher training, and English as a second language; and

WHEREAS, during Ms. Christensen's teaching career, she was awarded the Exploratorium Science Teacher of the Year, San Francisco Math Teacher of the Year, and California Finalist for the Presidential Award in Science Education; and

WHEREAS, Ms. Christensen believes that students learn best when actively engaged in doing and discovering for themselves rather than listening to the teacher tell them the answer, and believes that the job of the teacher is to create and structure experiences that allow students opportunities for that discovery and understanding; and

WHEREAS, Ms. Christensen is a founding member of Neighbors for Responsible Redevelopment that fought to protect Daly City homes and businesses from eminent domain seizures and to eliminate giving our tax dollars to for-profit corporations. This group of neighborhood activists protested, rallied and finally decided that they would work to elect Ms. Christensen to the Daly City Council so that their voices could finally be heard; and

WHEREAS, elected in 2004-08 and again in 2014-18, Ms. Christensen has been a voice of reason on the City Council, and has continued to fight for fiscal responsibility, affordable housing, reasonable growth, long-term planning, defending our environment, preserving our neighborhood quality of life and holding herself and other elected officials accountable for their decisions and behavior.

NOW, THEREFORE, BE IT RESOLVED by the Mayor and City Council of the City of Daly City that it does hereby commend JUDITH A. CHRISTENSEN for her 8 years of distinguished and dedicated public service as a City Councilmember.

BE IT FURTHER RESOLVED that, the City Council extends its best wishes to Ms. Christensen, for happiness and contentment, as well as continued success and fulfillment in all future endeavors.

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 _____, 2018, 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

RESOLUTION NO: _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DALY CITY
COMMENDING MICHAEL P. GUINGONA ON THE OCCASION OF HIS RETIREMENT

WHEREAS, MICHAEL P. GUINGONA is retiring from the Daly City Council on December 10, 2018, after 25 years of distinguished and dedicated public service; and

WHEREAS, Michael P. Guingona was born in San Francisco and raised in the City of Daly City. As a senior at Westmoor High School he was elected class president, a foreshadowing of his future role as a respected community activist and leader; and

WHEREAS, after graduating from Skyline College in San Bruno, Mr. Guingona attended the University of California Los Angeles, where he earned a Bachelor of Art in History. Following UCLA, he graduated from the University of San Francisco School of Law. Soon after USF he was hired as a Deputy Public Defender in San Francisco; and

WHEREAS, In the years following law school, Mr. Guingona's interest in local government grew. He witnessed a demographic shift and a rapid growth in Daly City's population. The number of people living within the city limits swelled from 40,000 to over 104,000. By the year 2000, Filipino-Americans accounted for nearly a third of the City's population; and

WHEREAS, in 1993, Mr. Guingona was the first Filipino-American elected to the City Council. In 1995, his colleagues on the City Council elected Mr. Guingona to serve as Mayor of Daly City. At age 33, Mr. Guingona was the youngest Mayor in the history of the city. During his first term as Mayor, Mr. Guingona continued to work as a full-time Deputy Public Defender in the San Francisco Public Defender's Office. He established his own law practice in 1999, the Law Offices of Michael P. Guingona on Mission Street in Daly City; and

WHEREAS, Mr. Guingona was continuously re-elected to the Daly City Council in 1998, 2002, 2006, 2010, 2014 and during his City Council career, Mike was elected Mayor of Daly City in 1995-96; 1997-98; 2001-02; 2005-06; 2009-10; and

WHEREAS, Mr. Guingona served on the Sam Trans Board of Directors from 1997-2007, which he chaired in 2003. He also served on the San Mateo County Transportation Authority from 1998-2006 which he chaired in 2002. Mr. Guingona represented Daly City's interests as an appointed member of the Bay Area Water Supply and Conservation Agency (BAWSCA) and served as Board Chair for North County Fire Authority and served on the Pre-Hospital Emergency Medical Services Board of Directors, and his professional affiliations include the State Bar of California, the Bar Association of San Francisco, and the Filipino Bar Association of Northern California

WHEREAS, in 2012, Mr. Guingona supported a resolution adopting a city-wide wellness policy and initiated legislation to fight second-hand smoke, resulting in the adopting Ordinance number 1363. In 2013, Mr. Guingona pledged to ride his bike on every street in Daly City to raise awareness for health and safe bike routes through his BikewithMike.org program; and

WHEREAS, currently, Mr. Guingona is active in a wide variety of civic and non-profit organizations county wide and continues to serve his community as a youth Judo coach at Cahill's Judo Academy in San Bruno, a high school wrestling coach in the San Francisco Bay Area, a Mixed Martial Arts Judge for the California State Athletic Commission, Director of Operations and Coach for the Wrestling Association of the Philippines, a Swim Instructor and Certified Personal Trainer working with employees at Google and YouTube in San Bruno, and continues to practice law as an Attorney at his law office, the Law Offices of Michael P. Guingona, located at 1161 Mission Street, 5th Floor, San Francisco, CA 94103. Mr. Guingona continues to live in Daly City with his wife Jackie, his son Kai attends Skyline College where he is on the wrestling team.

NOW, THEREFORE, BE IT RESOLVED by the Mayor and City Council of the City of Daly City that it does hereby commend MICHAEL P. GUINGONA for his 25 years of distinguished and dedicated public service as a City Councilmember.

BE IT FURTHER RESOLVED that, the City Council extends its best wishes to Mr. Guingona, his wife, Jackie, and their son Kai, for happiness and contentment, as well as continued success and fulfillment in all future endeavors

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 _____, 2018, 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 Council Meeting Agenda Report

Item # _____

Meeting Date: November 26, 2018

Subject: Repeal of the City's Affordable Housing Ordinance and Adoption of an Inclusionary Housing Ordinance

Recommended Action

1. Conduct a Public Hearing for the purpose of citizen review and comment on a proposed citywide inclusionary housing ordinance;
2. Introduce the attached Ordinance amending Title 17 of the Daly City Municipal Code to create an inclusionary housing ordinance for Daly City;
3. Accept the Keyser Marston Associates Financial Feasibility Analysis; and
4. Adopt a resolution establishing an Affordable Housing In Lieu Fee for Daly City based on the Keyser Marston Financial Feasibility Analysis

Background

In 2014 the Council adopted an Affordable Housing Ordinance. The Ordinance requires that all new rental housing developments over a certain size contribute to the production of affordable housing by paying of an impact fee. For ownership housing, the Ordinance requires developers to provide a certain percentage of deed-restricted units affordable to households of moderate income. The Ordinance also establishes an impact fee that developers of ownership housing can pay, with the approval of the City Manager, as an alternative to the development of affordable units. As envisioned, impact fees will be deposited to a reserve account and utilized by the City to subsidize the development of new affordable housing pursuant to City-defined goals and objectives relating to location, income targeting and tenure.

The 2014 Affordable Housing Ordinance was adopted in response to a significant legal case, Palmer versus the City of Los Angeles, which held that State law prohibits a city from requiring a set-aside of affordable units within a market rate rental project.

Assembly Bill 1505

In September of 2017, Governor Brown signed into law a package of housing bills intended to address housing issues throughout the State. One of these bills, AB 1505 supersedes the Palmer case and allows cities and counties to require on-site construction of affordable rental housing (also called "inclusionary" housing). In other words, a City may now require that a certain percentage of units in each new housing development be designated as affordable. The law references the use of an economic feasibility study to determine whether an ordinance unduly constrains the production of housing.

As a result of AB 1505, staff retained Keyser Marston Associates (KMA) to prepare a financial feasibility analysis to support an update to the City's Affordable Housing Ordinance. The analysis evaluates residential development economics in Daly City and the sustainability of existing and potentially modified affordable housing requirements for residential development.

Cities and counties that elect to adopt inclusionary rental ordinances pursuant to AB 1505 must provide developers with an alternative means of compliance, such as the payment of in-lieu fees,

City Council Agenda Report
Subject: Inclusionary Housing Ordinance
Meeting Date: November 26, 2018
Page 2 of 6

dedication of land, the construction of affordable units off-site, or the acquisition and rehabilitation of existing units.

KMA Financial Feasibility Analysis

1. Ownership Housing

The KMA study found that single family and attached townhomes are feasible under current market conditions and able to support the existing 20 percent affordability requirement. The analysis indicates projects can sustain the cost of providing all required affordable units on-site.

In recent practice developers of ownership housing have requested alternative plans and complied with the existing Affordable Housing Ordinance by fulfilling 50 percent of their obligation with the payment of impact fees and 50 percent with the provision of onsite affordable units. The KMA study noted the City's approval of a mix of on-site units and fees for several recent projects and suggests consideration of allowing 50 percent fees/50 percent units as a by-right option. Finally, the KMA study indicated a weaker feasibility for the 20 percent inclusionary requirement for condominium projects and suggested consideration of allowing fees for higher density (30-40 units/acre) condominium projects.

The current impact fee for single family homes is \$14 per square foot. For townhouses the current fee is \$18 per square foot. The KMA study finds that an in-lieu fee of \$40 to \$45 per square foot for these construction types is financially feasible.

2. Rental Housing

Overall, the KMA study finds that an inclusionary percentage of 10 percent targeted at incomes of 70 percent area median is financially feasible. The in-lieu fee equivalent to this percentage would be \$30 to \$35 per square foot (the currently adopted impact fee for apartments is \$25 per square foot). To ensure feasibility and effectiveness, KMA recommends that the City consider a balance between the percentage of affordable units required and the level of affordability. Greater affordability results in a lower return to the project developer, potentially reducing the total number of units (market-rate and below-market-rate) that may be feasible. With that in mind, the Committee considered a variety of income targets and financially feasible inclusionary requirements.

Discussion

During the summer and fall of 2018, staff met several times with the Affordable Housing Committee comprised of Mayor Manalo and Councilmember Sylvester to discuss the KMA Financial Feasibility and policy options for an updated inclusionary housing ordinance. These discussions included consideration of affordable housing in-lieu fees versus construction of on-site affordable units, applicability of a new ordinance to projects of various sizes and in various stages of development, income targeting for inclusionary units and inclusionary requirements in surrounding cities. The Committee and staff also discussed a variety of alternatives to on-site construction of affordable units including payment of in-lieu fees, land dedications and offsite construction.

City Council Agenda Report
Subject: Inclusionary Housing Ordinance
Meeting Date: November 26, 2018
Page 3 of 6

Based on research, analysis and discussion, the Committee is recommending repeal of the City's Affordable Housing Ordinance and replacement with a new Inclusionary Housing Ordinance. The proposed Ordinance would require that developers of rental housing provide a minimum of 10 percent of the units at rents affordable to households earning 70 percent of the area median income. Developers of ownership housing would be required to provide a minimum of 20 percent of the units at purchase prices affordable to households earning 110 percent of the median income. Table 1 summarizes key elements of the draft ordinance.

As drafted, the ordinance would apply to new residential developments without entitlements or an approved Affordable Housing Plan as of July 1, 2018. The 2014 impact fee rates will increase as of February 20, 2020 for those projects already entitled or with an approved Affordable Housing Plan as of July 1, 2018.

Staff is recommending two changes to the draft ordinance that was released for public review and is attached to your staff report. The first is on page 5 and would eliminate the exemption from the ordinance for Affordable Housing Projects. Staff recommends that the intent of the ordinance is to cause a certain percentage of new residential development to remain affordable for 55 years and subject to compliance monitoring. Removal of the exemption for 100 percent affordable housing projects ensures that a minimum number of units will remain affordable regardless of the project's funding source or owner objectives.

The second change is on page 8 and would clarify the method used to calculate in lieu fees. Staff recommends that Section 17.47.110.2 be revised to read as follows:

The Alternative In Lieu Fee for rental Residential Developments shall be equal to the total livable square footage of the development multiplied by the Alternative in lieu fee established in the City's Affordable Housing Fee schedule an amount equal to the approximate per unit cost that the City would incur to subsidize the development of an equal number of rental Inclusionary Units such that they could be offered for rent at Affordable Rent.

The suggested language more accurately reflects the recommendation and economic feasibility analysis carried out by KMA.

Table 2 shows the impact fee levels that staff recommends should be reflected in the proposed Impact / In Lieu Fee Resolution.

Conclusion

Staff recommends that the City Council repeal the existing Affordable Housing Ordinance and adopt an Inclusionary Housing Ordinance and In Lieu Fee Resolution based on the Keyser Marston Financial Feasibility Analysis.

City Council Agenda Report
Subject: Inclusionary Housing Ordinance
Meeting Date: November 26, 2018
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The draft inclusionary housing ordinance and ordinance summary have been available for public review in City libraries, at City Hall and the City's website since November 15, 2018. In addition, a copy of the ordinance and notice of tonight's hearing was sent to 38 developers and organizations with an active interest in Daly City housing issues and development activity.

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

Respectfully submitted,



Betsy ZoBell
Housing and Community Development Supervisor



Tatum Mothershead
Director, Economic & Community Development

Attachments: Draft Inclusionary Housing Ordinance
Draft KMA Financial Feasibility Analysis for Daly City

Table 1
Summary of Proposed 2018 Inclusionary Ordinance

	Rentals	For Sale
Onsite Percentage	10%	20%
Income Level for On-Site Units	Low Priced at 70% AMI	Moderate Priced at 110% AMI
In-Lieu Fee Level for Projects with 5 – 19 units	\$35 psf	\$45 psf
Threshold for Onsite Requirement	20 Units	15 Units
Alternatives Allowed	1. Projects with 20 or more units pay In Lieu Fee equivalent to the total public subsidy currently required to develop the required number of affordable units (10%) 2. A combination of fees, units and/or land proposed by developer and approved by the City. This option could be limited to projects of 50 units or more, when yield of affordable units would be 5 or more.	N/A
Full Subsidy Requirement In-Lieu fee for rental projects with more than 20 units choosing NOT to provide units (“Alternative In-Lieu Fee”)	\$48 psf	N/A
Applicability	Applicable to all projects without entitlements or an approved Affordable Housing Plan as of July 1, 2018. Projects not entitled and without an approved AHP as of July 1, 2018 would be subject to Affordable Housing Ordinance in place at the time of building permit issuance.	

Table 2
Proposed Per Square Foot Impact/In Lieu Fees

Ownership				Rental
	Single Family Detached	Townhome	Condominium	Rental Apartment
Impact Fee (For Projects Entitled Prior to July 1, 2018)	\$14	\$18	\$22	\$25
2014 Resolution				
2018 Proposed Update	\$21	\$24	\$29	\$35
2018 Required In-Lieu Fee	\$45			\$35
2018 Alternative In-Lieu Fee				\$48



KEYSER MARSTON ASSOCIATES

DRAFT

FINANCIAL FEASIBILITY ANALYSIS

In Support of Updates to

AFFORDABLE HOUSING ORDINANCE

CITY OF DALY CITY

Prepared by:

Keyser Marston Associates, Inc.

May 15, 2018

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1.0 INTRODUCTION AND SUMMARY OF FINDINGS

This report presents a financial feasibility analysis prepared by Keyser Marston Associates, Inc. (KMA) to support updates to the City of Daly City's ("City") Affordable Housing Ordinance (AHO). For an inclusionary housing program to be an effective tool for creating affordable housing, it must not burden new development to such a degree that it renders new development financially infeasible. The feasibility analysis evaluates residential development economics in the City and the sustainability of existing and potential modified affordable housing requirements for residential development.

1.1 Background

The City of Daly City adopted its inclusionary housing program in 2007. The City modified its program in 2014 to replace the inclusionary requirement for rental developments with an affordable housing impact fee in response to the 2009 *Palmer* decision (*Palmer/Sixth Street Properties L.P. v. City of Los Angeles* [2009] 175 Cal. App. 4th 1396) which prevented enforcement of inclusionary requirements for rental developments. With enactment of AB 1505, the City's ability to implement an inclusionary housing requirement for rental projects has been restored effective January 1, 2018. Accordingly, the City is considering reactivating the prior rental inclusionary housing requirement along with consideration of other updates to the AHO.

1.2 Existing Affordable Housing Ordinance Requirements

The City's AHO requires for-sale residential development projects to include 20% of units as affordable to Moderate Income households. For-sale projects are permitted to pay a fee as an alternative to providing affordable units on-site only with approval by the City Manager. Several recent projects have been granted approval to satisfy requirements of the AHO by providing approximately half of the required affordable units on-site and making an in-lieu fee payment for the remainder. Rental projects are required to pay an affordable housing impact fee. For rentals, on-site units may be provided as an alternative to fees only with approval by the City Manager. The City's current fees are \$14 per square foot for single family, \$18 for townhomes, \$22 for condominiums and \$25 for rentals.

1.3 Summary of Feasibility Analysis Findings

KMA prepared an analysis evaluating the financial feasibility of residential development under the City's existing AHO requirements and then tested several scenarios regarding potential modified affordable housing obligations. Four prototype project types are analyzed: larger single family, smaller single family or attached townhome, higher-density stacked condominium, and a rental apartment. The principal findings of the feasibility analysis are as follows:

Table 1.1 – Feasibility Analysis Findings

Project Type	Feasibility Conclusion	Note
Single family and attached townhomes	Feasible	Supports existing 20% requirement onsite
Apartments	Feasible	Supports existing \$25 psf fee or 10% affordable units on-site
High density condominiums	Marginal Feasibility	Finding assumes existing 20% AHO requirement. City has some projects of this type in the pipeline but the market is unproven.

- *Single family and attached townhomes* – These project types are feasible under current market conditions and able to support the existing 20% affordability requirement. Feasibility of these project types has been demonstrated by recent development activity. The analysis indicates projects can sustain the cost of providing all required affordable units on-site.
- *Apartments* – The analysis indicates that this project type is feasible under current market conditions and able to support the City's existing \$25 psf impact fee, or alternatively, an on-site affordable unit requirement in the range of 10% at Low Income. A 179-unit rental project proposed at the Westlake Shopping Center as well as smaller rental projects being proposed demonstrate interest in developing new rentals. However, despite a market cycle where development of rentals has been very active in the Bay Area, no market-rate rentals have yet been built in Daly City in recent years. The only newer rentals identified were designed as condominium projects and rented upon completion after the prior housing market crash. As the market for new rental developments in the City is not well established, a measured approach is suggested in implementing updated requirements.
- *High density condominiums* – Feasibility of high-density condominiums is marginal under current market conditions and the existing AHO requirements. The market has not been proven through construction of any recent projects of this type. The lack of recent projects also makes it more of a challenge to estimate market pricing and introduces a somewhat greater degree of uncertainty into the analysis. The City has several condominium projects in the pipeline, the largest of which has more than 300 units (Serramonte Vistas); this serves as a demonstration of interest in this project type. However, some applicants have indicated units may be rented depending upon market conditions. The Serramonte Vistas project is also unique in that it is a high-rise that could achieve higher pricing on account of views but would also have higher construction costs than the wood frame over concrete podium project type that is addressed in the KMA analysis.
- *Parking Requirements* – The analysis indicates that the City's parking requirements may be impacting feasibility of higher density residential projects. The level of parking

required by the City's code is somewhat above what we typically see higher density residential projects provide. The high cost of building structured parking, especially underground parking, can impact feasibility of higher density projects. Parking requirements can also limit the number of units that can be accommodated on a site, which also impacts feasibility. Notably, the two largest high-density projects being proposed in the City are both providing a reduced parking ratio of approximately 1.3 spaces per unit enabled by their Planned Development zoning designations.

1.4 Program Recommendations

KMA's recommendations for updates to the City's Affordable Housing Ordinance are described below. Recommendations reflect the findings of the feasibility analysis, our experience assisting many other jurisdictions with their inclusionary programs, and our understanding that the City desires to ensure that updated affordable housing requirements are feasible and will not act as a deterrent to market rate housing development.

Table 1.2 – Summary of Recommendations

	Rentals	For-Sale
On-Site Percentage	10%	20% (no change)
Income Level of On-Site Units	70% AMI	110% AMI (no change)
Allow In-Lieu Fees by Right?	Do not allow if the City prefers on-site units; Allow by right for smaller projects	Do not allow if the City prefers on-site units; if the City prefers mix of on-site units and fees as approved for several recent projects, consider allowing as by-right option; consider allowing fees for higher density condominiums due to their weaker feasibility
In-Lieu Fee Level	\$30 to \$35 psf	\$40 to \$45 psf

Rental Project Recommendations

- a. *On-Site Percentage Requirement* – Re-establish an on-site inclusionary requirement. Set the requirement at 10% at Low-Income.
 - Alternatively, the City could implement a higher requirement such as 15%, but allow fee payment by right at a level consistent with the fee recommendation below. Under this alternative, the City should anticipate most projects will comply through fee payment.
- b. *Whether In-Lieu Fee Payment is Permitted* – If the City prefers on-site units in rental projects, consider removing the in-lieu fee option for larger projects with the scale to provide at least a threshold number of affordable units on-site. For example, projects of say 80 to 100 units in size would have the scale to provide 8 to 10 affordable units on-site with a 10% requirement. Under AB 1505, at least one alternative to on-site units, such as off-site

construction or land dedication, must be provided for rental projects; however, in-lieu fees do not need to be included as an alternative.

Whether to emphasize on-site units versus fees is an important policy decision in the update of the program. On-site units have the advantage of being delivered concurrently with market rate units and being integrated within a market rate development. Fees have the advantage of allowing leveraging with other funding sources to assist all affordable projects, typically serving a deeper level of affordability (e.g. at a lower rent level).

- c. *In-Lieu Fee Level* – Increase the in-lieu fee to a level more in balance with the cost of providing the affordable units. We estimate a fee in the range of \$30 to \$35 per net square foot would approximate the cost of providing 10% of units on-site at Low Income.
- d. *Income Level of On-Site Units* – Require affordable rents to be set at an average of 70% of Area Median Income (AMI) or below. This is a change from the current ordinance which establishes rents at the upper end of the income limit. Setting rents somewhat below the qualifying limit allows a broader range of qualifying households to afford the rents.
- e. *Allow Averaging of Affordable Rents* – Allow rents to be set at a range of income levels within a project so long as the overall average for the project weighted by bedroom count does not exceed 70% of AMI and all units are set at levels affordable to median income or below. This will allow affordable units to serve a wider range of incomes. It may also enhance feasibility because projects that comply with inclusionary requirements by providing, say 5% affordable units at 50% of AMI and 5% at 90% of AMI (averaging to 70% AMI) become eligible for the State Density Bonus, which reduces required parking and allows additional density.
- f. *Project size threshold* – Ownership units have a project size threshold of five units to be subject to the requirements of the AHO. There is no minimum threshold for rentals. A consistent threshold for both tenure types is recommended.

For Sale Project Recommendations

- a. *Percentage* – Maintain the current 20% affordable housing requirement.
- b. *In-Lieu Fee* – Consider increasing in-lieu fees to bring them into closer balance with the cost of providing affordable units on-site. The analysis indicates fees for for-sale units would need to be set in the range of \$40 to \$45 psf to approximate the cost of including the units on-site.
- c. *Projects Providing Mix of On-Site and Fee* – Several recent projects have provided a mix of on-site units and in-lieu fees. If the City favors a mix of on-site units and fees, consider codifying this as a by-right option to increase certainty for the development community and

avoid the need for case-by-case review by the City. Establish a methodology for calculating fees in a split on-site / fee scenario so projects are treated consistently.

- d. *Higher Density Condominiums* – Consider allowing in-lieu fee payment, partially or entirely, for higher density condominiums over a density threshold (such as 40 units to the acre) to provide added flexibility in consideration of the weaker feasibility conditions that currently exist for this project type. If desired, a sunset provision could be included.

Parking

A finding of the analysis is that the City's parking requirements may be constraining feasibility for higher density projects. The City could explore opportunities to reduce parking requirements for higher density development, especially in areas well-served by transit or for projects that provide car-sharing, bike parking, or other measures to facilitate alternative modes of transportation. Reduced parking requirements would be an opportunity to help offset the cost of providing affordable housing and to encourage both market rate and affordable housing production in the City.

1.5 Other Jurisdiction Requirements

To provide additional context for consideration of updated requirements in Daly City, KMA reviewed affordable housing impact fee and inclusionary requirements in Redwood City, South San Francisco, San Bruno, and the County of San Mateo. Existing percentage requirements on for-sale projects range from 15% to 20%. The majority require on-site affordable units be provided for projects over a certain size threshold. For rentals, all except South San Francisco have an impact fee in place. Redwood City, South San Francisco and San Bruno are in the process of considering updates to their programs that would institute on-site inclusionary requirements for rentals. Section 4 provides a more in depth discussion of requirements in place in comparison jurisdictions. With implementation of proposed updates to the AHO, Daly City's policies would continue to be comparable to requirements in place or under consideration in other nearby jurisdictions.

1.6 Organization of the Report

The report is organized into the following sections:

- *Section 1.0, Introduction and Summary of Findings*, provides an introduction and presents a discussion of KMA's findings and recommendations for updates to the City's inclusionary housing policies.
- *Section 2.0, Financial Feasibility Analysis*, presents the findings, methodology and sources for the financial feasibility analysis.

- *Section 3.0, Residential Market Survey and Prototypes*, presents the market survey results and a discussion of the residential prototypes developed for the financial feasibility analysis.
- *Section 4.0, Affordable Housing Requirements in Other Jurisdictions*, presents a summary of the current requirements in nearby jurisdictions.

2.0 FINANCIAL FEASIBILITY ANALYSIS

For an inclusionary housing program to be an effective tool for creating affordable housing, it must not burden new development to such a degree that it renders new development financially infeasible. KMA prepared an analysis evaluating the financial feasibility of residential development under the City's existing AHO requirements and then tested several scenarios regarding potential modified affordable housing obligations to inform updates to the City's AHO. The analysis is summarized in the discussion below with supporting pro forma tables provided in Tables 2.9 through 2.12.

2.1 Context and Limitations of Analysis

Before describing the feasibility analysis, it is useful to put the analysis into perspective by summarizing how it can be used and where limitations exist in its ability to inform a longer-term policy direction:

- *Prototypical Nature of Analysis* – This financial feasibility analysis, by its nature, can only provide a general assessment of development economics because it is based on prototypical projects rather than specific projects. Every project has unique characteristics that will dictate sales prices and rents supported by the market as well as development costs and developer return requirements. This feasibility analysis is intended to reflect prototypical projects Daly City but it is recognized that the economics of some projects will likely look better and some likely worse than those of the prototypes analyzed.
- *Near Term Time Horizon* – This feasibility analysis is a snapshot of real estate market conditions as of Spring 2018. Real estate development economics are fluid and are impacted by constantly changing conditions regarding sales prices and rent potential, construction costs, land costs, and costs of financing. A year or two from now, conditions will undoubtedly be different, so these financial feasibility conclusions may not hold over a longer-term time horizon.
- *Adjustments to Land Costs over Time* – Developers purchase development sites at values that will allow for financially feasible projects. If a development is subject to an inclusionary housing obligation, developers 'price in' the requirement when evaluating a project's economics and negotiating the purchase price for development sites. If the City adopts changes to its inclusionary program, the changes would impact what developers can afford to pay for land. A more burdensome obligation would put downward pressure on land values. This pressure on land prices can, at least to some degree, bring costs back into better balance with the overall economics supported by projects. Therefore, while current projects that have already purchased land may have limitations on the amount of a fee or inclusionary requirement that can be supported, future projects that have not purchased land have a better capacity to absorb a new requirement if at least a portion can be recovered through reduced land prices.

2.2 Methodology

For this assignment, KMA utilized a “residual land value” approach for evaluating financial feasibility. The residual value approach is a commonly used approach to evaluating the economics of development projects which identifies what a project can afford to pay for a developable land parcel. KMA believes that a land residual approach is most appropriate for this analysis because most new development in Daly City is expected to occur on in-fill locations rather than on large, previously undeveloped, vacant sites and because in-fill sites can vary significantly in land and site preparation costs. In-fill locations are often challenging for a variety of reasons including site assemblage of multiple parcels, existing improvements, infrastructure challenges, and the potential for more complex construction and staging processes. A residual land value approach does not assume a fixed cost for residential land but rather estimates what each prototype can afford to pay to purchase a site and prepare it for development and then tests whether the supported land value is within the range of current market land values.

2.3 Prototype Projects Analyzed

KMA examined and summarized the residential projects newly built or under development in Daly City, spoke with members of the development community about planned projects in Daly City, and worked with City staff to identify development prototypes representative of projects anticipated to be developed in Daly City in the future. The prototypes are as follows:

- 1) *Larger Single Family* – A two- or three-story home, typically detached, with a garage.
- 2) *Smaller Single Family / Townhome* – A two- to four-story home, typically attached, with a garage.
- 3) *Condominium* – A condominium building with three to four stories of wood frame construction over a concrete podium parking garage.
- 4) *Apartments* – An apartment building with three to four stories of wood frame construction over a concrete podium parking garage.

The prototypes are presented on Table 3.2 and summarized below.

Table 2.1 – Prototype Residential Development Projects Analyzed

		Average Unit Size	Sales Price / Rent	
For-Sale Prototypes			Total	PSF
1)	Larger Single Family	2,400 sq. ft.	\$1,300,000	\$542
2)	Smaller Single Family / Townhome	1,700 sq. ft.	\$1,000,000	\$588
3)	Condominium	1,100 sq. ft.	\$780,000	\$709
Rental Prototype				
4)	Apartments	900 sq. ft.	\$3,100 / Mo.	\$3.44

Source: KMA in collaboration with City of Daly City. See Table 3.2 for more information.

2.4 Revenue / Supported Unit Value

The revenue assumptions reflected in the analysis are as follows:

For-Sale Projects – Market sales prices used for purposes of the analysis reflect the findings of the market survey presented in Section 3. Affordable unit prices are calculated consistent with the City's affordable pricing methodology. Moderate income units are priced at 110% of Area Median Income (AMI) and assume 30% of income is spent on housing consistent with the City's existing AHO. A 30-year fixed mortgage at 4.31% interest and a 5% down payment is assumed. Other housing expenses including HOA dues, insurance, and property tax expenses are considered in determining the mortgage payment households can afford. The affordable sales price calculations are presented in Appendix Table 1.

Rental Projects – Market rents reflect the findings of the market survey presented in Section 3. The developer investment supported reflects the project income, operating expenses, and developer return requirements. Project income includes the unit's rent plus a small allowance for other income. Operating expenses include a 5% vacancy allowance, project operating expenses and property taxes. The developer investment that can be supported for the project is estimated based on a 5.5% return on cost requirement. The project net operating income is divided by the return on cost to determine the supportable investment.

For affordable rental units, gross rents are calculated based on 30% of annual household income. Units affordable to households earning 70% of AMI are analyzed. A utility allowance is then netted out. The affordable rent calculations are presented in Appendix Table 2. For affordable units, developer return on cost is estimated at 6.0%, or 0.5% above the market rate units. The higher return is in recognition of the limited rent growth potential for inclusionary units. The 'blended return' shown in the Table 2.12 represents a weighted average of the 5.5% Return on Costs for the market rate units and the 6% Return on Costs for the affordable units.

2.5 Development Costs

The estimates of development costs for each of the prototypes are based on a combination of sources. KMA is active in the market working on new residential development projects in cities throughout the Bay Area and state. KMA gathered construction cost estimates from current similar projects in other local jurisdictions. In addition, we sought input from developers with active projects in Daly City.

Construction costs vary from project to project depending upon the quality of finishes and architecture, the level of amenities provided, and site-specific construction challenges such as demolition or environmental remediation requirements, unusual site grading or foundation costs, or tight/irregularly shaped parcels that result in cost inefficiencies. The construction cost

estimates utilized in this study assume quality construction, architecture, and finishes but do not assume any extraordinary costs that would be atypical for the market.

In addition to hard construction costs, the development cost estimates also include all indirect or soft costs of development such as architecture and engineering, governmental fees and permits costs, taxes, insurance, financing, and developer overhead and administration.

Fees and permits costs were based on information provided by the City and include the existing City permitting fees, park in-lieu fees and school district impact fees. The calculation of the fees and permits estimate is shown on Appendix Table 3.

2.6 Development Community Contacts

To supplement the available market data and to confirm our development cost estimates, KMA reached out to representatives of local developers with active projects in Daly City. KMA's discussions included an architect working for a property owner on a condominium project and a developer working on an apartment project. The developer confirmed the reasonableness of the development program and market rents for the apartment prototype. The architect provided preliminary development cost information for the planned condominium project, which confirmed our estimates. In addition, both contacts discussed the impact that the City's parking requirements have on feasibility. In their experience, parking requirements are often the primary constraint that determines the number of units that can be accommodated on a given site.

2.7 Residential Land Values

KMA gathered available data on recent land sales and land currently for sale in Daly City. It is important to recognize that each parcel has distinctive elements that affect the land value. These land sales, which occurred primarily from 2015 through 2017, and asking prices for land currently for sale, are shown in Table 2.2. There are several recent single family land sales, with prices averaging in the range of \$300,000 per unit. Attached townhome land sold in the range of \$100,000 per unit; however, this reflects sales from a few years ago. There were only two land sales for apartment projects, one from 2015 at \$30,000 per unit and one for a senior affordable project at \$12,000 per unit. There were no recent condominium land sales. As is always the case, land values vary depending upon location and other site-specific factors.

Table 2.2 – Residential Land Sales

Address	Date Sold	Acres	Land Sq.Ft.	# of Units	DU / Ac	Sale Price	Price / SF	Price/ Unit
<u>Single Family Comps</u>								
121 Flournoy St	03/27/2015	0.06	2,500 sf	1	17	\$370,000	\$148	\$370,000
989 Crocker Ave	6/20/2017	0.32	13,895 sf	3	9	\$850,000	\$61	\$283,333
72 Mateo Ave	11/12/2017	0.20	8,640 sf	2	10	\$755,000	\$87	\$377,500
453 Rio Verde St	9/27/2017	0.08	3,700 sf	1	12	\$308,000	\$83	\$308,000
221 South Parkview		0.25	10,890 sf	4	16	\$1,000,000	\$92	\$250,000
603 Hanover	01/09/2017	0.05	2,350 sf	1	19	\$307,000	\$131	\$307,000
Via Lafferty - entitled	7/14/2016	1.72	74,923 sf	25	15	\$13,320,000	\$178	\$532,800
Via Lafferty -unentitled	3/24/2015	1.72	74,923 sf	25	15	\$5,560,000	\$74	\$222,400
Point Martin I	<i>listing</i>	1.84	80,150 sf	16	9	\$3,450,000	\$43	\$215,625
1645 Edgeworth Av	<i>appraisal</i>	0.17	7,494 sf	4	23	\$860,000	\$115	\$215,000
average							\$101	\$308,166
<u>Attached Townhome Comps</u>								
Wellington Heights	7/2/2014	4.91	213,880 sf	54	11	\$5,000,000	\$23	\$92,593
Garden Valley (KB)		1.77	77,101 sf	50	28	\$5,650,000	\$73	\$113,000
400, 1546 Annie	12/23/2015	0.69	30,000 sf	10	15	\$1,086,500	\$36	\$108,596
average							\$44	\$104,729
<u>High Density Rental Comps</u>								
6098 Mission St	8/5/2015	0.24	10,476 sf	36	150	\$1,050,100	\$100	\$29,169
4619 Brunswick (snr aff.)	8/11/2017	1.15	50,094 sf	206	179	\$2,511,000	\$50	\$12,189
average							\$75	\$20,679
<u>Other / Unspecified No. of Units</u>								
201 Vista Grande	3/14/2018	0.08	3,550 sf	N/A	N/A	\$680,000	\$192	N/A
717-719 Templeton	9/22/2017	0.36	15,581 sf	N/A	N/A	\$835,000	\$54	N/A

Source: CoStar, Redfin, Loopnet, City planning documents.

2.8 Feasibility Conclusions Under Existing Affordable Housing Requirements

The financial feasibility analysis is based on the relationship between the project's revenue potential, the estimated development costs, and a reasonable developer profit commensurate with the cost of funds and development risk. The residual land value approach, described earlier in this section, produces a residual value that each prototype can afford to pay to acquire a site. If the residual value exceeds the cost to acquire a site for development, the prototype is generally determined to be feasible. If the residual value is less than the cost to acquire and prepare the site, the prototype will need to address economic challenges. As mentioned previously, it would be the case that some projects would have economics that are somewhat better as well as some that are somewhat worse than the "typical" prototype analyzed.

For the for-sale units, developer profit is calculated as Return on Sales of 12% for the large single family and 17% for the small single family/townhomes and condominiums. For the

apartment unit, the metric utilized is a Return on Total Cost (ROC) of 5.5% for market rate units and 6.0% for affordable units, which is incorporated into the unit value supported.

Table 2.3 summarizes the residual land value conclusions for the four prototypes under the City's current AHO requirements (20% on-site for for-sale and a \$25 psf impact fee for rental). The profit levels and cost of sales are incorporated into the development costs per unit. A more detailed pro forma table can be seen in Table 2.9 for the for-sale unit types and Table 2.12, for the apartment.

Table 2.3 – Summary of Feasibility Analysis Findings with Existing AHO Requirements

Prototype	Revenue or Supported Investment Per Unit ¹	(Less) Development Cost / Unit Before Land	Supported Land Value / Unit	Supported Land Value / Land Sq. Ft.	Feasibility Conclusion with Existing AHO Requirement
Larger Single Family	\$1,106,000	\$797,000	\$309,000	\$85	Feasible
Smaller SF / Townhome	\$869,000	\$707,000	\$162,000	\$93	Feasible
Condominium	\$688,000	\$633,000	\$55,000	\$69	Marginal
Apartment	\$460,000	\$390,000	\$70,000	\$104	Feasible

(1) For Sale Units: Blend of market rate and affordable units; net of sales expense. Apartment: Investment supported based on net operating income and return on cost.

Comparing the residual land values above with the current cost of land in Daly City indicates that the single family, townhome and apartment prototypes are generally feasible in today's market under existing AHO requirements. The stacked condominiums support land values somewhat below current land costs, indicating weaker feasibility under current market conditions.

2.9 Alternative Affordable Housing Requirements Tested

The objective of the financial feasibility analysis is to understand the general development economics of each residential development prototype given the current AHO requirement and then evaluate the impact of a range of alternative scenarios on the financial feasibility of new development. KMA modeled both on-site inclusionary obligations (the affordable units are provided within the project) and the payment of fees (the developer pays a fee in-lieu of providing affordable units within the project) and a mix of on-site and in-lieu fee payment. Specifically, the following scenarios were modeled:

Table 2.4 – Scenarios Tested

No.	Scenario	Description
For Sale		
FS1	Existing 20% on-site requirement	Provide 20% of units as affordable to Moderate Income
FS2	Half on-site / half fee	Provide 10% of units as affordable to Moderate Income and pay a fee for the remaining 10% of affordable units required. This compliance option requires approval from the City Manager under the current ordinance. Several projects have been approved to provide a mix of affordable units and fee payment.
FS3	100% fee payment	Pay the existing fee of \$14 psf for single family, \$18 psf for townhomes and \$22 psf for stacked condominiums
Rental		
R1	Existing \$25 psf fee	Pay the existing \$25 per square foot impact fee for rentals.
R2	10% On-Site	Provide 10% of units at Low (70% AMI)
R3	15% On-Site	Provide 15% of units at Low (70% AMI)
R4	Parking sensitivity with existing \$25 psf fee	Pay the existing \$25 per square foot impact fee and comply with the City's parking standards of 1.5 spaces per 1-bedroom and 2 spaces per 2-bedroom.
R5	Parking sensitivity with 10% on-site	Provide 10% on-site at Low and comply with the City's parking standards of 1.5 spaces per 1-bedroom and 2 spaces per 2-bedroom.

2.10 Financial Feasibility of Alternative Affordable Housing Compliance Scenarios

For-Sale Project Scenarios

KMA modeled three scenarios for for-sale projects, provision of all units on-site, payment of the in-lieu fee, and a hybrid with 50% of the required units provided on-site with in-lieu fee payment for the remaining 50%. The current in-lieu fee varies by unit type, at \$14 per square foot for single family, \$18 for townhomes and \$22 for condominiums. Tables 2.10 and 2.11 present the pro forma analyses for the for-sale hybrid on-site / fee and 100% in-lieu fee scenarios, respectively. The results are summarized in the table below.

Table 2.5 – Supported Land Value – For-Sale Project Scenarios

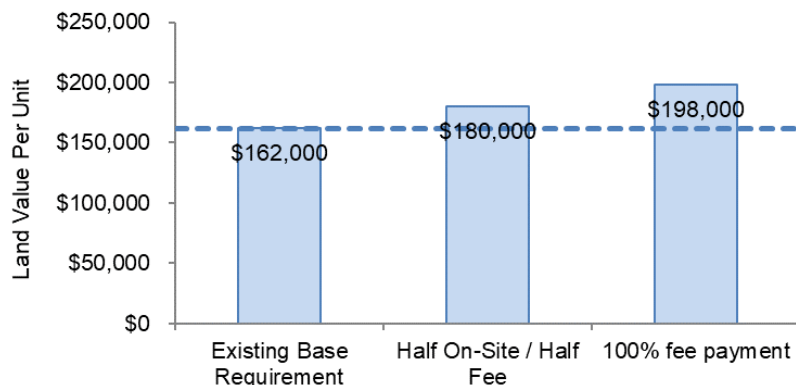
Supported Land Value	Larger Single Family		Smaller SF / Townhome		Condominium	
	Per Unit	Per SF of Land	Per Unit	Per SF of Land	Per Unit	Per SF of Land
FS1 - Existing Requirement 20% mod on-site	\$309,000	\$85	\$162,000	\$93	\$55,000	\$69
FS2 - Half On-site / Half Fee 10% mod + 50% fee	\$345,000	\$95	\$180,000	\$103	\$68,000	\$86
FS3 - 100% Fee Payment	\$381,000	\$105	\$198,000	\$114	\$80,000	\$101

The above results indicate that allowing projects to comply through fee payment significantly increases the supported land value. This is because existing fees represent a lower cost than providing the affordable units on-site. See Section 2.11 for an analysis of fees equivalent to the cost of providing units on-site.

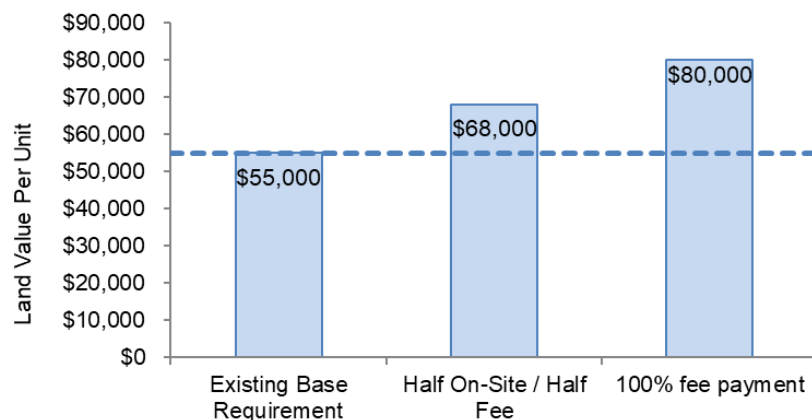
Residual Land Values - Larger Single Family



Residual Land Values - Smaller Single Family and Townhome



Residual Land Values - Condominiums



Rental Project Scenarios

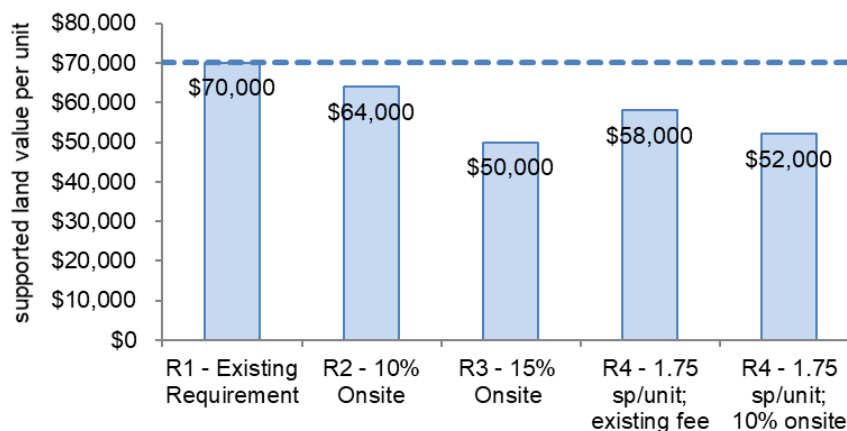
The City of Daly City currently requires that apartment projects pay an impact fee of \$25 per square foot. This requirement was adopted during a time when cities were not legally allowed to enforce an on-site inclusionary requirement on rental units. As of January 2018, cities are once again allowed to require apartment projects to include on-site affordable units.

KMA modeled two potential on-site requirements for apartment projects – 10% of units at Low Income and 15% of units at Low Income. A 10% on-site affordable unit obligation reduces supported land value by approximately 9%, while a 15% requirement represents a more significant impact to the economics of projects at a nearly 30% reduction in supported land value.

Table 2.6 – Supported Land Value – Rental Project Scenarios

Apartment			
	Per Unit	Per SF of Land	% Change vs. Existing
R1 - Existing Requirement \$25 psf Fee	\$70,000	\$104	
R2 - 10% On-site at 70% of AMI	\$64,000	\$96	-9%
R3 - 15% On-site at 70% of AMI	\$50,000	\$75	-29%
R4 - Parking at 1.75 sp/unit and existing \$25 psf fee	\$58,000	\$87	-17%
R5 - Parking at 1.75 sp/unit and 10% On-site	\$52,000	\$78	-26%

Residual Land Values - Apartments



KMA also tested the impact of the amount of parking provided. In the first three scenarios, a parking ratio of 1.4 spaces per unit is assumed. Several recent projects have proposed a parking ratio at or below this level, which is typical of high-density residential projects in the Bay Area with a similar bedroom mix. The Daly City projects that have provided parking at this level have been located in a planned development district where general Citywide parking standards do not apply, been eligible for the State Density bonus, or received a reduction in parking as mixed use projects. The City's general parking requirements for multifamily under Section 17.34.020 of the zoning code require a greater level of parking of 1.5 spaces for each 1-bedroom and 2 spaces for each 2-bedroom unit. In scenarios R4 and R5, KMA tested the impact on feasibility of complying with these increase parking requirements, which result in a need for 1.75 spaces per unit rather than the 1.4 spaces assumed in scenarios R1 to R3. It was found that providing the level of parking required by the City's zoning code has a significant impact on project economics, reducing supported land values by 17% from the comparable scenarios with less parking. Table 2.12 provides the detailed pro forma information.

The impact on feasibility is a result of the high cost of providing structured parking in high density projects. In addition, members of the development community indicated that the City's parking requirements constrain the number of units that can be built on a site, which also impacts feasibility.

As stated at the beginning of this section, over time markets are able to adjust, at least to some degree, to accommodate added costs of development. Since developers purchase land at values that allow for feasible projects, future adjustments to residential land values will reflect new economic realities, with revisions to the inclusionary program being one factor that could be expected to have an influence.

2.11 Fees Equivalent to On-site Compliance

Lastly, KMA calculated the fee levels equivalent in cost to providing the affordable units on-site. For for-sale units, the existing 20% requirement was tested. For apartments, KMA modeled the fee levels equivalent to potential 10% at Low and 15% at Low requirements, setting rents at both 70% of AMI and 80% of AMI. The results are presented below on a per unit basis and a per square foot basis.

Table 2.7 – Fee Level Equivalent in Cost to Providing 20% On-site affordable Units in Ownership Projects

	Larger Single Family	Smaller SF / Townhome	Condominium
Cost Per Unit in Project*	\$106,000 per unit	\$67,000 per unit	\$49,000 per unit
Cost Per Square Foot*	\$44 per sq. ft.	\$39 per sq. ft.	\$45 per sq. ft.

*A fee at the indicated level applied to all units in the project or all net square feet would be equivalent in cost to a 20% on-site requirement.

Table 2.8 – Fees Equivalent in Cost to Providing On-site Affordable Units in Rental Project Prototype

	Per Unit Cost*	Per Square Foot Cost*
Existing Fee	\$22,500 per unit	\$25 per sq. ft.
10% at Low (70% AMI)	\$28,000 per unit	\$31 per sq. ft.
10% at Low (80% AMI)	\$24,000 per unit	\$27 per sq. ft.
15% at Low (70% AMI)	\$42,000 per unit	\$47 per sq. ft.
15% at Low (80% AMI)	\$36,000 per unit	\$40 per sq. ft.

*A fee at the indicated level applied to all units in the project or all net square feet would be equivalent in cost to the identified on-site requirements.

TABLE 2.9
FINANCIAL FEASIBILITY ANALYSIS - EXISTING BASE REQUIREMENT (Scenario FS1)
INCLUSIONARY HOUSING ANALYSIS
CITY OF DALY CITY, CA

DRAFT

	Larger Single Family		Smaller Single Family and Townhome		Stacked Condominium	
Product Description	Three stories w/ attached garage.		2-4 story homes		three to four stories over podium garage	
Affordable Housing Compliance	20% on-site @mod		20% on-site @mod		20% on-site @mod	
Average Unit Size - Market Rate	2,400 sf		1,700 sf		1,100 sf	
Average Unit Size - Affordable	2,110 sf		1,600 sf		1,100 sf	
Average Number of Bedrooms	3.5 bedrooms		3.0 bedrooms		2.0 bedrooms	
Density	12 du/acre		25 du/acre		55 du/acre	
Revenue	Per SF	Per Unit	Per SF	Per Unit	Per SF	Per Unit
Market Rate Units	\$542	\$1,300,000	\$588	\$1,000,000	\$709	\$780,000
Affordable Units	\$234	\$561,000	\$309	\$525,000	\$419	\$461,000
Total Gross Sales / Rents	\$480	\$1,152,200	\$532	\$905,000	\$651	\$716,200
<Less> Sales Expense (4%)	(\$19)	(\$46,088)	(\$21)	(\$36,200)	(\$26)	(\$28,648)
Sales Net of Sales Expenses	\$461	\$1,106,112	\$511	\$868,800	\$625	\$687,552
Development Costs	Per SF	Per Unit	Per SF	Per Unit	Per SF	Per Unit
Direct Costs	\$200	\$468,000	\$230	\$386,000	\$349	\$384,000
Fees & Permits	\$27	\$63,796	\$38	\$64,847	\$41	\$45,400
Affordable Housing Fee	N/A	N/A	N/A	N/A	N/A	N/A
Other Indirect Costs	\$39	\$93,600	\$45	\$77,200	\$56	\$61,440
Financing	\$14	\$33,400	\$15	\$24,700	\$18	\$19,500
Total Development Costs (excl. land)	\$274	\$658,796	\$325	\$552,747	\$464	\$510,340
Residual Land Value						
Net Sales Revenue	\$461	\$1,106,112	\$511	\$868,800	\$625	\$687,552
<Less> Development Costs	(\$274)	(\$658,796)	(\$325)	(\$552,747)	(\$464)	(\$510,340)
<Less> Profit Margin		(\$138,264)		(\$153,850)		(\$121,754)
Residual Land Value (Per Unit)		\$309,000		\$162,000		\$55,000
Per Acre		\$3,708,000		\$4,050,000		\$3,025,000
Per Square Foot of Land Area		\$85		\$93		\$69
Profit Margin		12.0%		17.0%		17.0%
Profit Margin Basis		return on sales		return on sales		return on sales

TABLE 2.10
FINANCIAL FEASIBILITY: 50/50 BLEND OF ONSITE AND FEE PAYMENT (Scenario FS2)
INCLUSIONARY HOUSING ANALYSIS
CITY OF DALY CITY, CA

DRAFT

	Larger Single Family		Smaller Single Family and Townhome		Stacked Condominium	
Product Description	Three stories w/ attached garage.		2-4 story homes		three to four stories over podium garage	
Affordable Housing Compliance	10% on-site @Mod & Fee Payment		10% on-site @Mod & Fee Payment		10% on-site @Mod & Fee Payment	
Average Unit Size - Market Rate	2,400 sf		1,700 sf		1,100 sf	
Average Unit Size - Affordable	2,110 sf		1,600 sf		1,100 sf	
Average Number of Bedrooms	4 bedrooms		3 bedrooms		2 bedrooms	
Density	12 du/acre		25 du/acre		55 du/acre	
Revenue	Per SF	Per Unit	Per SF	Per Unit	Per SF	Per Unit
Market Rate Units	\$542	\$1,300,000	\$588	\$1,000,000	\$709	\$780,000
Affordable Units	\$234	\$561,000	\$309	\$525,000	\$419	\$461,000
Total Gross Sales / Rents	\$511	\$1,226,100	\$560	\$952,500	\$680	\$748,100
<Less> Sales Expense (4%)	(\$20)	(\$49,044)	(\$22)	(\$38,100)	(\$27)	(\$29,924)
Sales Net of Sales Expenses	\$490	\$1,177,056	\$538	\$914,400	\$653	\$718,176
Development Costs	Per SF	Per Unit	Per SF	Per Unit	Per SF	Per Unit
Direct Costs	\$200	\$474,000	\$230	\$389,000	\$349	\$384,000
Fees & Permits	\$27	\$63,796	\$38	\$64,847	\$41	\$45,400
Affordable Housing Fee (@ 50%)	\$7	\$16,800	\$9	\$15,300	\$11	\$12,100
Other Indirect Costs	\$40	\$94,800	\$46	\$77,800	\$56	\$61,440
Financing	\$15	\$35,500	\$15	\$26,000	\$19	\$20,400
Total Development Costs (excl. land)	\$285	\$684,896	\$337	\$572,947	\$476	\$523,340
Residual Land Value						
Net Sales Revenue	\$490	\$1,177,056	\$538	\$914,400		\$718,176
<Less> Development Costs	(\$285)	(\$684,896)	(\$337)	(\$572,947)		(\$523,340)
<Less> Profit Margin		(\$147,132)		(\$161,925)		(\$127,177)
Residual Land Value (Per Unit)		\$345,000		\$180,000		\$68,000
Per Acre		\$4,140,000		\$4,500,000		\$3,740,000
Per Square Foot of Land Area		\$95		\$103		\$86
Profit Margin		12.0%		17.0%		17.0%
Profit Margin Basis		return on sales		return on sales		return on sales

TABLE 2.11
FINANCIAL FEASIBILITY - 100% FEE PAYMENT COMPLIANCE (Scenario FS3)
INCLUSIONARY HOUSING ANALYSIS
CITY OF DALY CITY, CA

DRAFT

	Larger Single Family		Smaller Single Family and Townhome		Stacked Condominium	
Product Description	Three stories w/ attached garage.		2-4 story homes		three to four stories over podium garage	
Affordable Housing Compliance	<i>Fee payment</i>		<i>Fee payment</i>		<i>Fee payment</i>	
Average Unit Size - Market Rate	2,400 sf		1,700 sf		1,100 sf	
Average Unit Size - Affordable	2,110 sf		1,600 sf		1,100 sf	
Average Number of Bedrooms	4 bedrooms		3 bedrooms		2 bedrooms	
Density	12 du/acre		25 du/acre		55 du/acre	
Revenue	Per SF	Per Unit	Per SF	Per Unit	Per SF	Per Unit
Market Rate Units	\$542	\$1,300,000	\$588	\$1,000,000	\$709	\$780,000
Affordable Units						
Total Gross Sales / Rents	\$542	\$1,300,000	\$588	\$1,000,000	\$709	\$780,000
<Less> Sales Expense (4%)	(\$22)	(\$52,000)	(\$24)	(\$40,000)	(\$28)	(\$31,200)
Sales Net of Sales Expenses	\$520	\$1,248,000	\$565	\$960,000	\$681	\$748,800
Development Costs	Per SF	Per Unit	Per SF	Per Unit	Per SF	Per Unit
Direct Costs	\$200	\$480,000	\$230	\$391,000	\$349	\$384,000
Fees & Permits	\$27	\$63,796	\$38	\$64,847	\$41	\$45,400
Affordable Housing Fee (@ 100%)	\$14	\$33,600	\$18	\$30,600	\$22	\$24,200
Other Indirect Costs	\$40	\$96,000	\$46	\$78,200	\$56	\$61,440
Financing	\$16	\$37,700	\$16	\$27,300	\$19	\$21,300
Total Development Costs (excl. land)	\$296	\$711,096	\$348	\$591,947	\$488	\$536,340
Residual Land Value						
Net Sales Revenue	\$520	\$1,248,000	\$565	\$960,000		\$748,800
<Less> Development Costs	(\$296)	(\$711,096)	(\$348)	(\$591,947)		(\$536,340)
<Less> Profit Margin		(\$156,000)		(\$170,000)		(\$132,600)
Residual Land Value (Per Unit)		\$381,000		\$198,000		\$80,000
Per Acre		\$4,572,000		\$4,950,000		\$4,400,000
Per Square Foot of Land Area		\$105		\$114		\$101
Profit Margin		12.0%		17.0%		17.0%
Profit Margin Basis		return on sales		return on sales		return on sales

TABLE 2.12
FINANCIAL FEASIBILITY - RENTAL PROJECT SCENARIOS
INCLUSIONARY HOUSING ANALYSIS
CITY OF DALY CITY, CA

DRAFT

	Apartment Scenario R1		Apartment Scenario R2		Apartment Scenario R3		Apartment Scenario R4		Apartment Scenario R5	
Product Description	three to four stories over podium garage		three to four stories over podium garage		three to four stories over podium garage		three to four stories over podium garage		three to four stories over podium garage	
Affordable Housing Compliance	Fee Payment		10% on-site @Low with rents @70% AMI		15% on-site @Low with rents @70% AMI		Fee Payment		10% on-site @Low with rents @70% AMI	
Average Unit Size - Market Rate	900 sf		900 sf		900 sf		900 sf		900 sf	
Average Unit Size - Affordable	900 sf		900 sf		900 sf		900 sf		900 sf	
Average Number of Bedrooms	2 bedroom		2 bedroom		2 bedroom		2 bedroom		2 bedroom	
Density	65 du/acre		65 du/acre		65 du/acre		65 du/acre		65 du/acre	
Parking Ratio	1.4 sp/unit		1.4 sp/unit		1.4 sp/unit		1.75 sp/unit		1.75 sp/unit	
Revenue	Per SF	Per Unit	Per SF	Per Unit	Per SF	Per Unit	Per SF	Per Unit	Per SF	Per Unit
Market Rate Units	\$3.44	\$37,200	\$3.44	\$37,200	\$3.44	\$37,200	\$3.44	\$37,200	\$3.44	\$37,200
Affordable Units			\$1.77	\$19,140	\$1.77	\$19,140			\$1.77	\$19,140
Total Gross Sales / Rents	\$3.44	\$37,200	\$3.28	\$35,394	\$3.19	\$34,491	\$3.44	\$37,200	\$3.28	\$35,394
Other Income		\$600		\$600		\$600		\$600		\$600
Vacancy / Operating Expense		(\$12,510)		(\$12,090)		(\$11,880)		(\$12,510)		(\$12,080)
Net Operating Income		\$25,290		\$23,904		\$23,211		\$25,290		\$23,914
Return on Cost		5.50%		5.55%		5.575%		5.50%		5.55%
Investment Supported	\$511	\$460,000	\$479	\$431,000	\$462	\$416,000	\$511	\$460,000	\$479	\$431,000
Development Costs	Per SF	Per Unit	Per SF	Per Unit	Per SF	Per Unit	Per SF	Per Unit	Per SF	Per Unit
Direct Costs	\$334	\$301,000	\$334	\$301,000	\$334	\$301,000	\$347	\$312,000	\$347	\$312,000
Fees & Permits	\$13	\$11,523	\$13	\$11,523	\$13	\$11,523	\$13	\$11,523	\$13	\$11,523
Affordable Housing Fee	\$25	\$22,500		N/A		N/A	\$25	\$22,500		N/A
Other Indirect Costs	\$43	\$39,130	\$43	\$39,130	\$43	\$39,130	\$45	\$40,560	\$45	\$40,560
Financing	\$18	\$15,900	\$17	\$14,900	\$16	\$14,400	\$18	\$15,900	\$16	\$14,800
Total Development Cost (excl. land)	\$433	\$390,053	\$407	\$366,553	\$407	\$366,053	\$447	\$402,483	\$421	\$378,883
Residual Land Value										
Supported Investment		\$460,000		\$431,000		\$416,000		\$460,000		\$431,000
<Less> Development Costs		(\$390,053)		(\$366,553)		(\$366,053)		(\$402,483)		(\$378,883)
Residual Land Value (Per Unit)		\$70,000		\$64,000		\$50,000		\$58,000		\$52,000
Per Acre		\$4,550,000		\$4,160,000		\$3,250,000		\$3,770,000		\$3,380,000
Per Square Foot of Land Area		\$104		\$96		\$75		\$87		\$78

3.0 RESIDENTIAL MARKET SURVEY AND PROTOTYPES

One of the underlying components of the financial feasibility analysis is the identification of residential building prototypes that are expected to be developed in Daly City both today and in the future, and what the market prices and rents for those prototypes will be. In this section, KMA describes the residential building prototypes utilized for the analysis, summarizes the residential market data researched, and describes the market price point conclusions drawn therefrom.

3.1 Residential Building Activity

The City has seen a number of single family detached and attached townhome style projects built and there are additional projects of this type in the pipeline. There are also several higher density stacked condominium and apartment projects in the development pipeline at this time; however, none are yet under construction nor have any been built in recent years.

To develop an understanding of the types of units being planned for the City, KMA gathered development program information for these projects under development. The list of projects that we reviewed is shown in the table below.

Table 3.1 – Recent and Proposed Development Projects

<i>Project</i>	<i>Unit Type</i>
Row, KB Homes	Single Family Detached
Robertson School Site	Single Family Detached
221 South Parkview Avenue	Single Family Detached
Crestview Estates	Single Family Detached
Annie St., Warmington Homes	Single Family Attached
Point Martin I	Single Family Detached
Village, KB Homes	Single Family Attached
Vista, KB Homes	Single Family Attached / Townhome
3301 Junipero Serra	Single Family Attached / Townhome
Via, Lafferty Communities	Single Family Attached
493 Eastmoor	Condominiums / Mixed Use
89 Second Avenue	Condominiums
Serramonte Vistas	Condominiums
1590 Bryant	Apartments
88 Hillside	Apartments
6098 Mission	Apartments
Westlake Shopping Center	Apartments
Sullivan Avenue Apts	Apartments
Station Avenue Apts	Apartments
7310 Mission	Apartments

3.2 Residential Prototypes

KMA examined and summarized the residential projects newly built or under development in Daly City, spoke with members of the development community about planned projects in Daly City, and worked with City staff to select representative development prototypes of the units anticipated to be developed in Daly City in the future. A description of the prototypes, including average unit sizes, bedroom mix, parking ratios, and examples of recent developments are shown in Table 3.2, below.

Table 3.2 – Residential Prototypes

	Larger Single Family	Smaller Single Family and Townhome	Stacked Condominium	Apartment
Building Type	2 and 3-story homes	2-4 story homes	three to four stories over podium garage	three to four stories over podium garage
Lot Size / Density	10 - 14 dua	20 - 30 dua	50 - 60 dua	60 - 70 dua
Avg. Unit Size	2,400 sf	1,700 sf	1,100 sf	900 sf
Avg. No. Bedrooms	3.5 BR	3.0 BR	2.0 BR	1.5 BR
Avg. Parking Spaces	2.0 car garage	2.0 car garage	2.0 spaces	1.4 spaces
Example Projects	Row, KB Homes; Robertson School, Toll Bros.; 221 South Parkview Avenue; Crestview Estates; Annie St., Warmington Homes	Village, KB Homes; Vista, KB Homes; 3301 Junipero Serra; Via, Lafferty Communities	493 Eastmoor; 89 Second Avenue; Serramonte Vistas	1590 Bryant; 88 Hillside ; 6098 Mission; Westlake Shopping Center; Sullivan Avenue Apts; Station Avenue Apts; 7310 Mission

Source: KMA in collaboration with City of Daly City.

3.3 Recent Home Prices of Newer Units

At the time of the market survey in early 2018, there were four new residential developments being marketed in Daly City, including three single family attached projects and one single family detached project. To supplement new home sales, KMA also analyzed recent resale prices of single family homes built since 2008 and resold since January 2015. For condominiums, KMA included all units, as there are no recently built condominiums, and also looked at resales of newer condo units in South San Francisco. Appendix Tables 4, 5 and 6 present a summary of the sales data KMA reviewed.

3.4 For-Sale Prototype Price Estimates

The pricing of new homes on the market, the resale pricing of newer homes, and KMA's experience in other jurisdictions formed the basis for KMA's prototype price estimates. The prototype pricing estimates took into consideration that newly built homes will sell for a premium over re-sales, all else being equal. The table below summarizes KMA's conclusions regarding current for-sale prototype unit size and pricing.

Table 3.3 – For-Sale Prototypes Price Estimates

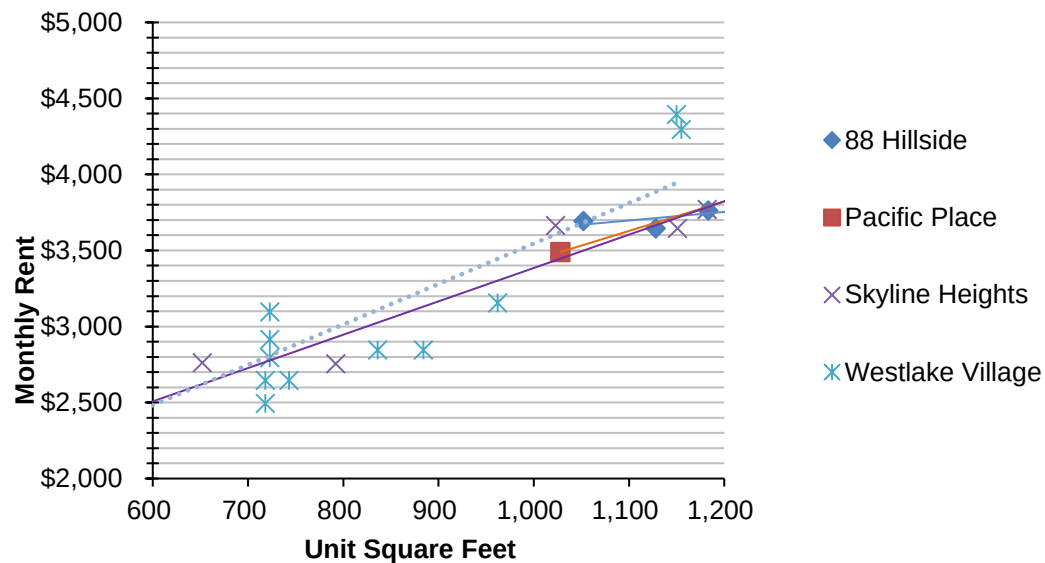
	<i>Unit Size</i>	<i>Price</i>	<i>Price PSF</i>
Larger Single Family	2,400 sq. ft.	\$1,300,000	\$542
Smaller Single Family / Townhome	1,700 sq. ft.	\$1,000,000	\$588
Condominium	1,100 sq. ft.	\$780,000	\$709

Source: KMA market study.

3.5 Rental Housing Market

In order to inform achievable market rents for new apartment developments in Daly City, KMA performed a survey of asking apartment rents in select properties in the city. There are no new apartment buildings in Daly City. The newest projects, 88 Hillside and Pacific Place, were built before the recession. Asking rents for apartments in these newer projects are in the \$3.00 to \$3.50 range for units of 1,000 to 1,600 square feet. Two older apartment projects, Skyline Heights and Westlake Village, have smaller units, in the 300 to 1,100 square foot range, and rents in the \$3.50 to \$5.00 range. Larger units would be expected to rent for less per square foot than smaller units. Current asking rents for these projects are presented in Appendix Table 7 and in the chart below.

Table 3.4 – Apartment Rent Comparables – Daly City



Based on the market rent data, KMA estimates market rents for an apartment project with units averaging 900 square feet in size will be approximately 3,100 per month.

Table 3.5 – Rental Prototype Rent Estimate

	<i>Unit Size</i>	<i>Price</i>	<i>Price PSF</i>
Apartment	900 sq. ft.	\$3,100	\$3.44

KMA also contacted local members of the development community with active projects in Daly City and those discussions provided secondary confirmation of this estimate.

4.0 RESIDENTIAL AFFORDABLE HOUSING REQUIREMENTS IN OTHER JURISDICTIONS

A presentation of affordable housing requirements and fee levels in neighboring or other relevant jurisdictions is typically helpful in the decision-making process. An analysis of other communities' housing programs not only presents what others are adopting, but also illustrates the range in program design and customized features available to meet local needs.

KMA summarized the requirements in Daly City and the nearby jurisdictions of South San Francisco, Redwood City, San Bruno and San Mateo County. All of the jurisdictions have updated their programs within the last 10 years, and many within the last few years. Table 4.1 presents an overview of the programs.

Thresholds for On-Site Affordable Requirement

- Whether development projects have the choice by right between paying a fee or doing on-site units is a critical feature of any program. Daly City allows for sale developments to pay a fee (or to partially pay a fee) with approval from the City Manager (the rental program is an impact fee). San Bruno requires City Council approval in order for a for sale project to pay a fee. South San Francisco allows projects of between 4 and 9 units to pay an in lieu fee. Redwood City's program is an impact fee for both for sale units and rental units. San Mateo County requires multi-family projects with 10 or more units to build units onsite, while single family projects and small multi-family projects can pay a fee.
- Most fee options are less costly to the developer than providing on-site units. High fees are necessary if the choice between including units onsite and paying fees is to be at all competitive.
- With the loss of redevelopment and tax increment resources dedicated to housing, many cities have revised their programs to generate more fee revenues. Programs can be revised so as to alter options or incentives for projects to provide on-site units versus pay a fee based on the City's preferences.
- The loss of redevelopment has also motivated some cities to lower minimum project sizes to collect fees on very small projects, even single units. Some cities view charging very small projects and single units a matter of fairness and equity in an "everybody contributes" approach to meeting affordable housing challenges.
- During the period when the *Palmer* decision prevented cities from requiring onsite rental units, impact fees were the only avenue for instituting affordable housing requirements on rentals. On-site affordable units were sometimes permitted or encouraged as an alternative to fee payment. Daly City, Redwood City, San Bruno and San Mateo County,

for example, adopted impact fees on rental units during the time. We understand South San Francisco, San Bruno and Redwood City are in the process of considering adding an on-site inclusionary requirement for rentals.

On-Site Requirements

- The cities surveyed require between 15% and 20% of units onsite in for sale developments. Daly City requires 20% at Moderate, while South San Francisco requires 20% at a mix of Low and Moderate. San Bruno requires 15% at a mix of Low and Moderate, while the County of San Mateo requires 15% at Moderate for single family projects and 20% at a range from Extremely Low to Moderate for multi-family projects.
- The income levels of the affordable units that are required are summarized in terms of both “eligibility” or “qualifying” levels and the pricing level that is used to establish the purchase price or rent level of the unit. The pricing level is the critical one insofar as the developer’s obligation is concerned. The most typical choice for pricing level is to be consistent with the affordable housing cost definitions in the California Health & Safety Code 50052.5 and 50053.

Fee Levels

- All but one jurisdiction that we analyzed assesses fees on a per-square-foot basis. South San Francisco calculates fees based on the full cost of constructing the market rate units. For for sale projects, fees range from \$14 per square foot (Daly City single family homes) to \$27 per square foot (San Bruno single family homes). For rental developments, fees range from \$10 per square foot (San Mateo County) to \$25 per square foot (Daly City and San Bruno). South San Francisco does not have a fee on rental development. A fee per square foot results in smaller fees for smaller units and larger fees for larger units, a feature that appeals to many jurisdictions.

For more complete information on the programs, please consult the website and code language of the individual cities.

TABLE 4.1
COMPARISON OF AFFORDABLE HOUSING REQUIREMENTS
INCLUSIONARY HOUSING ANALYSIS
CITY OF DALY CITY, CA

	Daly City	South San Francisco	Redwood City	San Bruno	County of San Mateo
Year Adopted / Updated	2007; updated 2014	Updated 2010	Impact Fee Update: 2015	Impact Fee Update: 2016	2004; updated 2016
Minimum Project Size					
For In-lieu/Impact Fee	FS: 5 units R: 1 unit	4 units	5 units	5 units	1 unit
For Build Requirement	None	10 units	Impact Fee only	FS: 5 units	Multi-family: 10 units Single Family: no build reqrmt.
Impact / In-Lieu Fee	FS: \$14/sf single family, \$18/sf townhomes, \$22/sf condominiums R: \$25 /sf	"Equal to the developer's cost of constructing a market rate unit in the proposed project, including land and improvements."	Condos & Apartments: \$20/sf Single Family, Townhomes: \$25/sf	Single Family: \$27/sf Condominium: \$25/sf Apartment: \$25/sf	FS: 1 unit - \$5/sf above 2,500 sf 2-4 units - \$5/sf, 1st 2500 sf then \$12.50/sf 5+ units - \$15/sf Multi-family, 5+ units: based on gap calculation R: \$10 /sf
Onsite Requirement/Option					
Percent of Total Units	FS: 20%	FS: 20%		FS: 15%	FS: Single Family 15%
Income Level for Qualification	FS: Moderate	FS: 40% Low and 60% Moderate		40% Low and 60% Moderate	Multi-family, 5+ units: 20%
					Multi-family, 5+ units: FS: ELI to Mod, <=50% @ Mod R: ELI to Low, <= 50% @ Low Single Family: Moderate
Income Level for Pricing(% AMI)	Moderate: 110% AMI	Low: 1/3 @ 60%, 1/3 @ 70%, 1/3 @ 80% Mod: 1/3 @ 90%, 1/3 @ 100%, 1/3 @ 110%		Consistent with State Health & Safety Code Standards	Consistent with State Health & Safety Code Standards
Fractional Units	Round up or pay fee.	>0.5 - pay fee.		<0.5, pay fee or round up. ≥0.5, round up	Pay Fee
Comments	Fee payment for FS projects requires City Manager approval.	Considering a rental requirement. Considering lowering the FS requirement to 10%.	Considering an inclusionary program with onsite affordable unit requirements.	FS projects can pay fee with City Council approval.	Inclusionary program applies to Multi-family projects of 5 or more units; impact fee program applies to single family and smaller multi-family projects.

Abbreviations: R = Rental FS = For Sale /sf = per square foot
du = Dwelling Unit AMI =Area Median Income DU = dwelling unit

Notes: This chart presents an overview, and as a result, terms are simplified. For use other than general comparison, please consult the code and staff of the jurisdiction.
Virtually all cities that do not allow fee payment by right allow developers to seek Council approval of fee payment instead of on-site units, in addition to providing options for off-site construction and land dedication.

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APPENDIX TABLE 1
AFFORDABLE SALES PRICES
INCLUSIONARY HOUSING ANALYSIS
CITY OF DALY CITY, CA

DRAFT

		Larger Single Family		Smaller Single Family	Condominium
Household Size	Notes	4 Person Three Bedroom	5 Person Four Bedroom	4 Person Three Bedroom	3 Person Two Bedroom
100% AMI San Mateo County (2017)		\$115,300	\$124,500	\$115,300	\$103,750
I. Moderate Income @ 110% AMI					
Household Income @ 110% AMI		\$126,830	\$136,950	\$126,830	\$114,125
Available for Housing Costs	30%	\$38,049	\$41,085	\$38,049	\$34,238
(Less) HOA Dues & Insurance		(\$2,160)	(\$2,400)	(\$3,120)	(\$3,600)
(Less) Taxes & Assessments	1.0%	(\$5,400)	(\$5,820)	(\$5,250)	(\$4,610)
Income Available for Mortgage		\$30,489	\$32,865	\$29,679	\$26,028
Mortgage	4.31%	\$512,808	\$552,770	\$499,184	\$437,768
Downpayment	5%	\$27,000	\$29,100	\$26,250	\$23,050
Supported Home Price		\$539,808	\$581,870	\$525,434	\$460,818
Rounded		\$540,000	\$582,000	\$525,000	\$461,000
II. Low Income @ 70% AMI					
Household Income @ 70% AMI		\$80,710	\$87,150	\$80,710	\$72,625
Available for Housing Costs @ 30%	30%	\$24,213	\$26,145	\$24,213	\$21,788
(Less) HOA Dues & Insurance		(\$2,160)	(\$2,400)	(\$3,120)	(\$3,600)
(Less) Taxes & Assessments	1.0%	(\$3,320)	(\$3,570)	(\$3,170)	(\$2,740)
Income Available for Mortgage		\$18,733	\$20,175	\$17,923	\$15,448
Mortgage	4.31%	\$315,078	\$339,332	\$301,455	\$259,818
Downpayment	5%	\$16,600	\$17,850	\$15,850	\$13,700
Supported Home Price		\$331,678	\$357,182	\$317,305	\$273,518
Rounded		\$332,000	\$357,000	\$317,000	\$274,000

1. HOA dues based on examples in Daly City, including Crestview Estates, Village, Vista and Row by KB Homes, Via by Lafferty Communities, Serra Heights condominiums and 371 Imperial Way.

2. Property tax rate, percent of income spent on housing, and zero utility allowance assumptions consistent with sample calculation provided by City.

3. Mortgage interest rate based on 10 year average for 30 year mortgages published by the Federal Reserve Bank (consistent with City calculation)

APPENDIX TABLE 2
AFFORDABLE RENTS
INCLUSIONARY HOUSING ANALYSIS
CITY OF DALY CITY, CA

DRAFT

	2 Person One Bedroom	3 Person Two Bedroom	2.5 Persons 1.5 Bedroom
100% AMI San Mateo County (2017)	\$92,250	\$103,750	
I. Very Low Income @ 50% AMI			
Household Income @ 50% AMI	\$46,125	\$51,875	
Available for Housing Costs @ 30%	\$1,153	\$1,297	
(Less) Utilities ¹	(\$104)	(\$136)	
Affordable Monthly Rent	\$1,049	\$1,161	\$1,105
II. Low Income @ 70% AMI			
Household Income @ 70% AMI	\$64,575	\$72,625	
Available for Housing Costs @ 30%	\$1,614	\$1,816	
(Less) Utilities ¹	(\$104)	(\$136)	
Affordable Rent	\$1,510	\$1,680	\$1,595
III. Low Income @ 80% AMI			
Household Income @ 80% AMI	\$73,800	\$83,000	
Available for Housing Costs @ 30%	\$1,845	\$2,075	
(Less) Utilities ¹	(\$104)	(\$136)	
Affordable Rent	\$1,741	\$1,939	\$1,840
IV. Moderate Income @ 110%			
Household Income @ 110% AMI	\$101,475	\$114,125	
Available for Housing Costs @ 30%	\$2,537	\$2,853	
(Less) Utilities ¹	(\$104)	(\$136)	
Affordable Monthly Rent	\$2,433	\$2,717	\$2,575

1. San Mateo County utility allowances, November 2017, for multifamily apartment units. Unit assumed to have natural gas heat, cooking and water heating.

**APPENDIX TABLE 3
ESTIMATE OF PERMITTING AND IMPACT FEES FOR PROTOTYPES
INCLUSIONARY HOUSING ANALYSIS
CITY OF DALY CITY, CA**

DRAFT

	Larger Single Family	Smaller Single Family and Townhome	Stacked Condominium	Apartment
I. Analysis Prototypes				
Product Description	Three stories w/ attached garage.	2-4 story homes	three to four stories over podium garage	three to four stories over podium garage
Average Unit Size	2,400 sf	1,700 sf	1,100 sf	900 sf
Average Number of Bedrooms	3.5 br	1,600 br	2 br	2 br
Average Number of Bathrooms	3 ba	2 ba	2 ba	2 ba
II. City Permit Fees				
Sample Projects	Robertson School Site	Garden Village Vista Via	493 Eastmoor Woods Condominiums	1590 Bryant 6098 Mission 6800 Mission 4619 Brunswick
Average, Estimated City Permitting Fees for Sample Projects	\$17,756 /unit	\$17,298 /unit	\$10,389 /unit	\$8,850 /unit
III. Other Fees				
School Impact Fees (\$2.97 / sf)	\$7,128 /unit	\$5,049 /unit	\$3,267 /unit	\$2,673 /unit
Park In-Lieu Fees	\$38,912 /unit	\$42,501 /unit	\$31,744 /unit	(no park fee)
	\$63,796 /unit	\$64,847 /unit	\$45,400 /unit	\$11,523 /unit

**APPENDIX TABLE 4
ASKING PRICES OF NEW HOMES
INCLUSIONARY HOUSING ANALYSIS
CITY OF DALY CITY, CA**

DRAFT

Unit	# of Units	# Bed	# Bath	SF	Asking Price Range		Asking Price / SF	
Via, Lafferty Communities								
Single Family Attached								
Plan 1	8	4	2.5	2,074	\$1,210,740	\$1,225,740	\$584	\$591
Plan 2	12	4	3	2,095	\$1,265,800	\$1,280,800	\$604	\$611
Average	20	4	2.8	2,087	\$1,243,776	\$1,258,776	\$596	\$603
Village, KB Homes								
Single Family Attached								
- 2B -	8	2	2.5	1,442	\$891,165	\$899,165	\$618	\$624
- 2A -	6	2	2.5	1,535	\$861,216	\$869,216	\$561	\$566
- 3A -	9	3	2.5	1,538	\$948,006	\$956,006	\$616	\$622
- 3B -	7	3	2.5	1,639	\$969,399	\$977,399	\$591	\$596
Average	30	3	2.5	1,535	\$920,482	\$928,482	\$600	\$605
Vista, KB Homes								
Single Family Attached								
- 1 -	9	2	2	1,234	\$848,900	\$1,023,900	\$688	\$830
- 2 -	6	2	2.5	1,749	\$1,048,000	\$1,223,000	\$599	\$699
- 3 -	10	4	3	2,052	\$1,162,000	\$1,337,000	\$566	\$652
Average	25	3	2.5	1,685	\$1,021,924	\$1,196,924	\$618	\$727
Row, KB Homes								
Single Family Detached								
- 4 -	8	3	2.5	2,209	\$1,221,328	\$1,291,328	\$553	\$585
- 5 -	10	3	2.5	2,265	\$1,248,000	\$1,318,999	\$551	\$582
- 5 Alt -	7	3	2.5	2,781	\$1,384,447	\$1,454,447	\$498	\$523
Average	25	3	2.5	2,392	\$1,277,670	\$1,348,070	\$537	\$566

Source: Real Estate Economics, March 2018.

**APPENDIX TABLE 5
HOME SALES OF NEWER UNITS
INCLUSIONARY HOUSING ANALYSIS
CITY OF DALY CITY, CA**

DRAFT

Units Built 2008 - 2018 and Sold 2015 - Present.

Address	Yr Built	# Bath	# Bed	SF	Lot SF	Sale Price	Price/SF	Sale Date
Annie Street - Warmington Homes								
Single Family Attached								
1562 Annie St	2015	3	3	2,466	3,120	\$1,175,000	\$476	05/30/2016
1558 Annie St	2015	3	4	2,554	3,000	\$1,275,000	\$499	05/30/2016
1556 Annie St	2015	3	3	2,466	3,000	\$1,076,000	\$436	11/23/2015
1552 Annie St	2015	3	4	2,554	3,000	\$1,125,000	\$440	11/23/2015
1550 Annie St	2015	3	3	2,466	3,000	\$1,086,500	\$441	11/23/2015
1546 Annie St	2015	3	4	2,554	3,000	\$1,138,000	\$446	01/11/2016
1542 Annie St	2015	3	3	2,466	3,000	\$1,093,000	\$443	01/18/2016
1536 Annie St	2015	3	4	2,554	3,000	\$1,124,000	\$440	04/25/2016
1532 Annie St	2016	3	3	2,466	3,000	\$1,083,000	\$439	05/30/2016
1530 Annie St	2016	3	4	2,554	3,000	\$1,117,000	\$437	05/30/2016
1528 Annie St	2016	3	3	2,466	3,000	\$1,151,500	\$467	05/30/2016
1526 Annie St	2016	3	4	2,554	3,000	\$1,142,000	\$447	05/30/2016
Average		3	3.5	2,510	3,010	\$1,132,167	\$451	
Crestview Estates								
Single Family Detached Units								
308 Crestview Cir	2015	3	5	2,200	7,209	\$1,101,000	\$500	06/22/2015
316 Crestview Cir	2015	4	5	2,430	10,183	\$1,240,000	\$510	06/22/2015
322 Crestview Cir	2015	3	4	2,198	7,820	\$1,094,000	\$498	07/10/2015
328 Crestview Cir	2015	4	5	2,426	4,964	\$1,181,500	\$487	07/10/2015
327 Crestview Cir	2015	3	4	2,007	6,060	\$1,056,500	\$526	07/23/2015
335 Crestview Cir	2015	3	4	2,198	3,373	\$1,094,000	\$498	07/23/2015
350 Crestview Cir	2015	3	4	2,198	4,377	\$1,124,500	\$512	07/23/2015
351 Crestview Cir	2015	3	5	2,334	3,040	\$1,160,500	\$497	07/23/2015
362 Crestview Cir	2015	3	5	2,334	4,267	\$1,160,500	\$497	08/14/2015
368 Crestview Cir	2015	3	5	2,334	4,258	\$1,179,000	\$505	08/14/2015
361 Crestview Cir	2015	4	5	2,426	3,040	\$1,189,000	\$490	08/24/2015
355 Crestview Cir	2015	3	5	2,334	3,040	\$1,209,500	\$518	08/24/2015
375 Crestview Cir	2015	3	5	2,332	3,040	\$1,182,000	\$507	08/31/2015
381 Crestview Cir	2015	3	5	2,334	3,040	\$1,190,600	\$510	09/18/2015
387 Crestview Cir	2015	4	5	2,426	3,959	\$1,255,000	\$517	10/02/2015
388 Crestview Cir	2015	3	5	2,332	4,317	\$1,188,000	\$509	10/03/2015
396 Crestview Cir	2015	3	5	2,334	4,339	\$1,191,000	\$510	10/03/2015
382 Crestview Cir	2015	4	5	2,426	4,296	\$1,240,500	\$511	10/03/2015
408 Crestview Cir	2015	3	4	2,198	6,765	\$1,143,500	\$520	10/27/2015
412 Crestview Cir	2015	3	5	2,334	5,242	\$1,210,000	\$518	10/27/2015
426 Crestview Cir	2015	3	4	2,198	3,554	\$1,136,000	\$517	11/01/2015
112 Crestview Cir	2015	3	4	2,198	4,103	\$1,144,000	\$520	11/01/2015
100 Crestview Cir	2015	4	5	2,426	3,295	\$1,209,000	\$498	11/01/2015
418 Crestview Cir	2015	3	5	2,334	3,848	\$1,213,000	\$520	11/01/2015
118 Crestview Cir	2015	4	5	2,426	5,176	\$1,372,000	\$566	11/23/2015
411 Crestview Cir	2015	4	5	2,426	4,835	\$1,275,000	\$526	12/08/2015
425 Crestview Cir	2015	3	4	2,198	3,814	\$1,144,000	\$520	12/11/2015
122 Crestview Cir	2015	3	4	2,198	3,642	\$1,280,000	\$582	12/11/2015
101 Vistamonte Ave	2015	4	5	2,426	5,131	\$1,279,000	\$527	12/21/2015
111 Vistamonte Ave	2015	3	4	2,007	3,536	\$1,094,000	\$545	01/02/2016
107 Vistamonte Ave	2015	3	4	2,198	4,113	\$1,150,500	\$523	01/02/2016

**APPENDIX TABLE 5
HOME SALES OF NEWER UNITS
INCLUSIONARY HOUSING ANALYSIS
CITY OF DALY CITY, CA**

DRAFT

Units Built 2008 - 2018 and Sold 2015 - Present.

Address	Yr Built	# Bath	# Bed	SF	Lot SF	Sale Price	Price/SF	Sale Date
112 Vistamonte Ave	2015	4	5	2,426	6,409	\$1,274,500	\$525	01/02/2016
131 Vistamonte Ave	2015	3	4	2,198	4,385	\$1,172,000	\$533	01/30/2016
130 Vistamonte Ave	2015	3	4	2,198	4,183	\$1,205,000	\$548	01/30/2016
126 Vistamonte Ave	2015	3	4	2,198	4,624	\$1,224,500	\$557	01/30/2016
125 Vistamonte Ave	2015	4	5	2,426	3,311	\$1,315,000	\$542	01/30/2016
136 Crestview Cir	2015	3	4	2,198	3,040	\$1,309,000	\$596	03/11/2016
127 Crestview Cir	2015	4	5	2,426	4,112	\$1,274,000	\$525	03/18/2016
128 Crestview Cir	2015	3	4	2,007	3,051	\$1,189,000	\$592	04/09/2016
156 Crestview Cir	2015	3	4	2,007	3,040	\$1,234,000	\$615	04/09/2016
162 Crestview Cir	2015	3	4	2,198	3,040	\$1,281,500	\$583	04/09/2016
150 Crestview Cir	2016	4	5	2,426	3,040	\$1,420,500	\$586	04/23/2016
176 Crestview Cir	2015	4	5	2,426	3,040	\$1,395,000	\$575	05/02/2016
182 Crestview Cir	2015	3	4	2,198	3,040	\$1,281,500	\$583	05/14/2016
196 Crestview Cir	2015	3	4	2,007	4,985	\$1,266,000	\$631	05/21/2016
181 Crestview Cir	2015	4	5	2,426	4,217	\$1,323,500	\$546	05/21/2016
188 Crestview Cir	2015	4	5	2,426	5,402	\$1,486,000	\$613	05/25/2016
282 Crestview Cir	2016	3	5	2,334	3,040	\$1,323,500	\$567	05/28/2016
276 Crestview Cir	2016	3	5	2,334	3,040	\$1,338,000	\$573	05/28/2016
202 Crestview Cir	2015	4	5	2,426	3,054	\$1,365,000	\$563	05/28/2016
262 Crestview Cir	2016	3	4	2,198	3,040	\$1,246,500	\$567	06/18/2016
268 Crestview Cir	2016	4	5	2,426	3,040	\$1,350,500	\$557	06/18/2016
256 Crestview Cir	2016	3	5	2,334	3,040	\$1,357,500	\$582	06/18/2016
232 Crestview Cir	2015	3	4	2,198	3,040	\$1,426,500	\$649	07/21/2016
267 Crestview Cir	2016	3	4	2,198	6,810	\$1,309,000	\$596	09/10/2016
250 Crestview Cir	2015	3	5	2,334	3,040	\$1,470,500	\$630	09/10/2016
218 Crestview Cir	2016	3	5	2,334	3,040	\$1,377,500	\$590	10/02/2016
208 Crestview Cir	2016	3	5	2,334	3,040	\$1,365,000	\$585	11/19/2016
238 Crestview Cir	2015	4	5	2,426	3,040	\$1,440,000	\$594	12/28/2016
168 Crestview Cir	2015	3	4	2,007	3,040	\$1,300,000	\$648	05/08/2017
167 Crestview Cir	2015	3	4	2,198	3,200	\$1,289,000	\$586	08/15/2017
Average		3.3	4.6	2,286	4,116	\$1,250,764	\$548	

Other Newer Homes

168 3rd Ave	2015	3	2	2,210	2,500	\$860,000	\$389	08/04/2015
248 Thiers St	2009	3	4	2,616	3,680	\$700,000	\$268	10/20/2015
92nd St	2016	3	3	1,879	3,706	\$1,008,500	\$537	06/20/2016
323 Peoria St	2015	3	4	2,583	2,500	\$998,000	\$386	05/02/2017
24 Mateo Ave	2013	4	6	3,380	3,897	\$700,000	\$207	08/25/2017

Source: Corelogic ListSource, March 22, 2018.

**APPENDIX TABLE 6
EXISTING CONDOMINIUM RESALE PRICES
INCLUSIONARY HOUSING ANALYSIS
CITY OF DALY CITY, CA**

DRAFT

	Sales Price	Square Ft	Price/SF	Year Built
Daly City Median Condo Sales, Past 1-Year				
Studio	\$360,000	483	\$736	1974
One Bedroom	\$440,000	717	\$614	1974
Two Bedrooms	\$600,000	1,065	\$564	1975
Three Plus Bedrooms	\$730,000	1,296	\$554	1985
Overall	\$552,500	1,004	\$600	1974
South San Francisco Condo Sales, Past 1-Year				
Overall Medians	\$649,000	1,060	\$621	1980
Units Built Since 2000	\$800,000	1,082	\$728	2006

Source: RedFin. Units listed or sold March 2017 - March 2018.

APPENDIX TABLE 7

MARKET RENTS FOR APARTMENTS IN DALY CITY

INCLUSIONARY HOUSING ANALYSIS

CITY OF DALY CITY, CA

DRAFT

	Bedrooms	Baths	Square Feet	Asking Rents		Asking Rents / SF	
				Low	High	Low	High
88 Hillside	2	2	1,052 sf	\$3,693		\$3.51	
Built 2008	2	2	1,128 sf	\$3,645		\$3.23	
	2	2	1,183 sf	\$3,763		\$3.18	
	2	2	1,240 sf	\$3,808		\$3.07	
	3	3	1,606 sf	\$3,976		\$2.48	
Pacific Place	2	2.5	1,487 sf	\$3,888	\$4,863	\$2.61	\$3.27
Built 2010	2	1	1,028 sf	\$3,195	\$3,784	\$3.11	\$3.68
Skyline Heights							
Built 1974	Studio	1	482 sf	\$2,051	\$2,326	\$4.26	\$4.83
	1	1	652 sf	\$2,592	\$2,932	\$3.98	\$4.50
	2	1	792 sf	\$2,719	\$2,789	\$3.43	\$3.52
Westlake Village							
Built 1959	Studio	1	318 sf	\$1,825		\$5.74	
2,983 units	Studio	1	312 sf	\$1,895		\$6.07	
	Studio	1	340 sf	\$1,845		\$5.43	
	1	1	429 sf	\$1,995		\$4.65	
	1	1	526 sf	\$2,195		\$4.17	
	1	1	438 sf	\$2,295		\$5.24	
	1	1	718 sf	\$2,495		\$3.47	
	2	1	718 sf	\$2,645		\$3.68	
	2	1	743 sf	\$2,645		\$3.56	
	2	1	723 sf	\$2,915		\$4.03	
	2	1	884 sf	\$2,845		\$3.22	
	2	1	723 sf	\$2,795		\$3.87	
	2	1	836 sf	\$2,845		\$3.40	
	2	1.5	962 sf	\$3,155		\$3.28	
	2	2	723 sf	\$3,095		\$4.28	
	3	2	1,150 sf	\$4,395		\$3.82	
	3	2	1,155 sf	\$4,295		\$3.72	

Sources: CoStar, Apartment project websites, apartments.com, March 2018.

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF DALY CITY
REPEALING AND REPLACING CHAPTER 17.47 RE: INCLUSIONARY HOUSING**

The City Council of the City of Daly City, DOES ORDAIN as follows:

SECTION 1. Chapter 17.47 of Title 17 of the Daly City Municipal Code is hereby repealed in its entirety.

SECTION 2. Chapter 17.47 of Title 17 of the Daly City Municipal Code is hereby added to read as follows:

Chapter 17.47

INCLUSIONARY HOUSING

Section 17.47.010 Purpose

- A. The purpose of this chapter is to enhance the public welfare by establishing policies that require the development of housing affordable to households of low- and moderate-incomes, meet the City's regional share of housing needs, and implement the goals and objectives of the City's general plan and housing element.
- B. The adoption of a City-wide inclusionary housing program will also assist in alleviating the use of available residential land solely for the benefit of households that are able to afford market-rate housing because such market-rate development will be required to contribute to the provision of affordable housing for the entire Daly City community.
- C. The City Council desires to provide incentives in this chapter for Inclusionary Units to be located on the same site as market-rate residential development 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.
- D. The City Council desires to provide and maintain affordable housing opportunities in the community through an inclusionary housing program for both ownership and rental housing.

Section 17.47.020. Findings

The City Council finds and determines:

- A. Lack of access to affordable housing has a direct impact upon the health, safety and welfare of the residents of the City. The City will not be able to contribute to the attainment of state housing goals or retain a healthy environment without additional affordable housing. The housing affordability problem has an impact

upon a broad range of income groups, and no single housing program will be sufficient to meet the housing need.

- B. A lack of new affordable units will have a substantial negative impact on the environment and economic climate 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.
- C. The California Legislature has required each local government agency to develop a comprehensive, long-term general plan establishing policies for future development. As specified in the Government Code (at Sections 65300, 65302(c), and 65583(c)), the plan must:
 - 1. "Encourage the development of a variety of types of housing for all income levels, including multifamily rental housing;"
 - 2. "[A]ssist in the development of adequate housing to meet the needs of low- and moderate-income households;" and
 - 3. "Conserve and improve the condition of the existing affordable housing stock, which may include addressing ways to mitigate the loss of dwelling units demolished by public or private action."
- D. The citizens of the City seek a well-planned, aesthetically pleasing and balanced community, with housing affordable to low- and moderate-income households. Affordable housing should be available throughout the City, and not restricted to a few neighborhoods and areas.
- E. Federal and state funds for the construction of new affordable housing are insufficient to fully address the problem of affordable housing within the City. Nor has the private housing market provided adequate housing opportunities affordable to low- and moderate-income households.
- F. The City is aware that there may be times when affordable housing requirements make market-rate housing more expensive. In weighing all the factors, including the significant need for affordable housing, the City has made the decision that the community's interests are best served by the adoption of the inclusionary housing ordinance.

Section 17.47.030. Definitions

As used in this chapter, the following terms shall have the following meanings:

"Affordable Housing Plan" means a plan containing all of the information specified in and submitted in compliance with Section ____ of this chapter and describing the manner in which Inclusionary Units will be provided in conformity with this chapter and the Inclusionary Housing Guidelines.

"Affordable Housing Project" means a Residential Development that is subject to a deed restriction with a term of at least 55 years that restricts all of the residential units other than manager's units for occupancy by, or sale to, low-, very low-, or moderate-income households at Affordable Rents or Affordable Sales Prices.

"Affordable Rent" means a monthly rent plus Utility Allowance that does not exceed one-twelfth (1/12th) of thirty percent (30%) of seventy percent (70%) of Area Median Income for a household of the Assumed Household Size for the dwelling unit.

"Affordable Sales Price" means a sales price that results in a monthly housing cost (including mortgage payments, mortgage insurance, (if any), homeowners' insurance, property taxes, homeowners' association costs, assessments (if any), and a Utility Allowance, that does not exceed one-twelfth (1/12th) of thirty percent (30%) of one hundred ten percent (110%) of Area Median Income for households of the Assumed Household Size for the dwelling unit.

"Alternative In Lieu Fee" means the in-lieu fee that is paid when the Developer elects to pay a fee as an alternative to building an Inclusionary Unit.

"Area Median Income" means the annual median income for San Mateo County, adjusted for household size, as published periodically in the California Code of Regulations, Title 25, Section 6932, or its successor provision, or as established by the City of Daly City in the event that such median income figures are no longer published in the California Code of Regulations.

"Assumed Household Size" means, for the purpose of establishing Affordable Sales Prices and Affordable Rent, a household with a total number of members equal to the number of bedrooms in the dwelling unit, plus one, consistent with Section 50052.5(h) of the California Health and Safety Code and subject to applicable federal rules (if any). For example, the Assumed Household Size for a 3-bedroom home is a 4-person household.

"City" means the City of Daly City, City Manager of the City of Daly City or his or her designee.

"City Council" means the elected legislative body of the City of Daly City.

"Condominium conversion" means the conversion of the ownership of the units in a rental project from a single ownership to an ownership in which the dwelling units may be sold individually. Such condominium conversions may include, but are not limited to, the conversion of existing multiple unit Residential Development projects to any of the following, all as defined Civil Code Section 1351; (a) a community apartment project; (b) a condominium project; and (c) a stock cooperative.

"Density bonus units" means dwelling units approved in a Residential Development pursuant to California Government Code Section 65915 et seq. that are in excess of the maximum residential density otherwise permitted by the Daly City general plan or zoning ordinance.

"Developer" means any person, firm, partnership, association, joint venture, corporation, or any entity or combination of entities, that seeks City approvals for all or part of a residential or commercial development.

"First approval" means the first of the following approvals to occur with respect to a Residential Development: development agreement, general plan amendment, specific or area plan adoption or amendment, zoning, rezoning, pre-zoning, annexation, planned development permit, tentative map, parcel map, conditional use permit, special use permit, or building permit.

"For-sale" means and refers to any dwelling unit, including a condominium, stock cooperative, community apartment, or attached or detached single family home, for which a parcel or tentative and final map is required for the lawful subdivision of the parcel upon which the dwelling unit is located or for the creation of the unit in accordance with the Subdivision Map Act (California Government Code Section 66410 et seq.), or any Residential Development including such for-sale dwelling units.

"For-Sale Project" means a Residential Development, or portion thereof, that includes the creation of one or more dwelling units that may be sold individually, including a condominium, stock cooperative, community apartment, or attached or detached single-family home, and also includes a residential Condominium Conversion and the creation of dwelling units that may be sold individually, but are initially rented rather than sold.

"Impact Fee" means a fee that may be due for Residential Developments for which a Planning Permit or an Affordable Housing Plan has been approved by the City prior to July 1, 2018. The impact fee, based on a 2014 Nexus Study, was required for Rental Projects and was an alternative for For-sale projects pursuant to the former affordable housing ordinance.

"Inclusionary Housing Agreement" means a written agreement between a developer and the City as provided by Section ____.

"Inclusionary Housing Guidelines" means the written administrative guidelines detailing procedures and guidelines to ensure the orderly and efficient administration of the requirements of this chapter.

"Inclusionary Unit" means a dwelling unit that pursuant to this chapter is required to be offered at Affordable Rent or Affordable Sales Price to Low-Income Households or Moderate-Income Households, and that is subject to a deed restriction as required by this chapter.

"Low-income household" means a household whose annual income does not exceed the qualifying limits set for "lower income households" in Section 50079.5 of the California Health and Safety Code.

"Market-Rate Unit" means a dwelling unit in a Residential Development that is not an Inclusionary Unit.

"Moderate-income household" means a household whose income does not exceed the qualifying limits set for "persons and families of low or moderate income" in Section 50093(b) of the California Health and Safety Code.

"Planning permit" means a tentative map, parcel map, conditional use permit, site development permit, planned development permit, development agreement, or special use permit, or any discretionary permit excluding general plan amendments, zoning and rezoning, annexation, specific plans, and area development policies.

"Rental Project" means a Residential Development, or portion thereof, that creates dwelling units that cannot be sold individually.

"Rental" means and refers to a dwelling unit that is not a for-sale dwelling unit, and does not include any dwelling unit, whether offered for rental or sale, that may be sold as a result of the lawful subdivision of the parcel upon which the dwelling unit is located or creation of the

unit in accordance with the Subdivision Map Act (California Government Code Section 66410 et seq.), or any Residential Development including such rental dwelling units.

“Required In Lieu Fee” means the in lieu fee required to be paid for residential developments below the threshold for providing Inclusionary Units. This threshold is fifteen (15) units for for-sale projects, and twenty (20) units for rental projects.

"Residential Development" means any project that requires a building permit for which an application must be submitted to the City, and that would create five or more new additional, or modified dwelling units by: (i) the construction or alteration of structures, (ii) the conversion of a use to residential from any other use, or (iii) the conversion to for-sale residential use from rental residential use.

“Utility Allowance” means an allowance for utilities reflecting the figures for the applicable unit type in the most recent utility allowance schedule published by the San Mateo County Housing Department.

"Utilities" means garbage collection, sewer, water, electricity, gas and other heating, cooling, cooking and refrigeration fuels.

Section 17.47.040 Operative Date of Chapter.

The provisions of this chapter shall be operative on July 1, 2018.

Section 17.47.050 Applicability.

The provisions of this chapter shall apply to all Residential Developments, except for any Residential Development that is exempt under Section 17.47.060 of this chapter.

Section 17.47.060 Exemptions.

The requirements of this chapter do not apply to:

- A. The reconstruction of any structures that have been destroyed by fire, flood, earthquake or other act of nature provided that the reconstruction of the site does not increase the number of residential units by five or more units.

~~B. Affordable Housing Projects, as defined in Section 17.47.030.~~

~~C.B.~~ Projects that are not Residential Developments as defined in Section 17.47.030.

~~D.C.~~ Residential Developments for which a Planning Permit or an Affordable Housing Plan has been approved by the City prior to July 1, 2018. For such Residential Developments, the affordable housing requirements set forth in the approved Planning Permits or Affordable Housing Plan shall apply; provided however, upon the expiration of any Planning Permit, the Residential Development shall be subject to the requirements of this chapter, and shall not proceed until such time as an Affordable Housing Plan is approved in conjunction with any other required Planning Permit or amendment thereto for the Residential Project. Developers of Residential Developments for which a Planning Permit or an Affordable Housing Plan has been approved by the City prior to July 1, 2018, who are subject to payment of an Impact Fee shall be required to pay the Impact

Fee in effect as of the date of the City's approval of the Planning Permit or Affordable Housing Plan for the Residential Development; provided however, if the In Impact Fee is not paid within twelve (12) months from February 1, 2019, then the Impact Fee shall be payable in the amount that is in effect on the date of issuance of building permits for the Residential Development.

Residential Developments for which neither a Planning Permit nor an Affordable Housing Plan has been approved prior to July 1, 2018 are subject to the requirements of this chapter.

Section 17.47.070 Affordable Housing Requirements

Residential developments with fewer than 20 rental units or 15 ownership units will pay the Required in Lieu Fees established in the City's Affordable Housing Fee schedule.

- A. Except as otherwise permitted by this chapter, all new Residential Developments not subject to the Required In Lieu Fees above shall include Inclusionary Units. Calculations of the number of Inclusionary Units required by this section shall be based on the number of dwelling units in the Residential Development excluding any Density Bonus Units.
- B. On-site inclusionary requirement. Unless otherwise exempted or excepted from this chapter, Residential Developments shall include Inclusionary Units on the same site as the Residential Development as follows:
 - 1. For-Sale Projects: twenty percent (20%) of the dwelling units in the Residential Development shall be sold at an Affordable Sales Price to households whose annual income does not exceed Moderate Income.
 - 2. Rental Projects: ten percent (10%) of the dwelling units in the Residential Development shall be made available for rent at an Affordable Rent to households whose annual income does not exceed Low Income.
 - 3. In the event tenure-type is not known at the time of entitlement, developers shall submit an Affordable Housing Plan that describes how they will comply with affordable housing requirements under both rental and ownership scenarios.
- C. Fractional units. In computing the total number of Inclusionary Units required in a Residential Development, fractions of one-half (1/2) or greater shall be rounded up to the next highest whole number, and fractions of less than one-half (1/2) shall be rounded down to the next lowest whole number.
- D. Residential Development with both for-sale and rental units. When a Residential Development includes both for-sale and rental dwelling units, the provisions of this chapter that apply to for-sale Residential Developments shall apply to that portion of the development that consists of for-sale dwelling units, and the provisions of this chapter that apply to rental Residential Developments shall apply to that portion of the development that consists of rental dwelling units.

Section 17.47.080 On-Site Inclusionary Housing Incentives.

- A. The Developer of a Residential Development that will provide all required Inclusionary Units on the same site as the Market-Rate Units may, at the Developer's option, submit a written request for a density bonus, waivers, incentives, or concessions pursuant to California Government Code Section 65915 *et seq.* and Chapter 17.52 of this Code if the Residential Development includes on-site affordable dwelling units that meet the thresholds for density bonus pursuant to California Government Code Section 65915 *et seq.*
- B. Affordable Housing Plan. Any requests for waivers, concessions or incentives shall be included in the proposed Affordable Housing Plan submitted at the time of application for the First Approval, and any incentives authorized by the City pursuant to Chapter 17.52 of this Code shall be included in the Affordable Housing Plan, if approved by the City, for the Residential Development.

Section 17.47.090 Timing of Construction of Inclusionary Units

- A. All required Inclusionary Units shall be constructed and made available for occupancy prior to or concurrently with the Market-Rate Units in the Residential Development. To implement this requirement, [the City will not issue building permits for more than a proportional number of the Market-Rate Units within a Residential Development until it has issued building permits for the proportional number of Inclusionary Units to be included in the development. In addition, the City will not approve final inspections or certificates of occupancy for more than a proportional number of the Market-Rate Units within a Residential Development until it has approved final inspections or certificates of occupancy for a proportional number of the Inclusionary Units within the development.]
- B. For phased developments, the City will not issue building permits for more than a proportional number of the Market-Rate Units within a construction phase in a Residential Development until it has issued building permits for the proportional number of Inclusionary Units to be included in that construction phase. In addition, the City will not approve final inspections or certificates of occupancy for more than a proportional number of the Market-Rate Units within a construction phase until it has approved final inspections or certificates of occupancy for a proportional number of the Inclusionary Units within that construction phase.

Section 17.47.100 Development and Design Standards for Inclusionary Units

- A. Single-family detached Inclusionary Units shall be dispersed throughout the Residential Development. Townhouse, row-house, and multifamily Inclusionary Units shall be located so as not to create a geographic concentration of Inclusionary Units within the Residential Development.
- B. The 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 and meet all site, design, and construction standards included in

Title 15 (Buildings and Construction), Title 16 (Subdivisions), and Title 17 (Zoning) of this code, including but not limited to compliance with all design guidelines included in applicable specific plans or otherwise adopted by the City Council, and the Inclusionary Housing Guidelines. Inclusionary Units shall have functionally equivalent parking when parking is provided to the Market-Rate Units.

- D. The Inclusionary Units shall 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.
- E. The Inclusionary Units shall have the same proportion of unit types as the Market-Rate Units in the Residential Development.
- F. The Inclusionary Units shall have a comparable square footage and the same bedroom count and bedroom count ratio as the Market-Rate Units.

Section 17.47.110 Minimum Requirements

The requirements of this chapter are minimum requirements and shall not preclude a Residential Development from including additional affordable units or affordable units with lower rents or sales prices than required by this chapter.

Section 17.47.110 Compliance Alternatives

- A. Alternative In-Lieu Fees. In lieu of constructing the on-site Inclusionary Units required by this chapter, a developer may elect to pay an Alternative In Lieu fee in accordance with this Section.
 - 1. Alternative In Lieu Fees shall be payable in full at the time of issuance of building permits for the Residential Development or applicable phase thereof. No application for a rezoning, tentative map, parcel map, conditional use permit, design review, or building permit shall be approved, nor shall any Residential Development be constructed, or condominium conversion approved without compliance with this section. For phased developments, payments may be made for each phase of the Residential Development prior to issuance of a building permit for that phase.
 - 2. Rental Residential Developments. The Alternative In Lieu Fee for rental Residential Developments shall be equal to the total livable square footage of the development Inclusionary Units that otherwise be required to be constructed within the Residential Development pursuant to Section _____ of this chapter multiplied by the Alternative in lieu fee established in the City's Affordable Housing Fee schedule an amount equal to the approximate per unit cost that the City would incur to subsidize the development of an equal number of rental Inclusionary Units such that they could be offered for rent at Affordable Rent.

3. Fractional Units. In calculating the amount of the Alternative In Lieu Fee, any fractional unit obligation will be rounded up to the nearest whole number.
 4. The amount of Alternative In Lieu Fees shall be established by resolution of the City Council and may include without limitation estimated costs of (1) administration, (2) construction, (3) land, (4) financing, (5) professional fees (including without limitation architecture, engineering, and other costs), and (6) indirect costs.
 5. The City shall not issue building permits for any Market-Rate Unit in the Residential Development prior to the payment in full of all applicable Alternative In Lieu Fees.
 6. All Alternative In Lieu Fees collected under this section shall be deposited in the City's affordable housing trust fund established pursuant to Section 17.47.150 of this chapter.
- B. Combination of Fees and Units. If the Residential Development consists of more than fifty (50) rental units, a developer may elect to provide a combination of on-site inclusionary units and payment of Required In Lieu Fees.
1. The number of on-site inclusionary units provided must be at least half of the required number of inclusionary units, or at least five percent of the total units in the project.
 2. The Required In Lieu Fees shall be paid for the remaining balance of required on-site inclusionary units.

Section 17.47.120 Continuing Affordability and Initial Occupancy

- A. The Inclusionary Housing Guidelines shall include standard documents, in a form approved by the City Attorney, to ensure the continued affordability of the Inclusionary Units approved for each Residential Development. The documents may include, without limitation, Inclusionary Housing Agreements, regulatory agreements, deeds of trust, resale restrictions, rights of first refusal, options to purchase, and/or other documents that shall be recorded against the Residential Development and the Inclusionary Units.
- B. Unless otherwise specified by the chapter, all Inclusionary Units shall be subject to recorded restrictions that require the units to remain affordable to the targeted income group for no less than fifty-five (55) years.
- C. Any household that occupies an Inclusionary Unit must occupy that unit as its principal residence, unless otherwise approved in writing by the City for rental to a third party for a limited period of time due to household hardship, as specified in the Inclusionary Housing Guidelines.

- D. No household may begin occupancy of an Inclusionary Unit until the household has been determined to be eligible to occupy that unit. Rental Inclusionary Units shall continue to be rented to income eligible households at an Affordable Rent for the entire term of the inclusionary housing restriction. The Inclusionary Housing Guidelines shall establish standards for determining household income, minimum and maximum occupancy, affordable housing cost, provisions for continued monitoring of tenant eligibility, and other eligibility criteria.
- E. Officials, employees, or consultants of the City, and members of boards and commissions thereof, shall comply with all applicable laws, regulations, and policies relating to conflicts of interest as to their eligibility to develop, construct, sell, rent, lease, occupy, or purchase an Inclusionary Unit. The Inclusionary Housing Guidelines may include conflict of interest provisions relating to the administration of this chapter and the eligibility of persons to occupy Inclusionary Units.

Section 17.47.130 Affordable Housing Plan and Inclusionary Housing Agreement

- A. An Affordable Housing Plan shall be submitted as part of the application for First Approval of any Residential Development. No application for a First Approval for a Residential Development may be deemed complete unless an Affordable Housing Plan is submitted in conformance with the provisions of this chapter. Approval of an Affordable Housing Plan is a condition of any tentative map, parcel map or building permit for any development for which this chapter applies. This section does not apply to projects where the requirements of the chapter are satisfied by payment of a fee under Section ____.
- B. For each construction phase, the Affordable Housing Plan shall specify, at the same level of detail as the application for the Residential Development, at least all of the following information:
 - 1. Whether the development is for sale or rental and the type of structure (attached; semi-attached, detached);
 - 2. How the inclusionary housing requirement will be satisfied pursuant to this chapter;
 - 3. For all Inclusionary Units- the number of units, unit type, tenure, number of bedrooms and baths, approximate location/floor plan, size and design, construction and completion schedule;
 - 4. Phasing of Inclusionary Units in relation to Market-Rate units in compliance with Section 17.47.090;
 - 5. Marketing plan, including the manner in which Inclusionary Units will be offered to the public in a nondiscriminatory and equitable manner;
 - 6. Specific methods to be used to verify household incomes, and to maintain the affordability of the Inclusionary Units;
 - 7. A reliable financing mechanism for the ongoing administration and monitoring of rental Inclusionary Units;

8. Any other information that is reasonably necessary to evaluate the compliance of the Affordable Housing Plan with the requirements of this chapter and the Inclusionary Housing Guidelines.
- C. Upon submittal, the City shall determine if the Affordable Housing Plan is complete and conforms to the provisions of this chapter and the Inclusionary Housing Guidelines. If the Affordable Housing Plan is incomplete or not in compliance, it will be returned to the developer with a list of deficiencies or the information required. Any decision deeming the Affordable Housing Plan to be out of conformity with this chapter may be appealed to the City Council in accordance with procedures for notice and hearing contained in Title __ of the Municipal Code.
- D. The Affordable Housing Plan shall be reviewed as part of the First Approval of any Residential Development. The Affordable Housing Plan shall be approved if it conforms to the provisions of this chapter and the Inclusionary Housing Guidelines. A condition shall be attached to the First Approval of any Residential Development to require recordation of the Inclusionary Housing Agreement described in subsection G. of this section prior to the approval of any final or parcel map or building permit for the Residential Development.
- E. A request for a minor modification of an approved Affordable Housing Plan may be granted if the modification is substantially in compliance with the original Affordable Housing Plan and conditions of approval. Other modifications to the Affordable Housing Plan shall be processed in the same manner as the original plan.

In the event the tenure type of a development changes, a revised Affordable Housing Plan, compliant with the requirements described in this Ordinance for the new tenure type must be approved by the City.

- F. Following the first approval of a Residential Development, the City shall prepare an Inclusionary Housing Agreement providing for implementation of the Affordable Housing Plan and consistent with the Inclusionary Housing Guidelines. Prior to the approval of any final or parcel map or issuance of any building permit for a Residential Development subject to this chapter, the Inclusionary Housing Agreement shall be executed by the City and the applicant and recorded against the entire Residential Development property to ensure that the agreement will be enforceable against any successor in interest. The Inclusionary Housing Agreement will include, without limitation (i) a description of the development, including whether the affordable units will be rented or owner-occupied; (ii) the number, size and location of the Inclusionary Units; (iii) incentives provided by the City (if any), including the nature and amount of any local public funding; (iv) provisions and/or documents for resale restrictions, deeds of trust, rights of first refusal or rental restrictions; (v) provisions for monitoring the ongoing affordability of the units, and the process for qualifying prospective resident households for income eligibility; and (vi) any additional obligations relevant to the compliance with this chapter. The Inclusionary Housing Agreement shall not be amended without the prior written consent of the

City and shall not be amended prior to any necessary amendments to applicable planning permits.

- G. The City Council, by resolution, may establish fees for the ongoing administration and monitoring of the Inclusionary Units, which fees may be updated periodically, as required.

Section 17.47.140 For-Sale Units

For-Sale Inclusionary Units shall be subject to the following requirements.

- A. Initial Sale. For-Sale Inclusionary Units must be initially sold at an Affordable Sales Price to households whose income is no greater than Moderate-Income and shall be subject to recorded resale restrictions.
- B. Transfer. Upon any transfer of a For-Sale Inclusionary Unit prior to the expiration of the fifty-five (55) year affordability period, renewed restrictions will be entered into with a fifty-five (55) year renewal term.
- C. Resale. The maximum sales price permitted upon resale of an Inclusionary Unit designated for owner-occupancy shall be the greater of:
 - 1. The sum of the original purchase price the owner paid for the home plus the depreciated value of any capital improvements purchased and installed by the owner and approved in writing by the City prior to their installation pursuant to the City's capital improvements policy described in the Below Market-Rate Ownership Unit Program Guidelines and Information Manual; or
 - 2. The current Affordable Sales Price for the unit based on current Area Median Income limits plus the depreciated value of any capital improvements purchased and installed by the owner and approved in writing by the City prior to their installation pursuant to the City's capital improvements policy described in the Below Market-Rate Ownership Unit Program Guidelines and Information Manual.
- D. Maintenance of Unit. The owner of the Inclusionary Unit will be responsible for compliance with housing maintenance standards as described in the Inclusionary Housing Guidelines.
- E. Changes in Title. Subject to reasonable procedures that the City may require, title to the Inclusionary Unit may be transferred pursuant to the Below Market-Rate Ownership Unit Program Guidelines and/or Inclusionary Housing Guidelines. F. Annual Certifications. The owner of the affordable unit shall certify annually that the owner occupies the unit as the owner's primary residence.
- F. Failure of an owner to comply with the requirements of this section shall be a violation of this chapter, and the City shall be permitted to seek enforcement against an owner in violation pursuant to Section 17.47.180, in addition to any other remedy available to it under law or equity.

Section 17.47.150 Affordable Housing Trust Fund

- A. Unless otherwise required by law, all in lieu fees, fees, promissory note repayments, shared appreciation payments, and other funds collected under this chapter shall be deposited into a separate account to be designated as the City of Daly City affordable housing trust fund. The City may elect to deposit funds from other sources into the fund.
- B. The moneys in the affordable housing trust fund and all earnings from investment of the moneys in the affordable housing trust fund shall be expended exclusively to provide housing affordable to extremely low-income, very low-income, lower income, and moderate-income households in the City of Daly City and administration and compliance monitoring of the inclusionary housing program.

Section 17.47.160 Compliance Monitoring

The Inclusionary Housing Guidelines and each Inclusionary Housing Agreement shall include provisions for the monitoring by the City of each Inclusionary Unit for compliance with the provisions of this chapter, the Inclusionary Housing Guidelines, and the applicable Inclusionary Housing Agreement. Such provisions shall require annual compliance reports to be submitted to the City by the owner, and the City shall conduct periodic on-site audits to ensure compliance with all applicable laws, policies, and agreements. The City Council may adopt fees for the costs of monitoring and compliance by the City, which shall be deposited into the affordable housing trust fund for that purpose.

Section 17.47.170 Waiver

- A. Notwithstanding any other provision of this chapter, the requirements of this chapter may be waived, adjusted, or reduced if an applicant shows, based on substantial evidence, that applying the requirements of this chapter would take property in violation of the United States or California Constitutions.
- B. Any request for a waiver, adjustment, or reduction under this section shall be submitted to the City concurrently with the Affordable Housing Plan required by Section ___ of this chapter. The request for a waiver, adjustment, or reduction shall set forth in detail the factual and legal basis for the claim.
- C. The request for a waiver, adjustment, or reduction shall be reviewed and considered in the same manner and at the same time as the Affordable Housing Plan and is subject to the appeal process for Affordable Housing Plans in Section 17.47.130.
- D. In making a determination on an application for waiver, adjustment, or reduction, the applicant shall bear the burden of presenting substantial evidence to support the claim. The City may assume each of the following when applicable:
 - 1. That the applicant will provide the most economical Inclusionary Units feasible, meeting the requirements of this chapter and the Inclusionary Housing Guidelines.
 - 2. That the applicant is likely to obtain housing subsidies when such funds are reasonably available.

- E. The waiver, adjustment or reduction may be approved only to the extent necessary to avoid an unconstitutional result, after adoption of written findings, based on substantial evidence, supporting the determinations required by this section.

Section 17.47.180 Implementation and Enforcement

- A. The City shall adopt guidelines to assist in the implementation and administration of all aspects of this chapter.
- B. The City shall evaluate the effectiveness of the ordinance codified in this chapter one (1) year after the operative date of this chapter.
- C. The City Attorney shall be authorized to enforce the provisions of this chapter and all Inclusionary Housing Agreements, regulatory agreements, covenants, resale restrictions, promissory notes, deed of trust, and other requirements placed on Inclusionary Units by civil action and any other proceedings or methods permitted by law.
- D. Failure of any official or agency to fulfill the requirements of this chapter shall not excuse any applicant or owner from the requirements of this chapter. No permit, license, map, or other approval or entitlement for a Residential Development shall be issued, including without limitation a final inspection or certificate of occupancy, until all applicable requirements of this chapter have been satisfied.
- E. The remedies provided for herein shall be cumulative and not exclusive and shall not preclude the City from any other remedy or relief to which it otherwise would be entitled under law or equity.

SECTION 3: 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 4: Environmental Determination. The City Council of the City of Daly City finds and determines that the implementation of measures described in this Chapter is in furtherance police powers of the City of Daly City, and that these purposes are exempt from the provisions of the California Environmental Quality Act (CEQA); Chapter 3 (commencing with Section 21100) of Division 13 of the Public Resources Code, as provided in categorical exemption within CEQA's categorical exemption for activities involving regulation of activities.

SECTION 5: Publication/Summary 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 thirty (30) days from and after its adoption.

Introduced this _____ day of _____ 2018.

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 _____ 2018, 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



City Council Meeting Agenda Report

Item # _____

Meeting Date: November 26, 2018

Subject: PUBLIC HEARING – PROPOSED ORDINANCE ADDING CHAPTER 8.76 – MINIMUM WAGE

Recommended Action

Staff recommends that the City Council add Chapter 8.76 to the Daly City Municipal Code regarding Minimum Wage.

Background

The City desires to add Chapter 8.76 to the Daly City Municipal Code regarding Minimum Wage. The proposed ordinance would provide for a City-wide increase to the minimum wage rate that is higher than the California State minimum wage rate.

At the October 8, 2018 Study Session, the City Council received a report from City staff detailing research into a potential minimum wage increase in Daly City. At that meeting, the City Council provided direction to staff to draft an ordinance that increases the minimum wage at a faster rate than the State of California's minimum wage legislation, with a specific timeline of increases for Daly City. The ordinance sets minimum wage rates for *all* employers in Daly City as follows:

Beginning January 1, 2019: \$12.00 per hour

Beginning January 1, 2020: \$13.75 per hour

Beginning January 1, 2021: \$15.00 per hour

Daly City's minimum wage ordinance will require the City to publish and make available to employers a bulletin announcing the adjusted minimum wage rate every October, to take effect January 1 of the following year. The Ordinance also requires the City to publish and make available to employers a notice suitable for posting in workplaces that informs employees of the current minimum wage and their rights under the City's ordinance every November. Employers will be required to provide written notification to current employees and to new employees upon hire of their rights under this ordinance.

The City may take enforcement action set forth in Chapter 1.12 of the Municipal Code to address any violations with the minimum wage ordinance. Employees also have a private right to action against employers in court.

Employers will be required to maintain records for at least three years for each employee and provide records to employees upon request.

Summary/Conclusion

Staff recommends that the City Council add Chapter 8.76 to the Daly City Municipal Code regarding Minimum Wage.

City Council Agenda Report

Subject: PUBLIC HEARING – PROPOSED ORDINANCE ADDING CHAPTER 8.76 – MINIMUM WAGE

Meeting Date: November 26, 2018

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Please note, the increase to \$12.00 per hour on January 1, 2019 will only affect businesses with 25 employees or less, since the State of California's legislation will already require larger employers with 26 employees or more to adhere to a \$12.00 per hour minimum wage in 2019.

Fiscal Impact

Increasing the minimum wage will affect 253 employees in the City organization and increase overall costs to the City, as detailed in the below chart. These figures provide an estimate of fiscal impact.

Effective Date	Minimum Wage	Hourly Ranges	Number of Hourly Workers	Fiscal Impact
1/1/2019	\$12.00	H101-H105	226	\$112,000
1/1/2020	\$13.75	H101-H109	253	\$353,000
1/1/2021	\$15.00	H101-H109	253	\$525,000

The City will also need to account for costs of enforcement, most likely less than \$30,000 per year, and potentially through a contract with the City of San Jose's Office of Equality Assurance.

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

Respectfully submitted,



Shawna Maltbie
Interim City Manager



Stephen Stolte
Assistant to the City Manager

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF DALY CITY
ADDING CHAPTER 8.76 MINIMUM WAGE

THIS ORDINANCE is adopted in light of the following facts and circumstances, which are hereby found and declared by the Daly City City Council:

WHEREAS, the State of California has enacted a minimum wage that will reach \$15.00 per hour in January of 2022; and

WHEREAS, in an effort to help working households achieve economic security and acknowledging the higher relative cost of living in the San Francisco Bay Area, the City Council of the City of Daly City wishes to enact a citywide minimum wage to reach \$15.00 before January 2022; and

WHEREAS, a higher minimum wage rate protects the public health, safety and welfare by requiring that employees are compensated in such a manner as to enable and facilitate their individual self reliance within the City of Daly City; and

WHEREAS, the City of Daly City may adopt a higher minimum wage pursuant to the powers vested in the City under the laws and Constitution of the State of California including by not limited to the police powers vested in the City pursuant to Article XI, Section 7 of the California Constitution;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF DALY CITY DOES ORDAIN AS FOLLOWS:

SECTION 1: Chapter 8.76 of Title 8 of the Municipal Code is hereafter added to read as follows:

Chapter 8.76

MINIMUM WAGE

8.76.010	Definitions
8.76.020	Minimum Wage
8.76.030	Notice and Posting
8.76.040	Implementation
8.76.050	Enforcement
8.76.060	No Preemption of Higher Standard

8.76.010 Definitions

As used in this Chapter, the following terms shall have the following meaning:

- (a) “Calendar week” shall mean a period of seven consecutive days starting on Sunday.
- (b) “City” shall mean the City of Daly City
- (c) “Employee” shall mean any person who:
 - (1) In a calendar week performs at least two hours of work within the geographic boundaries of the City for an Employer.
 - (2) Qualifies as an employee entitled to payment of a minimum wage from any Employer under the California Minimum Wage law, as provided by the State of California Industrial Welfare Commission.
- (d) “Employer” shall mean any person (including a natural person, corporation, non-profit corporation, general partnership limited partnership, limited liability partnership, limited liability company, business trust, estate, trust, association, joint venture, agency, instrumentality or any other legal or commercial entity, whether domestic or foreign) who directly or indirectly (including through the services of a temporary services or staffing agency or similar entity) employs or exercises control over the wages , hours, or working conditions of any Employee.
- (e) “Minimum Wage” shall have the meaning set forth in Section 8.76.020 of this Chapter.

8.76.020 Minimum Wage

- (a) Employers shall pay Employees no less than the Minimum Wage for each hour worked within the geographic boundary of the City.
- (b) The Minimum Wage paid by all Employers shall be as follows:
 - (1) Beginning January 1, 2019, the Minimum Wage shall be an hourly rate of \$12.00.
 - (2) Beginning January 1, 2020, the Minimum Wage shall be an hourly rate of \$13.75
 - (3) Beginning January 1, 2021, the Minimum Wage shall be an hourly rate of \$15.00.
- (c) An Employer may not deduct an amount from wages due an Employee on account of any tip or gratuity, or credit the amount or any part thereof, of a tip or gratuity, against, or as part of, the wages due the Employee from the Employer.

8.76.030 Notice and Posting

(a) By October of each year, the City shall publish and make available to Employers a bulletin announcing the adjusted Minimum Wage rate, to take effect January 1 of the following year. In conjunction with this bulletin, the City shall, by November 1 of each year, publish and make available to Employers a notice suitable for posting by Employers in the workplace informing Employees of the current Minimum Wage rate and of their rights under this Chapter.

(b) Each Employer shall give written notification to each current Employee, and to each new Employee at time of hire, of his or her rights under this Chapter. Failure to post such notice shall constitute a violation of this Chapter.

8.76.040 Implementation

City may promulgate regulations for the implementation and enforcement of this Chapter. Any regulation promulgated by City shall have the force and effect of law and may be relied on by Employers, Employees, and other parties to determine their rights and responsibilities under this Chapter. Any regulations may establish procedures for ensuring fair, efficient and cost-effective implementation of this Chapter, for monitoring Employee compliance with this Chapter, and for providing administrative hearings or determining whether an Employer has violated the requirements of this Chapter.

8.76.050 Enforcement

(a) Enforcement by the City.

City may take any enforcement action set forth in Chapter 1.12 of this Municipal Code to address violations of this Chapter.

(b) Private Right of Action.

An Employee claiming harm from a violation of this Chapter may bring an action against the Employer in court to enforce the provisions of this Chapter and shall be entitled to all remedies available to correct any violation of this Chapter, including but not limited to, back pay, reinstatement, injunctive relief, or civil penalties as provided herein. An Employee who is a prevailing party in an action to enforce this Chapter is entitled to an award of reasonable attorney's fees, witness fees and costs.

(c) Remedies.

The remedies for violation of this Chapter include, but are not limited to:

(1) Reinstatement, the payment of back wages unlawfully withheld, and payment of an additional sum as a civil penalty in the amount of \$40 to each Employee whose rights under this Chapter were violated for each day or portion thereof that the violation occurred or continued, and fines imposed pursuant to other provisions of State law.

(2) Interest on all due and unpaid wages at the rate of interest specified in subdivision (b) of Section 3289 of the California Civil Code, which shall accrue from the date that the wages were due and payable as provided in Part 1 (commencing with Section 200) of Division 2 of the California Labor Code, to the date the wages are paid in full.

(3) Reimbursement of the City's administrative costs of enforcement and reasonable attorney fees.

The remedies, penalties and procedures provided under this Chapter are cumulative and are not intended to be exclusive of any other available remedies, penalties and procedures established by law which may be pursued to address violations of this Chapter.

(d) Retention of Records

Each Employer shall maintain for at least three years for each Employee, a record of his or her name, hours worked and pay rate. Each Employer shall provide each Employee with a copy of the records relating to such Employee upon the Employee's reasonable request.

Section 8.76.060 No Preemption of Higher Standards

The purpose of this Chapter is to ensure minimum labor standards. This Chapter does not preempt or prevent the establishment of superior employment standards (including higher wages) or the expansion of coverage by ordinance, resolution, contract, or any other action of the City.

SECTION 2. 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 3. 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 4. 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 be in full force and effect thirty (30) days after adoption by the City Council of the City of Daly City.

Introduced this _____ day of _____, 2018.

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 _____, 2018, 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

DRAFT



City Council Meeting Agenda Report

Item # _____

Meeting Date: November 26, 2018

Subject: Serramonte Views Residential Condominiums and Hotel – General Plan Amendment GPA-9-14-9640, Planned Development PD-9-14-9637 (amendment to existing PD-57), Major Subdivision SUB-9-14-9643, Use Permit UPR-1-18-13248, and Design Review DR-9-14-9644

Recommended Action

Approve the General Plan Amendment, Planned Development Amendment, Major Subdivision, Use Permit, and Design Review, and certify the Environmental Impact Report prepared for the project.

Planning Commission Discussion

On September 4, 2018, the Planning Commission voted 3-0 (Commissioner Proaño absent and Commissioner Satorre abstained) to recommend that the City Council not approve the project. The Planning Commission voted 2-1 (Commissioner Proaño absent and Commissioner Satorre abstained) to recommend that the City Council not affirm the environmental assessment. Planning Commission discussion topics are identified in bold italics. Since the Planning Commission meeting, the Planning Division has received a number of emails concerning the project (see Attachment I – Emails to the Planning Division Since Planning Commission Meeting).

Background

The applicant, Albert Costa, of Costa Brown Architects, Inc., requests approval to construct three condominium buildings and one hotel building on the south side of Serramonte Boulevard, across Serramonte Boulevard from Serramonte Shopping Center (see Attachment A – Site Location). As proposed, the applicant would subdivide an existing vacant 6.06-acre parcel into two parcels: one 4.76-acre parcel to accommodate 323 condominiums in three high-rise residential buildings and another 1.30-acre parcel to accommodate a 176-room hotel in a single building (see Attachment B – Residential Project Plans and Attachment C – Hotel Project Plans).

From east to west, the project plans identify the proposed building as A, B, C, and D. Buildings A, B, and C would be residential condominium buildings, while the hotel building is identified as Building D. Building A, the building that would be closest to Gellert Boulevard, is proposed as a 17-story 133-unit condominium building. Buildings B and C are proposed as 13-story condominium buildings, each consisting of 95 condominium units. Building A would consist of one-, two-, and three-bedroom units ranging from 836 square feet to 963 square feet. Buildings B and C would also consist of one-, two-, and three-bedroom units ranging from 1,248 square feet to 2,298 square feet. Building D, the building that would be closest to Callan Boulevard, would be a 12-story hotel. The applicant has not yet identified the operator for the hotel.

To construct the proposed buildings, the applicant has proposed to grade a roughly 3.8-acre area near the property's interface with Serramonte Boulevard and construct a large retaining wall ranging in height of between 63 and 68 feet in height. This retaining wall, which would be largely blocked from public view by the new buildings, would be constructed and engineered as a separate structure behind an interconnected multi-level podium parking structure constructed at the base of

the condominium and hotel buildings. The podium parking structure would provide 629 parking spaces, 480 for the condominiums and 149 for the hotel, of which 342 condominium spaces would be provided in a parking carousel.

Forty-two of 323 condominiums are proposed as part of a Density Bonus request. The project therefore proposes the existing PD57 zoning district be revised to allow 281 dwelling units (59 dwelling units per acre), although the actual project – with the Density Bonus applied – would provide 323 units (68 dwelling units per acre). A more extensive discussion of this request is provided in the *Density Bonus Request* section of this staff report.

The residential portion of the project site is currently designated in the General Plan as Residential - High Density which allows between 35 and 50 units per acre. The 281 condominiums on 4.76 acres equate to 59 dwelling units per acre (68 dwelling units per acre for 323 condominiums if the Density Bonus request is approved). The project therefore proposes a General Plan Amendment reclassifying the residential portion of the site to Residential - Very High Density (R-VHD), allowing more than 50 dwelling units per acre. The portion of the site where the hotel is proposed would remain designated Commercial – Retail and Office (C-RO). Amendments to the existing Planned Development (PD57) zoning, which now allows 200 condominiums and a hotel, would also be required to reflect the modified project.

The multiple components of the project are summarized in the following table:

Use	Area/Units
Residential Living	531,016 sq. ft. /323 units
Private Open Space (decks)	13,810
Common Open Space	36,257
Parking	Number of Spaces
Residential	480 self-parked
Hotel	149 self-parked plus 38 valet
Bicycle	172

The following actions by the City are necessary for the project to proceed to the building and grading permit stage:

1. Certification of the Serramonte Condominium and Hotel Environmental Impact Report and adoption of the Mitigation and Monitoring Reporting Program for the project;
2. Approval of General Plan Amendment-9-14-9640 to change land use designation for the residential portion of the project site from Residential – High Density Residential to Residential – Very High Density. The hotel portion would remain designated Commercial – Retail and Office;
3. Approval of an amendment to the existing Planned Development (PD57) zoning for the project site established as part of the 2004 project approval of a 200-unit condominium and 137-room hotel project (see discussion below). The amended PD-57A zoning district would replace the

current PD-57 district applicable to the site and would reflect the current project;

4. Approval of a 15 percent Density Bonus request allowing a 323 total unit count;
5. Approval of Major Subdivision SUB-9-14-9643 to divide a 6.06 acre parcel into a 4.76 acre parcel and a 1.30 acre parcel, and 323 airspace condominium units.
6. Approval of Use Permit UPR-1-18-013248, to allow condominium uses at the project site; and
7. Approval of Design Review DR-9-14-9644, to allow the proposed building, site design, and landscaping.

The City Council should be aware that the applicant conducted a neighborhood meeting on March 12, 2018, with the Cypress Point Homeowners Association. In doing so, the applicant hoped to introduce the project to the neighbors, understand concerns, and answer questions. Six neighbors attended the meeting along with the property owner and the project architect. According to the applicant, the neighbors had a range of questions and concerns including the number and adequacy of auto and bicycle parking, the feasibility of the proposed hotel, site design controls, open space and expected project timeline (see Attachment D – Neighborhood Meeting Summary).

Site History

Prior to the 1960s, the subject site was used as grazing land for the Christian Family Dairy, which was located where the Serramonte Shopping Center currently stands. The Gellert family acquired the property in the early 1960s and the project site became a remainder parcel resulting from the development of Serramonte Shopping Center in 1968. No structures, storage tanks, or wells ever occupied the site, and the property has been vacant ever since its initial graded condition which occurred to allow the construction of Serramonte Boulevard and Serramonte Shopping Center.

In 2004, the City Council approved Planned Development (PD57) zoning and Major Subdivision SUB01-2 for the site, allowing the construction of 200 condominium units and a 137 room hotel on the project site. Still in place today, this zoning allows five buildings for the residential condominiums and a sixth hotel building. The height limitation for the project is 90 feet. This project was never constructed however due to market factors and grading/construction costs. In 2009, the Design Review Committee approved Design Review DR01-17, which proposed a slightly modified version of the 2004 project with fewer buildings and therefore reduced grading. The 2009 project was also never constructed due to the significant costs associated with site excavation and grading.

Most recently, on September 11, 2017, the City Council approved an extension of the 2004 tentative map until September 11, 2018. The applicant has requested an additional extension of this map, the consideration of which is currently pending. If approved, Major Subdivision SUB-9-14-9643 would replace Major Subdivision SUB01-2, which would become null and void.

Discussion

Vehicular and Pedestrian Circulation. Vehicular access to both the residential and hotel parcels would be provided by a new driveway at the existing traffic light opposite the entrance to Serramonte Shopping Center on Serramonte Boulevard, and at an emergency-only access gate further west near the hotel building. As a Condition of Approval, the Engineering Division has required that the applicant modify the existing traffic signal at the project driveway on Serramonte Boulevard prior to the start of any construction activity. Improvements to the intersection would also include installation of a westbound left-turn phase, a new crosswalk on the intersection's east leg, vehicle detection, new traffic signal poles, and traffic signal equipment to accommodate the new vehicle and pedestrian phases. The applicant would also modify the median to accommodate a new westbound left-turn lane into the project site, install a monolithic sidewalk at the project frontage, and maintain the bike lane which presently exists in Serramonte Boulevard.

Each of the proposed buildings would be constructed over a four-story podium structure which includes the project's parking garage. A shared on-site frontage road would accommodate entry and exit for both the residential and hotel portions of the two separate parcels. Vehicular access to each story of the structure would be gained by separate entry and exit points along the incline of this frontage road. There would also be a shared secured entry and exit from Serramonte Boulevard on the western side of the project site to the frontage road for emergency access only.

The podium structure would also serve as the pedestrian entry point to all three buildings, which would provide access directly to the Serramonte Boulevard intersection where, as described previously, the applicant would add a new crosswalk on the intersection's east leg to the existing crosswalk at the west leg to maximize pedestrian travel to the adjacent shopping center. The ground floor of this structure would contain the main lobby, the utility, security and life safety control panels, the fire pump room, mechanical room and mail room. Elevator service to the second, third, and fourth level parking and all residential floors of buildings A, B, and C would be available to and from the ground floor podium level.

Vehicular access to the ground floor podium level would be provided at the project entrance at Serramonte Boulevard, while access to podium second level would be provided approximately 260 feet west of the project entrance. A bicycle room and the electrical room would be provided on podium level two. Vehicular access to parking level three of the podium is provided approximately 420 feet west of the main entrance and access to parking level four faces west at the vehicular turnaround at the hotel podium level.

To ensure that the hotel parcel is provided continual access in a manner currently proposed by the current project site plan, staff is recommending the adoption of Condition of Approval that any map recorded for the project incorporate an access (vehicular and pedestrian) easement on the residential parcel to benefit the hotel parcel.

- *Commissioner Edelman stated that although we need more space for people to live, how to implement that should be looked at differently. He said that he understood the conundrum of the developer to build a building that pays for itself.*

- *Commissioner Satorre asked if Serramonte Shopping Center had also proposed a hotel. Staff responded that the Planned Development approved for Serramonte Shopping Center accounts for a hotel at the northern end of the site.*
- *Commissioner DiGiovanni expressed concerned about there being no assurance that a hotel would actually be built. She said that according to the staff report the only assurance the City would have is that the applicant was required to build retaining walls and that grading would occur, but no assurance that the hotel would actually be constructed. Mark Loper, from Reuben, Junius, and Rose (representing the applicant), answered that finding hotel operators and entering into negotiations with them becomes a lot easier once the hotel is approved. The applicant added that all of the site grading and infrastructure work would occur simultaneously and that there was no phasing proposed as part of the project.*
- *Commissioner DiGiovanni stated that the Chinese community might be culturally sensitive to living next to a cemetery. She expressed concerns that some members of the community might feel left out. Albert Costa responded that he believed that nobody would be left out of the project. He added that the project consisted of thin buildings pulled back away from the rear property line and that there was no underpinning needed to construct the project.*
- *Commissioner Daus-Magbual asked if there was feedback from the Chinese cemetery and stated the he understood that it was culturally taboo to build residential near such a burial ground. He stated that we need to be sensitive to ancestors. Albert Costa stated that the building design, unlike the previous project approved on the site, is very sensitive to ensuring that no view or windows face the cemetery.*
- *Commissioner DiGiovanni asked if the condominiums would be for sale or if they were rental. Albert Costa responded that the project is a for-sale residential building.*
- *Brad Jones, president of the Cypress Point Homeowners Association, commended the architect for reducing the footprint on the project. He indicated that he did not oppose development of property, but did oppose the project because it will be too massive and would affect views of some residents. He added that most of the residents of Cypress Point were not invited to the community meeting that the developer held. Of the people who did attend a community meeting, he estimated that about 90 percent opposed the project. He also expressed concerns about the amount of parking. He said that Cypress Point provided two parking spots for every resident. He noted that Crown Colony has a shuttle but has the worst parking situation in Daly City.*
- *Fernando Gallegos, resident at 310 Innisfree Drive, expressed concerns about the project, adding that the Shell Station and In-N-Out employees park wherever they want. He stated that the parking provision of 1.5 spaces is not enough. He stated that he was familiar with hotel operations and that weddings at the proposed hotel would bring alcohol and no respect for the cemetery, and that criminals sometimes come to parties at hotels.*

- ***Marian Seiki asked the Planning Commission how they valued the community's voice. She expressed concerns about parking and traffic, and said the project will impact traffic at the mall.***
- ***Nadine Barondi-Salame, resident of 376 Innisfree Drive, stated that she has to leave five minutes earlier just to get down to the road to enter the freeway. She expressed concerns about seismic issues and suggested that the project be moved to the bowling alley site. She stated that the project site was one of the only remaining green areas in Daly City. She stated that the Planning Commission should remember that elections are coming up and that the public would be voting for all of them.***
- ***Carolina Salame, resident of 376 Innisfree Drive, stated that every time a tree is cut down Mother Nature is disturbed and that there were habitats and ecosystems on the project site. She said that whenever new people are brought into a community, copious amounts of waste and traffic are added.***

Parking. All three condominium buildings (A, B, and C) would share a single four-level parking garage, which predominately follows the grade along Serramonte Boulevard. Hotel and meeting space parking would be provided in a four-level parking garage beneath the hotel (Building D). Parking spaces to accommodate deliveries to site would be provided in Building A, at the main garage entrance.

Although the present PD57 zoning for the site requires a specific number of parking spaces, this parking requirement relates to the previously approved project and needs to be amended to correspond to the current development proposal. To establish an acceptable number of parking spaces, staff required that the applicant develop a new parking analysis for the proposed site plan and building program. Completed by the applicant's parking consultant, Watry Design, the parking analysis studied the parking demand within the project using the Urban Land Institute (ULI) model for a "shared use" parking demand analysis with adjustments specific to the project and the region (see Attachment E – Parking Analysis).

For the condominium aspect of the project, the analysis recommended a ULI-based parking ratio of 1.5 parking stalls per residential unit adjusted to 1.37 stalls per unit. The recommended ratio results in 1.3 stalls per residential unit for resident parking and .07 stalls per residential unit for guest parking. According to the parking consultant, the adjustment is supported by field surveys of actual parking demands for similar projects in other Peninsula communities. Also a multi-modal adjustment of 20 percent was applied to residential visitors assuming eight of ten visitors would arrive by private vehicle and require parking. The analysis also recommended a base parking ratio of 1.0 parking stalls per hotel guest room including all common areas and support spaces and 1.0 parking stalls for every five guest seats in meeting and banquet spaces (14 square feet for each seat). A 25 percent multi-modal reduction was applied to the recommended 1.0 parking stalls per hotel guest room and the ULI recommended .25 parking stalls per hotel room for employees to account for the hotel shuttle, Uber, taxi, and ridesharing.

According to the parking consultant, the forecasted parking demand for the proposed residential and hotel project is summarized in the table below.

Residential	Units	Peak Parking Demand
<u>Buildings A, B, & C</u>	323	438 Stalls
Total	323	438 Stalls
Hotel	Units	Peak Parking Demand
<u>Building D</u>		
Guest	176	112 Stalls
Employees		7 Stalls
Meeting Rooms	6,076 square feet	68 Stalls
Total		187 Stalls

To meet this demand, the applicant has proposed providing 480 self-parking stalls to serve the condominiums and 149 self-parking stalls to serve the hotel, for a total of 629 self-parking parking stalls within podium structure. Because the 149 hotel stalls is not sufficient to meet the 187-space demand established by the parking study, the applicant has proposed 38 valet parking stalls which would be parked by hotel staff within the drive aisles on any of the hotel's four parking levels. While the Zoning Ordinance requires that all required off-street parking spaces be provided with access to or from an aisle or driveway, a valet parking arrangement can be approved as part of the Planned Development zoning for the project. According to the parking study, up to 20 valet spaces could be provided on each of the project's four parking levels, for a total of 80 valet spaces which could be used at periods of peak parking demand. The proposed Planned Development zoning amendment therefore incorporates a maximum 80 such valet spaces.

As described previously, 342 of the 438 condominium spaces would be provided in a parking carousel. The applicant has provided a manufacturer cut sheet of the carousel that is currently contemplated for the Planning Commission's consideration Attachment F – Parking Carousel Cut Sheet). As with previous applications, staff has supported the use of carousels and other park lift systems provided the system allows for independent access of each vehicle in the carousel or lift. Staff supports the currently proposed system as it appears to meet this requirement.

- ***Commissioner Edelman expressed concern about the amount of parking provided in the project. He stated that he understood that in theory providing less parking would push people to public transportation but that in reality there are many parking problems in Daly City and that the proposed parking provision would amplify that problem.***
- ***Commissioner Edelman asked if the parking spaces are deeded per unit or are they available for all residents to park. Mark Loper answered that they are deeded per unit. Staff added that there is a Condition of Approval requiring the submittal of the parking***

management plan that details how many parking spaces each unit would be allocated. Staff also added that the site is self-contained and that a Condition of Approval requires that the north side of Serramonte Boulevard be striped for no parking.

- *Mark Loper stated that the project is a mix of one- to three-bedrooms units, and that these units won't always be occupied by families with kids. He added that overflow parking outside the project site would not be achieved easily because there aren't nearby residential neighborhoods in which residents could easily park their car.*
- *Commissioner Edelman asked if there would be a facility for electrical vehicle charging within the complex. The applicant answered that there would be.*
- *Michael Johnson of Watry Design, the project parking consultant, stated that the 1.5 parking spaces per unit comes from the Urban Land Institute Shared Parking Manual and from the National Parking Association. He stated that the 1.5 parking spaces is a mean number from across the United States and that it's necessary to look at the local community for actual parking demand. He indicated that he had worked with Hexagon traffic engineers who completed physical surveys to develop parking demand ratios and that the average ratio on the Peninsula is 1.27 parking spaces per unit. On this project he indicated that Watry elected to use 1.3 parking spaces per unit plus the five percent factor for guests and that's where the 1.37 parking spaces per unit was developed. He indicated that the firm has high confidence in the number because it has been developing parking demand models and making recommendations to municipalities across United States for so long. He added that building parking spaces at \$20,000 per space doesn't benefit the project rather it consumes more energy, more resources, and more time. Likewise building too few parking spaces can be detrimental to the building. He added that his company's liability is high so they try to get it close. If, for example, the firm makes a mistake by 100 parking spaces, the firm would be on the hook for that miscalculation.*
- *Lisa Turnbow, resident at 16 Manzanita Avenue, expressed concerns about parking. She added that the intersection of northbound Highway One and Serramonte Boulevard adjacent to the former Serramonte Del Rey High School would be severely impacted if the project was allowed to be constructed.*

Amenities and Open Space. Buildings A, B, and C would be separately situated in a row on the upper residential podium level. Collectively these buildings would occupy approximately 75 percent of the residential podium platform. The remaining platform would use a community open area, including outdoor seating, a pedestrian walkway, and water retention planting boxes. The ground floors (podium platform) of these buildings would provide amenities including health and fitness room, business centers, bathrooms, meeting rooms and a lobby lounge in Buildings B and C to complement the lobby proposed on the ground floor of the podium below Building A.

Required open space for the residential buildings A, B and C would be provided as a combination of private balconies, podium space above the garage structures, and rooftop space. Although not all units would include private balconies, the project would exceed the minimum open space

requirement of 150 square feet per unit mandated by the Zoning Ordinance by providing a total of 50,067 square feet of open space where 48,450 square feet is required.

Grading. The existing site slopes downward in a northerly direction with an elevation change of up to 120 feet. Because the site is extremely steep, there will be extensive grading and filling is proposed for the project. The area of grading will be concentrated toward Serramonte Boulevard on the north side of the site. The cut back into the site will extend approximately 130 feet back from the street frontage property line. The remaining back upper southern part of the site is proposed to remain. The proposed parking structure is set on-grade at the entrance, and basically steps up in increments as Serramonte Boulevard slopes up. The proposed frontage road will also follow the Serramonte slope. A new retaining wall is proposed behind the parking structure, and will be engineered as a separate structure. Approximately 280,000 cubic yards of soil would be excavated. Approximately 55,000 cubic yards of soil would be used as fill behind the new retaining wall between Buildings A and B. The rest of the soil would be exported off-site.

General Plan and Zoning Consistency

The project site is zoned Planned Development (PD57). Currently, the PD-57 zoning district allows the construction of a 137-room hotel and 200 condominium units. The project proposes an amendment to the PD-57 zoning to increase the number of condominium units and hotel rooms to 323 and 176, respectively. Additionally, the project proposes an amendment to the PD-57 zoning to increase the allowed building heights to approximately 255 feet to accommodate the hotel and residential structures, as the current PD-57 zoning restricts building heights to 90 feet (see Attachment G – Draft Planned Development Standards).

With regard to General Plan designations, the residential portion of the project site is designated Residential – High Density, which allows residential densities of between 35 and 50 dwelling units per acre. In order for the proposed residential density of the project (56 dwelling units per acre prior to density bonus) to comply with the General Plan, a General Plan amendment is proposed to Residential – Very High Density, which would allow residential development on the site exceeding 50 dwellings units per acre. No General Plan amendment is necessary for the hotel component to be approved and aside from the total number of rooms proposed, the hotel use is consistent with the current zoning.

Staff supports the applicant's request for the higher residential density and feels, with proper environmental mitigations, that the intensity of the residential uses proposed at the subject site is appropriate given the intensity of nearby retail and restaurant uses that would complement increased residential density. Furthermore, the proposed density is consistent with other approved and constructed development in Daly City including:

- 4619 Brunswick Street (under construction) – 179 apartment units/acre
- 6098 Mission Street (approved) – 144 apartment units/acre
- 493 Eastmoor Avenue (approved) – 95 apartment units/acre
- 165 Pierce Street (built) – 84 apartment units/acre
- 1590 Bryant Street (approved) – 77 apartment units/acre
- 88 Hillside Blvd (built) – 52 apartments units/acre

The primary factor which has resulted in much taller buildings on the subject site is the site's steep topography and the financial realities of grading the site to make any development possible. As the Planning Commission may be aware, the project initially approved in 2004 had significant grading costs and potentially required underpinning the adjacent cemetery to south. At the time, the previous applicant communicated to the staff that the underpinning solution was both too costly and would likely not receive approval from the cemetery for other reasons. In 2009, the previous applicant gained Design Review Committee approval for a modified site plan which reduced grading, but ultimately was determined by the current applicant to be infeasible due to grading costs.

The current applicant has asserted that construction of both the residential and hotel uses in a manner acceptable to the City is only feasible by further reducing grading, increasing unit count and density, and therefore increasing building height.

In terms of increased unit count, the existing zoning presently permits 200 units, *before density bonus is applied*. By complying with the City's Affordable Housing Ordinance, the applicant would, pursuant to State density bonus law, be permitted to receive a 15 percent density bonus, making the project eligible to construct 30 additional units or 230 units total. In considering the General Plan amendment request, the Planning Commission should consider the existing level of entitlement applicable to the site together with the allowance of a density bonus, which is both legally required and supposed by General Plan Policy LU-4, which encourages regulatory incentives for developers to construct higher-density mixed-use development in locations within close proximity to public transit.

Furthermore the project is transit-proximate and has proposed providing a shuttle service in the morning and evening commute hours to increase access by building occupants to transit. Situated 4.0, 1.2, and 2.4 miles from the Daly City, Colma, and South San Francisco BART Stations, respectively, the project would be constructed across the street from a regional shopping center at which exists a major Sam Trans transit hub (serving seven bus routes) which also provides connections to the Daly City, Colma, and South San Francisco BART Stations, and other intercommunity destinations.

The City Council should also be aware that the subject site is described in the City's adopted Housing Element as permitting up to 200 dwelling units. Because the present zoning for the site permits 200 units without the need for further discretionary review, these units were counted toward demonstrating the City's ability to fulfill its Regional Housing Need Allocation in 2015. Any decrease to the number of the allowed units would require the identification of a replacement housing site in the Housing Element in a quantity equal to the decreased number of units.

- ***Laura Foote Clark, representing YIMBY Action, stated that she understood the concerns about parking, but for her the daily issue was where her generation was going to live. She stated that the average home value in Daly City is currently under \$1 million, but that is out of reach for her. She stated the traffic comes from not building housing near jobs. She stated that the whole Bay Area has chronically under-built housing for decades and that the future of our cities is housing.***

Subdivision Requirements

Pursuant to Section 66474 of the Subdivision Map Act, a legislative body of a city or county may approve a subdivision 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 site has a split designation Residential – High Density and Commercial – Retail Office on two newly created lots of 4.76 acres and 1.30 acres respectfully. The General Plan currently allows for maximum density of 50 dwelling units per acre. The project proposes a density of 59 dwelling units per acre for 281 dwelling units (68 dwellings units per acre for 323 condominiums if the Density Bonus request is approved). General Plan designation Residential – High Density allows up to 50 dwellings per acre. A General Plan reclassification of the residential lot from Residential – High Density to Residential – Very High Density, which allows more than 50 dwelling units per acre, renders the proposed project consistent with the R-VHD/C-RO General Plan Designation.
2. The site must be physically suitable for the type and density of the proposed subdivision.
 - The subject site is situated between Gellert and Callan Boulevards to the east and west respectively. This area is characterized by a mixture of retail, commercial, and residential uses. Given the size and shape of the subject property, together with the significant concentration of retail and commercial use and nearby high density residential use, a high density development consisting of 323 condominium units and a 176-room hotel is considered a compatible land use on the subject property.
3. The design of the proposed subdivision or improvements must not cause substantial environmental damage or injure fish or wildlife or their habitat.
 - The FEIR prepared for the project found that the identified environmental impacts associated with the project are either mitigatable or “significant and unavoidable.” The FEIR Mitigation Monitoring and Reporting Program (MMRP) includes mitigation measures for impacts related to air quality, biological resources, cultural resources, geology and soils, hazards and hazardous materials, noise and transportation. The MMRP identifies mitigation measures required to protect nesting birds on and adjacent to the project site.
4. The design of the proposed subdivision must not cause serious public health problems.
 - The proposed project consists of three residential structures totaling 323 condominiums and a separate 176 room hotel, all of which will be subject to Building Code requirements that set forth minimum safety standards for new construction. Other City and State regulations will assure that public health is not at risk.

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.
 - Access to the proposed new lots and utilities for the lots would be available from existing adjacent roads. No structures of any kind will be built over the property lines. Where necessary, permits for utility connections for the newly created lots would be obtained from the City of Daly City.

Use Permit

The applicant is required to obtain a use permit pursuant to Chapter 17.37 – Condominiums and Condominium Conversions, which requires the permit for any condominium project. Prior to the approval of the permit, the Zoning Ordinance requires the City Council to make the following findings:

1. The condominium project will not have a detrimental effect on sound community planning, the economic, ecological, cultural and aesthetic qualities of the community, and on public health, safety and general welfare;
2. The overall impact on schools, parks, utilities, neighborhood streets, traffic, parking and other community facilities and resources will not be detrimental;
3. That tenants over the twelve months preceding the filing of any application required for a conversion shall not have been encouraged to vacate in order to bring about the conversion.

For reasons discussed in this staff report, staff is recommending that the Council adopt the first two findings. The applicant has not applied to convert any existing apartment to a condominium and therefore the third finding does not apply.

Design Review

In designing the building, the project architect has mirrored the verticality of the natural topography utilizing the steep hillside for limited backdrop to help frame the four multi-story structures that sit on top of a four-story parking structure. The footprints of all four buildings are proportionally narrow in depth and are sited in line formation consistent with the linear shape of the lot. The visual benefit from the narrow east and west facades are however limited and would be primarily perceived from the east and west. The most visually prominent façade of the four proposed structures would be viewed from the north, from the Serramonte Center. The size and magnitude of all four structures together on a previously vacant hillside would dominate the view shed looking east or particularly while exiting the Serramonte Center on to Serramonte Boulevard. The structures are sited at the foot of the hill and follow the grade of Serramonte Boulevard. The relative elevations of the structures are similar to the peak elevations of the hillside to the east. The hillside would therefore provide some back drop to the four structures and partially screen them from the abutting Chinese Cemetery to the east. According to site drawings and elevations, maximum hillside elevations and maximum building elevations would be similar and therefore compatible.

Residential (Buildings A, B and C). The architecture of three residential structures and one commercial structure would be of similar modern design and geometry. The proposed color scheme can be considered monotone, mostly white and some gray. They are all to be constructed on top of a four level parking podium that is designed be to open and transparent with diagonal support members creating corners at angles other than 90 degrees.

The top of the podium referred to by the Applicant as the “Terrace” level would function as a community outdoor open space accessible from amenity spaces, including a lobby lounge, business center, meeting rooms and bathrooms, on the first floors of each residential structure. The second floor of the residential buildings is considered the physical fitness level. Residential units begin at the third level of each of the three residential structures. Residential structures Building A, Building B, and Building C would rise 17, 14 and 14 stories from the terrace levels, respectively.

The façade of all three residential structures is articulated nearly entirely by its window openings. The glazing of these openings would vary in size and depth creating a visual interruption of any conceptual continuity of vertical and horizontal structural façade lines. Façade glazing includes recessed glass doors to outdoor balconies, slightly recessed separately framed windows and non-recessed floor to ceiling unframed windows which span horizontally across multiple window bays. The façade therefore is defined by varying window sizing and placement that results in a façade that is visually less straight and clean as is often described as a feature of modern architecture.

Hotel (Building D). The proposed hotel is undistinguished from residential buildings A, B, and C. The proposed hotel design is architecturally identical to residential building design. The proposed color scheme of the hotel would match the monotone white of the residential buildings. The hotel garage parking entrance is across from the parking garage entrance to Building C on parking level 4 (P4). Parking Level 1 (P1) for the hotel is across from and on the same level as P4 for the Building C.

The roof of P4 of the hotel provides the podium for the proposed hotel. The podium or “Terrace” level of the hotel houses the amenity areas and the mechanical rooms. The outdoor area of the podium is identified on the plan set as the “outdoor podium area”. Level 2 of the hotel would house the physical fitness room and levels 3 through 12 would house the hotel guest rooms.

- ***Commissioner Edelman stated that what struck him about the building design was the lack of visual symmetry with the hotel tower being so much higher than the other structures. He said he thought the hotel was an eyesore being so tall and didn’t have visual creativity, and that although he understood taller buildings had been previously approved for the site that the visual creativity could be improved upon. He added that he did like the use of a narrow footprint and that the building design was thoughtful to not cut as much into the hillside.***
- ***Commissioner DiGiovanni expressed concern about the height of the buildings in relationship to the adjacent area. She furthermore expressed concern about the building design and stated that the building would be Daly City’s skyline because the project indicated the highest point in Daly City.***

- ***Commissioner DiGiovanni expressed concerns about the set back of the hotel building from Serramonte Boulevard. Staff responded that the setback had been purposefully reduced so as to minimize grading into the adjacent hillside to the south.***
- ***Albert Costa, the applicant, stated that the building does provide design interest and articulation, providing shadows and relief. He said the form of the building was a cradle, elevated off the public open space with amenities below. Ribbons on the building, he said, give it additional interest, as did greenery to provide softening. He added that the use of whites and grays make the building brighter and more appealing.***

Density Bonus Request

The applicant has requested a density bonus under the State Density Bonus Law (the “Density Bonus Law”), California Government Code § 65915 *et seq.*, and has requested that the Planned Development zoning, while allowing a 323 *total* unit count, reflect the provision of 281 *base* units, plus 15 percent *density bonus* units. Compliance with the City’s Affordable Housing Ordinance as described below qualifies the applicant for a 15 percent density bonus. Factoring the 15 percent bonus, 42 “density bonus units” would be permitted in addition to the 281 base units, for a total of 323 condominiums. In some circumstances, qualification for density bonus units qualifies the applicant to also receive development concessions, such as deviations to the City’s normal regulations pertaining to building height, lot coverage, and similar regulations. Concessions for the subject project are not however necessary due the ability for the City to approve amendments to the existing Planned Development zoning reflecting development standards acceptable to the City.

Affordable Housing Plan

The City’s Affordable Housing Ordinance requires that developers submit an Affordable Housing Plan (AHP). The Ordinance further requires that 20 percent of all ownership dwelling units within a proposed development be affordable to households at or below 120 percent of the area median income for San Mateo County. The subject development would thus be obligated to provide 56.2 affordable units (20 percent of the 281 base dwelling units). The applicant has submitted an AHP that proposes to build 56 affordable units within the project and pay an estimated fractional housing impact fee of \$39,113. The calculation of the estimated housing impact fee is outlined in the attached AHP. The final housing impact fee due to the City will be based on the actual square footage of the living area of all dwelling units in the project and the adopted impact fees at the time of building permits issuance. The fee will be determined and paid prior to the issuance of building permits. The City Manager has determined that the affordable housing plan meets the intent of the Ordinance and has accepted the plan. Prior to construction, the applicant will enter into an affordable housing agreement with the City that will provide details on the payment of impact fee and the sale of the Affordable Units.

The City Council should be aware that the project is intended to be a for-sale condominium development. However, depending on market conditions when construction is completed, the applicant may opt to rent out the condominium units instead of sell them, possibly on a temporary basis. The applicant has therefore received approval for the for-sale variant (the “For-Sale

Variant”) described above and a rental variant (the “Rental Variant”) of the project, based on 281 base units. The Rental Variant would provide 42 units (15 percent of 281) affordable to lower-income affordable units plus an estimated fractional impact fee of \$39,113. In both variants, the affordable units will be distributed throughout the project and will be in proportion to the unit bedroom counts for the development as a whole. Although there are many variables which could change between the current approval process and construction, staff estimates that the above affordability requirements would result in a \$489,000 purchase price for a two-bedroom condominium and a monthly \$1,598 for a two bedroom rental unit.

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 Serramonte Views project (see Attachment H – Final Environmental Impact Report). The FEIR incorporates the Draft EIR (DEIR), which the City made available for public review from January 24, 2018 through March 12, 2018. 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 the California Department of Transportation, the City/County Association of Governments (C/CAG) of San Mateo County, the Town of Colma Planning Department, Betty Shepard, Cathy Pantazy, George Rodriguez, Aislinn De Leon, Marian Seiki, Nadine Baroudi Salame, and Lacey Bastian. These comments are contained within the FEIR Appendix H: Comments on the Draft EIR.

For easy reference, a comprehensive list of the project’s environmental impacts is provided in FEIR Appendix I: Mitigation Monitoring and Reporting Program (MMRP), which reflects an analysis of impacts and mitigation measures included in the FEIR. The Planned Development zoning incorporates the provisions of the MMRP by reference.

As identified in the MMRP, the applicant will be required to implement a number of mitigation measures over the project build-out, including those for air quality, biological resources, cultural resources, geology and soils, hazards and hazardous materials, noise and transportation. One of the mitigation measures is a transportation mitigation that requires the applicant to pay a fair share contribution toward the construction of a new traffic signal at the intersection of the Highway 1 northbound off-ramp and Serramonte Boulevard, which is currently operating at a deficient level of service without the project. Staff anticipates that this signal’s construction will be necessary within 10 years of the project’s construction.

Also, as indicated in the FEIR, the project would add traffic constituting more than one percent of capacity to the I-280 southbound weaving segment between Highway 1 and Serramonte Boulevard, which would operate at a deficient level of service even without the project. This traffic contribution is however considered a significant impact. Caltrans is planning to implement improvements on the weaving section on I-280 southbound between the SR 1 northbound off-ramp and the Serramonte Boulevard off-ramp and construction of these improvements would likely reduce the proposed project’s impact to less than significant. However, because the freeway is under Caltrans’ jurisdiction, the implementation and timing of the improvements to the affected segment are not under the City’s control. Therefore, the impact would remain “significant and

unavoidable.” Such a “significant and unavoidable” impact is permissible under CEQA provided the City Council adopts a Statement of Overriding Considerations related to it. The Statement of Overriding Considerations will be included in the City Council resolution certifying the FEIR for the project.

- *Commissioner Satorre stated that that parking and traffic issues related to the project could be solved. He said that at issue however is the ecological preservation and environmental implications of the project. He asked how many trees would be felled, how many tons of soil would be removed, and how many tons of cement would be poured. He asked how the project would affect the peripheral area and what happened to the previously approved project. He stated that if the project was only for profit that the Planning Commission should not approve it.*
- *Commissioner Satorre stated that there should be an alternative to the project site, such as Serra Bowl or near BART, and that more alternatives needed to be generated. He noted the project’s proximity to the Chinese cemetery and said that if there was heavy runoff from the cemetery that this rain water would enter the subject site. Albert Costa responded that the soils test prepared for the hillside revealed that the toe of the hillside was loose fill soil, which is the reason why the project is designed with a small footprint pulled forward to the street. He added that the project would excavate 280,000 cubic yards of soil, some which would be used as fill, but that the original project would have created significantly more soil excavation. Mark Loper added that the Final Environmental Impact Report prepared for the project addresses dewatering and the project, as evaluated, would have a less than significant impact under CEQA.*
- *Commissioner Satorre stated that CEQA Guidelines specifically state that the EIR include a No Project Alternative. He questioned the profitability of the previous project versus the current project. Mark Loper stated that the project would not be built if the previously project approved was maintained due to significant construction and excavation costs associated with the previous project. He stated that the previous project cannot be built or financed.*
- *Commissioner Edelman expressed concern about traffic, especially during holidays, where Interstate 280 merges onto Serramonte Boulevard. He stated that he thought this creates a dangerous situation until something changes.*
- *Commissioner DiGiovanni expressed concern that the traffic analysis was performed in January 2017 and since that time Serramonte Shopping Center has undergone changes and the fact that there are significant unavoidable impacts related to interstate 280 is a concern to her because the center will still be going through more changes as it develops. Mark Loper answered that California environmental law recognizes that development projects take a long time to complete and that instead of requiring applicants to reproduce studies that the project impacts are evaluated at the time the application is submitted. Will Burns from David J. Powers, the environmental consultant who prepared the*

Environmental Impact Report, added that January 2017 is consistent with the circulation of the Notice of Preparation of the Environmental Impact Report for the project.

- Will Burns responded that the intersections adjacent to the project site and the shopping center would operate at acceptable levels of service. He added that the project traffic study included a cumulative analysis that looked at what is going to be added at the shopping center, He said that the shopping center traffic in combination with the project traffic would be within the City's acceptable Level of Service standard which is uniformly applied across many jurisdictions.*
- Commissioner DiGiovanni asked if there was a guarantee that there would be a shuttle included in the project. Staff added that the Planning Commission could forward the project to the City Council with the recommendations that it should add a Condition of Approval requiring the shuttle. Staff added that the shuttle is something to which the applicant has made a commitment and has been made a factor in the parking analysis and to some extent the traffic analysis.*
- Commissioner DiGiovanni asked if the Level of Service related to Interstate 280 was already low. Will Burns stated that the project would mitigate its impacts to the intersection adjacent to the off-ramp from northbound Highway One onto Serramonte Boulevard. He added that the weaving impact in Interstate 280 was a significant but unavoidable impact, but that this was not an unusual condition in a larger Bay Area.*
- Commissioner Satorre requested that it be in the public record that he detests of the kind of letter written by the Town of Colma concerning the project.*
- Cathy Pantazy, resident of 75 Castillejo Drive, asked the Planning Commission to not approve the project. She suggested that the City is ignoring crucial parts of the Environmental Impact Report prepared for the project to sacrifice the environmental safety of residents in order to build the project. She expressed concerns about the Statement of Overriding Considerations that would be necessary to approve the project. She said that the City is ignoring concerns expressed by C/CAG, the Town of Colma, and Caltrans. She stated that the City determined that the environmentally superior alternative is the reduced development alternative but that the City had no intention of actually utilizing this reduced development alternative.*
- Richard Klapp, resident at 837 St. Francis Boulevard, stated that all of the arguments being made about traffic and congestion are accurate. He suggested the Planning Commission visit Serramonte Shopping Center on the weekend. He stated the Crestview Estates project created a situation of no parking on his street and that the paved path associate with the project was problematic with regard to parking. He stated that the proposed project was one of the worst ideas he'd ever heard of and would be a mess.*

- ***Gary Rodriguez expressed concerns about traffic congestion and tree loss. He expressed doubt that it would be a beautiful project and stated that there would be 10 cars for every unit.***

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 building.

<i>Utility</i>	<i>Provider</i>
Water, Sanitary Sewers, Storm Drains	City of Daly City
Gas & Electric	PG&E
Telephone	AT&T
Cable Television	Wave Cable Services and/or Comcast
Fire/Police Protection	City of Daly City

Fiscal Analysis

The proposed project consists of 323 condominiums in three high rise residential buildings and 176-room hotel in a fourth building. Prior to project completion, the project applicant will be required to pay park in-lieu fees, building permit, plan check, and AB 1600 fees to the City. Upon sale of the residential condominiums, the future owners will pay property tax to the County, a portion of which is distributed to the City. The City would also benefit from transient occupancy tax once the hotel component of the project is complete. The construction of the residential and hotel project would add an incremental demand for City services. Per the Parkland Dedications Ordinance, park in-lieu fees would be required of the condominium subdivision for park or recreational purposes.

Findings

Staff recommends that the City council adopt findings that, as conditioned, the proposed General Plan Amendment GPA-9-14-9640, Planned Development PD-9-14-9637, Major Subdivision SUB-9-14-9643, Use Permit UPR-1-18-13248, and Design Review DR-9-14-9644 are in compliance with Title 17 (Zoning) of the Daly City Municipal Code. Approval of the proposed project will not be detrimental to the health, safety, morals, comfort and general welfare of persons residing or working in the vicinity. The proposed project would not be injurious or detrimental to property and improvements in the neighborhood or result in substantial environmental damage or disturbance, given the mitigation measures outlined in the Mitigation Monitoring and Reporting Program. The recommended findings are as follows:

1. In accordance with Title 17 of the Daly City Municipal Code, as well as applicable State zoning enabling legislation, the City Council conducted a public hearing on November 26, 2018. Notice of said hearing was by newspaper publication on November 11, 2018, posting and first class mailing to property owners within 300 feet;

2. As amended, the proposed residential buildings and hotel are consistent with the Daly City General Plan, which designates the project site as both Residential – Very High Density and Commercial – Retail and Office. While no amendment is required for Commercial — Retail Office designation, which pertains to areas including the Serramonte Shopping Center directly across from the subject site, and amendment from Residential – High Density to Residential – Very High Density is justified as City intends to pair nearby intensified retail and restaurant activity with very high density residential uses and the proposed density is consistent with other approved and constructed development in Daly City. The project is furthermore transit-proximate and has proposed providing a shuttle service in the morning and evening commute hours to increase access by building occupants to transit. Situated 4.0, 1.2, and 2.4 miles from the Daly City, Colma, and South San Francisco BART Stations, respectively, the project would be constructed across the street from a regional shopping center at which exists a major Sam Trans transit hub (serving seven bus routes) which also provides connections to the Daly City, Colma, and South San Francisco BART Stations, and other intercommunity destinations;
3. The subject site is situated between Gellert and Callan Boulevards to the east and west respectively. This area is characterized by a mixture of retail, commercial, and residential uses. Given the size and shape of the subject property, together with the significant concentration of retail and commercial use and nearby high density residential use, a high density development consisting of 323 condominium units and a 176-room hotel is considered a compatible land use on the subject property;
4. The FEIR prepared for the project found that the identified environmental impacts associated with the project are either mitigatable or “significant and unavoidable.” The FEIR Mitigation Monitoring and Reporting Program includes mitigation measures for impacts related to air quality, biological resources, cultural resources, geology and soils, hazards and hazardous materials, noise and transportation;
5. Access to the proposed new lots and utilities for the lots would be available from existing adjacent roads. No structures of any kind will be built over the property lines. Where necessary, permits for utility connections for the newly created lots would be obtained from the City of Daly City;
6. The quantity and location of on-site parking spaces was evaluated in a parking analysis prepared by qualified parking design consultant using analyses supported by field surveys of actual parking demands for similar projects in other Peninsula communities. The analysis determined that the project provides ample parking spaces for the condominium residents and hotel guests, and the proposed intensity of uses would not conflict with the adjacent uses insofar as parking was concerned;
7. The proposed residential buildings comply with the open space requirements of the Zoning Ordinance, exceeding the minimum open space requirement of 150 square feet per unit mandated by the Zoning Ordinance by providing a total of 50,067 square feet of open space where 48,450 square feet is required;

8. The proposed condominiums project will not have a detrimental effect on sound community planning, the economic, ecological, cultural and aesthetic qualities of the community, and on public health, safety and general welfare. Furthermore, the overall impact on schools, parks, utilities, neighborhood streets, traffic, parking and other community facilities and resources will not be detrimental;
9. General architectural considerations have been incorporated in order to ensure the compatibility of this development with its design concept. These considerations include, but are not limited to, the character, scale and quality of the design, the architectural relationship with the site, building materials, and colors;
10. The subject site is within a short walk of the Serramonte Shopping Center directly across Serramonte Boulevard and the Gellert Marketplace Shopping Center at the intersection of Serramonte Shopping Center and Gellert. This area is characterized by a mixture of large scale retail commercial and high density residential use. Given the size and shape of the subject property, together with adjacent land uses, a high density development consisting of 323 dwelling units and a hotel can be considered as the highest and best use of the subject property;
11. The Final Environmental Impact Report prepared for the project found that the identified environmental impacts associated with the project are either mitigatable or “significant and unavoidable.” The FEIR Mitigation Monitoring and Reporting Program (MMRP) includes mitigation measures for impacts related to air quality, biological resources, cultural resources, geology and soils, hazards and hazardous materials, noise and transportation. The MMRP identifies mitigation measures required to protect nesting birds on and adjacent to the project site;
12. The proposed project consists of 323 dwelling units and 176-room hotel, all of which will be subject to Building Code requirements that set forth minimum safety standards for new construction. Other City and State regulations will assure that public health is not at risk;
13. Access to the proposed new lots and lots and utilities for the lots would be available from existing adjacent roads. No structures of any kind would be built over the property lines. Where necessary, permits for utility connections for the newly created lots would be obtained from the City of Daly City; and
14. The project would minimize the risk to existing public improvements and adjacent private property by providing controlled stormwater runoff from the site to City facilities in full compliance with Order R-2 NPDES Permit No. CAS612008 and Order No. 2010-0014-DWQ, NPDES No. CAS000002, the statewide National Pollutant Discharge Elimination System (NPDES) General Construction Activity Storm Water Permit.

Conditions of Approval

Staff recommends approval of General Plan Amendment GPA-9-14-9640 Planned Development PD-9-14-9637 (amendment to existing PD-57), Subdivision SUB-9-14-9643, Use Permit UPR-1-18-13248, and Design Review DR-9-14-9644, 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 and on-going operations.

A. DEPARTMENT OF ECONOMIC AND COMMUNITY DEVELOPMENT

General

1. The project shall be valid only in conjunction with detailed plans submitted with this project. Any modifications required, due to the Conditions of Approval, and minor changes to the plan, must be reviewed and approved by the Planning Division prior to the change. Major site or architectural modifications – including reductions to the approved number of hotel rooms by greater than 10 percent of the number of rooms permitted herein – 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. Any map recorded for the project shall incorporate a perpetual access easement for vehicular and pedestrian purposes on the residential parcel to benefit the hotel parcel. The size and shape of the easement area shall correspond to and implement the approved site plan.
4. The subdivision approval granted herein shall replace Major Subdivision SUB01-2 in its entirety. Major Subdivision SUB01-2 and any design review approval granted and related thereto shall be null and void, and of no effect whatsoever.
5. The design review approval granted herein shall be valid for a period of one year. If map recordation has not occurred or building permits have not been issued within this timeframe, the applicant shall apply for a time extension.
6. Any map recorded for the project shall incorporate an access (vehicular and pedestrian) easement on the residential parcel to benefit the hotel parcel.
7. The applicant will be required to pay park-in-lieu fees, in compliance with DCMC Chapter 16.30 Parkland Dedications. Per DCMC Section 16.30.040. Per DCMC Section 16.30.090, in-lieu fees are required to be paid to the City of Daly City, prior to approval of the Final Map. The project is subject to full compliance with DCMC Chapter 16.30 Parkland Dedications.
8. Prior to the issuance of a building permit, the applicant shall enter into an Affordable Housing Agreement with the City, identifying the dedication of units or payment of fees consistent with the approved Affordable Housing Plan approved on June 20, 2018. The Agreement shall be recorded against the property prior to building permit issuance. The

Agreement shall be in effect in perpetuity and the Agreement shall so stipulate. Failure to abide to the Agreement may result in code enforcement action by the City.

9. Prior to the issuance of a building permit for the project, the applicant shall enter into the density bonus agreement with the City, in a form prescribed by the City. The density bonus agreement will run with the land, be binding upon successors in interest, and be recorded with the county recorder.

Project Phasing

10. Grading for the hotel parcel shall be undertaken and completed concurrent with the grading for the residential parcel. To ensure this is achieved, any grading permit issued for the residential parcel shall include grading for the hotel parcel.
11. Retaining wall construction for the residential parcel shall be undertaken and completed concurrent with the retaining wall construction for the hotel parcel. To ensure this is achieved, any building permit issued for retaining wall construction on the project site shall include retaining wall construction on both the residential and hotel parcels. The applicant shall construct retaining walls on both parcels simultaneously and such walls shall be inspected by the Building Division in a similar fashion. No final inspection shall occur for the walls on the residential parcel until the walls on the hotel parcel have been constructed and have received final inspection.
12. Utility construction for the residential parcel shall be undertaken and completed concurrent with the utility construction for the hotel parcel. To ensure this is achieved, any site improvement permits issued for the residential parcel shall include the design of utility stubs in a quantity, quality, and location determined acceptable by the City Engineer for the hotel parcel.
13. At the conclusion of site work on the hotel site, the applicant shall install a vinyl clad chain link fence at the hotel parcel perimeter and shall install hydro seed at all graded portions of the parcel upslope of the parcel's retaining wall. This requirement shall be removed if the applicant has received a building permit for hotel construction on the hotel parcel and construction has commenced.

Site Design

14. All retaining walls visible from the public right-of-way shall receive design enhancements such as split face block, decorative shotcrete, or similar architectural grade materials. The details for such wall work shall be provided at the time of building permit for any of the approved buildings on the site. All other fencing on the project site shall be galvanized vinyl-clad chain link, dark green or black. The applicant shall work with the Planning Division staff to ensure that any proposed perimeter fencing is visually unobtrusive to the surrounding area and project neighbors.

15. The applicants shall fully improve and landscape the public right-of-way. This shall include installing street-lights, in quantity and design required by the Public Works Department, and providing street trees along Serramonte Boulevard on both sides of the entryway. The street tree placement and sidewalk design shall be consistent with the approved plan set for the project.
16. Street trees shall be installed twenty feet on center, sized as 24-inch box, receive triple staking at installation, and receive establishment irrigation. The tree staking and establishment irrigation shall be identified in building plans submitted for a building permit. All irrigation shall be tied to the building's water system and maintenance of the street trees shall be Property Owner's responsibility.
17. All street trees shall receive decorative tree grates shall be consistent with the approved plan set and approved by the Planning and Engineering Divisions.
18. Backflow preventers shall be concealed and/or screened from public view to the satisfaction of the Daly City Community and Economic Development Director prior to issuance of building permit.

Building Design

19. The parking garage walls adjacent to Serramonte Boulevard shall receive graphic or sculptured artwork, and shall reflect Daly City's community values and/or characteristics. The design of such walls shall be approved by the Design Review Committee prior to building permit issuance.
20. All windows in either the condominium or hotel buildings shall be dark-colored aluminum, as depicted in the architectural drawings proposed by the project. Vinyl windows shall not be permitted.
21. Any exposed metal materials used in construction shall be galvanized.
22. 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.
23. 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.
24. All stucco applications to the building shall be medium dash stucco finish and this requirement shall be detailed on all construction drawings submitted to the Building Division for review.

25. 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 complementary to the building design.

Landscaping

26. All landscaping shall be installed, inspected and approved prior to the issuance of occupancy permits.
27. All trees adjacent to the City sidewalk shall be box-specimen and shall provide a root-barrier acceptable to the City.
28. The landscape plan shall identify an excavation plan for all screen-trees which provide a sufficient trench allowing for root expansion, as determined by the City. Tree trenches shall be inspected by the City for size prior to tree installation.
29. The applicant shall provide long-term irrigation to all trees, shrubs, and groundcover.
30. The applicant shall triple-stake all trees and this staking shall be subject to initial inspection by the City. Trees shall remain triple-stake through the establishment period and tree staking shall be subject to the annual inspection identified above.
31. The property owner shall enter into a Maintenance Agreement with the City of Daly City to ensure long-term maintenance and servicing by the Property Owner of stormwater site design and treatment control measures according to the approved Maintenance Plan.
32. Prior to the issuance of building permits, a detailed landscape and irrigation plan shall be submitted for review by the Planning Division, which shall comply with DCMC Chapter 17.41 Water Conservation in Landscaping. New landscaping required for the project shall incorporate Bay Area Friendly species that are drought tolerant and the irrigation systems shall incorporate water efficiency measures. Alternative plant and tree species may be approved by the Planning Division if it can be shown they would be more appropriate for the site.

Operational Requirements

33. The applicant, HOA, and hotel operator shall continually coordinate with Republic Services to develop and maintain an effective refuse management program and service schedule for the proposed condominiums and hotel.
34. The applicant shall submit a parking management plan to the Planning Division prior to final building inspection and shall manage the development consistent with the plan.
35. The applicant shall install 19 Level 2 electric vehicle charges distributed throughout the four level parking structure, as specified in the project plans, and provide in the HOA bylaws that the HOA provide regular maintenance of such chargers.

36. Building exteriors shall remain in good repair and visually consistent with the approved plans. The HOA bylaws shall establish specific regulations for window replacements consistent with the approved building exterior.

Homeowners Association and CC&R Requirements

37. The applicant shall establish a Homeowners' Association (HOA) for the purpose of landscape maintenance within any easement areas created, any retaining walls required to be built as part of new development, permanently installed stormwater treatment systems, park lift system, and any infrastructure related to the respective systems. The HOA membership shall consist of all residential lot owners. The HOA shall be professionally managed and the HOA bylaws and initial annual operating budget shall be reviewed and approved by the Planning Division/City Attorney's Office prior to submittal to the California Department of Real Estate.
38. Prior to the recordation of a Final Map, the developer shall submit a maintenance plan, which clearly specifies methods and standards for performance of common responsibilities and maintenance for all common areas (including park lift) and equipment and fees to be assessed for such purposes. The maintenance plan shall include a budget acceptable to the City for major repairs and extraordinary expenses, and shall be incorporated into HOA bylaws.
39. The applicant shall submit to the City Attorney, for review and approval, a copy of the covenants, conditions, and restrictions (CC&Rs) that will apply to the development prior to recordation of the Final Map. The CC&Rs shall clearly indicate that parking spaces within the parking garage shall not be used for storage of any kind and must remain a parking area in perpetuity.
40. The HOA shall enter into a Maintenance Agreement with the City of Daly City to ensure long-term maintenance and servicing by the Property Owner of stormwater site design and treatment control measures according the approved Maintenance Plan.
41. Should the condominium development occur prior to the hotel development, the applicant shall disclose to all condominium purchasers the zoning allowance of a 176-room hotel on the adjacent 1.30-acre parcel. The disclosure shall be in a form acceptable to the City.

Stormwater Treatment

42. 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.

43. 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.
44. 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.
45. The applicant shall enter into a 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 the approved Operation and Maintenance Plan.
46. 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.

Site Maintenance

47. The site shall be maintained in a safe, sanitary, and litter free condition at all times.
48. No outside storage shall be allowed, except in the approved trash enclosure area.
49. Doors to the trash enclosure area shall be kept closed except when necessary to dispose of trash or to store material to be recycled.
50. All sidewalks, walkways, driveways, parking lot facilities, and easements within and adjacent to the property, including weeds. The requirement shall not apply to adjacent State-owned highway.
51. Garbage storage areas are to be kept sanitary and free of litter and debris.

B. BUILDING DIVISION

52. Buildings shall be constructed to a higher degree of construction of Type 1A.
53. Applicant shall provide allowable building area calculation based on the type of construction for which the building will be constructed.
54. The applicant shall maintain all vertical and horizontal clearances for structures required by Pacific Gas and Electric Company (PGE) located on the adjacent overhead utilities. Evidence of PGE review the proposed building shall be supplied to the City at the time of building permit application submittal.

55. Upon submittal for building permit, the applicant shall provide an acoustical analysis report that shows topographical relationships of noise sources and dwelling sites, identification of noise sources and their characteristics, predicted noise spectra, and levels at the exterior of the proposed dwelling structure considering present and future land usage, basis for the prediction, noise attenuation measures to be applied, and an analysis of the noise insulation effectiveness of the proposed construction showing that the prescribed interior noise level requirements are met.

56. Construction hours will be limited to 8:00 a.m. to 5:00 p.m. Mondays through Fridays and construction on weekends and holidays shall be prohibited.

C. ENGINEERING DIVISION

57. All improvements, including the on- and off-site improvements required to serve both phase 1 and phase 2 of the project, and all public service and utility facilities required to serve both phase 1 and phase 2 of the project, shall be completed by the applicant, or shall be incorporated into a development agreement before issuance of a building permit and/or approval of the final map.

58. 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 Standard Specifications and Drawings.

59. The applicant shall comply with the 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.

60. Securities for all improvements, and applicable fees and charges, shall be submitted with any building permits, or submission of the development agreement for approval. The applicant shall obtain all required permits before commencing work. All 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.

61. 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 extensions of the City's sewer, water, storm drain, safety lighting, landscaping, and other public service facilities.

62. 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.

63. All utility services shall be underground. Said improvements shall conform to Daly City and affected Agency's standards.
64. 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.
65. The project's electrical transformer shall not be installed within the public right-of-way.
66. All improvements shall be completed and functioning and as-built record plans in photo-mylar reproducible (24"x36") and electronic files (to City AutoCAD Standards) of all improvements shall be submitted in a form acceptable to the City, and a letter of compliance from the Engineer of Record certifying that all public improvements have been installed and inspected by the EOR per approved plans and as designed are required, before any occupancy permit is issued or public service improvements are accepted by the City for maintenance.
67. 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 rainy season (September 30 to April 15) 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.
68. 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.
69. Additional Right-Of-Way dedications/easements may be required for public improvements located on private property.
70. 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.

Site

71. The applicant shall replace/install monolithic curb, gutter, and sidewalk over the entire frontage of the development (including both phase 1 and phase 2) to the nearest expansion joints or score lines. The improvements shall be ADA compliant and to current City Standards.
72. The applicant shall resurface existing street frontage pavements (including both phase 1 and phase 2) up to the existing median with a minimum of two inches of new AC or as directed by the City Engineer.

73. 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.
74. 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 as requested by the City inspector during construction.
75. All proposed landscaping and street trees shall be maintained by the HOA or property owner in perpetuity. Irrigation shall be tied-to and maintained by the HOA or property owner.
76. Retaining walls shall not be constructed within the public right-of-way or within public easements. Any retaining wall supporting or adjoining a City Street or emergency access easement shall be designed for a useful service life of no less than 100 years. Retaining walls adjacent to any public street right of way or emergency access easement shall require a deed restriction on the property requiring immediate repairs and property maintenance of soil retaining structures at all times and authorizing the City to undertake any required corrective work at the HOA or property owners full cost. Retaining walls and other grading improvements shall be designed with adequate consideration and provisions for easy future maintenance.
77. Republic Services shall review and approve the circulation route for their solid waste collection services vehicles. A copy of the solid waste collection plan and Republic Services' approval shall be provided to Engineering prior to issuance of any permit.
78. The applicant shall submit the project plans to Samtrans for review and approval. A copy of Samtrans' approval shall be provided to Engineering prior to issuance of any permit.

Grading

79. 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.
80. A Grading and Construction Operation plan shall be submitted by the subdivider for review and approval by the City Engineer prior to issuance of any permits. The Grading and Construction Operation plan shall address truck traffic, issues regarding dust, noise, and vehicular and pedestrian safety, storage of construction materials, placement of sanitary facilities, parking for construction vehicles, and parking for construction personnel.
81. A Subdivision Improvement Plan which includes an Erosion and Sedimentation Control plan shall be submitted for review and approval by the City Engineer prior to commencement of any improvement work. This plans shall conform to all standards

adopted by the City of Daly City and shall comply with all appropriate requirements of the City's NPDES Permit relative to grading and sediment erosion control.

82. 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.
83. The applicant shall provide fail-safe conditions for catastrophic events such as 100-year storms, seismic events, system overflows or failures. Drainage swales shall be provided at the top, intermediate and bottom of slopes and embankments to prevent erosion and degradation of slopes. The project geotechnical report shall include appropriate recommendations regarding the protection of existing and proposed slopes.

Street Lights

84. The applicant shall provide street lighting system layout in the Serramonte Boulevard right-of-way per City standards in a quantity and design to the satisfaction of the City Engineer. Street lights shall be LED or other City approved high efficiency street light. All lighting shall be designed to minimize glare onto adjacent properties.

Storm Water/Utility

85. All stormwater detention, stormwater treatment, or other stormwater BMP improvements shall be located outside of the public right-of-way and maintained by the HOA or property owner. HOA documents shall include the required maintenance provisions and the final O&M agreement for stormwater as required. 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. A draft HOA agreement shall be required at time of subdivision map application.
86. 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.
87. Drainage from the site to a public storm drain system or street shall not flow over any sidewalk. On-site drainage detention shall be provided to limit the flow rate entering the City's storm drain system to the pre-development rate. The detention facility shall accommodate the excess runoff from a storm of 10-year frequency and two-hour duration.
88. 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 shall be submitted for review and approval by the City Engineer prior to approval of Subdivision Improvement Plans.

89. Plans show multiple storm water treatment/detention facilities. Such facilities shall be designed and maintained as not to affect the adjacent properties. The geotechnical report shall include an assessment of specific requirements for the storm water treatment/detention facilities and the adjacent property use. Detention facilities shall be readily accessible to allow mosquito abatement, maintenance and vector control.
90. The applicant shall provide energy dissipating structures for storm drain runoff prior to its discharge to City main.
91. The applicant shall provide for periodic clean-out of debris from the detention pipe of the storm drain system.
92. Full trash capture devices approved by the City Engineer shall be installed on the drainage system.
93. Manhole(s) shall be installed at connection(s) to the public storm drain system.
94. Stormwater BMP improvements common to both phase 1 and phase 2 of the project shall be constructed with the phase that is constructed first and shall be extended and stubbed up to the subsequent phase.

Traffic

95. The applicant shall pay a fair-share contribution for traffic signal installations at the following intersections: a) SR-1 Southbound Ramps at Clarinada Avenue, b) SR-1 Northbound Ramps at Serramonte Boulevard, and c) Callan Boulevard at Serramonte Boulevard. The fee shall be paid prior to building permit issuance.
96. The applicant shall provide minimum road turning radii to satisfy fire engines and other emergency vehicle requirements.
97. The applicant shall modify the existing traffic signal at the project driveway on Serramonte Boulevard prior to the start of any construction activity. Improvements shall include installation of a westbound left-turn phase, crosswalk on the east leg, vehicle detection, new traffic signal poles and traffic signal equipment to accommodate the new vehicle and pedestrian phases. The applicant shall also modify the median to accommodate a new westbound left-turn lane. Improvement plans shall be submitted by the applicant for review and approval by the City Engineer.
98. Prior to the Certificate of Occupancy for any building on the project site, the applicant shall install "No Parking" signs on the north side of Serramonte Boulevard between the signalized intersection serving the project and Callan Boulevard.

Mapping

99. Each lot shall have separate utility connections and common improvements shall not be located on private property without appropriate easements. Utility services shall not cross property lines between lots, except within private easements. Private easements shall include provisions for the operation and maintenance by the HOA and owner of the private storm drain system.
100. Public Utility Easements shall be a minimum of 20 feet wide and there shall be a 5 foot minimum clearance between the easement lines and the nearest utility line in the easement.
101. The width and location of the Public Easements shall be specified for review and approval by the utility companies and the City Engineer.
102. All easement language shall be reviewed and approved by the City Engineer.

Permit

103. An encroachment permit shall be submitted and approved by the Public Works Department for all work proposed within the public right-of-way.
104. The applicant shall provide verification, in writing, that the joint trench design has been reviewed and approved by each utility company.
105. Plans submitted for building or grading permit shall show all existing and proposed utilities, on-site and off-site improvements including vehicular and pedestrian movements, parking, water, sanitary sewer, and storm drain mains. Existing and proposed easements shall also be shown. Applicant shall also provide a "Will Serve" letter from the City of San Francisco for storm drain and sewer discharge into the sanitation system.
106. The project's electrical transformer shall not be installed within the public rights-of-way.
107. 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.
108. The applicant shall replace the perimeter sidewalk, curb and gutter of the subject parcel along the property frontage. Sidewalk, curb and gutter shall comply with City Standards.
109. An encroachment permit is required prior to any work or underground utilities installation within the public right-of way.
110. Following any 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.

111. All roof drainage shall be directed toward the curb gutter through pipes underneath the City sidewalk. There shall be no storm water sheet flow over the sidewalk.
112. All street trees shall be maintained by the building owner in perpetuity, with irrigation tied to and maintained by the property owner. Final location and type of street tree shall be approved by the City Engineer. A recorded document shall be implemented for the street tree maintenance.
113. Street lights along the project's frontage shall be retrofitted with LED light heads to replace the existing HPS cobra head street lights. All lighting shall be designed to minimize glare onto the adjacent property. Material and installation shall be approved by the City Engineer.
114. All plans shall show the correct right-of-way widths of the adjacent street.
115. Delineate all easements and relinquishments of abutter's rights on the Parcel map.
116. Coordinate with Republic Services of Daly City for all requirements of solid waste disposal / access for pickup services.
117. All garbage pick-ups shall occur before 7AM or between 9AM – 2PM.
118. Storm drain calculation will need to be prepared and approved by the City Engineer.
119. Existing and proposed striping in front of the property shall be shown on the plans for review.
120. Approval from DWR will be required for water and sewer service to the property.
121. All utilities along the proposed building frontage shall be undergrounded.

D. DEPARTMENT OF WATER AND WASTEWATER RESOURCES

122. The developer shall contract with the City's third party consultant, through the Daly City Engineering Department for analysis of the current water system and design of the project requirements. All cost associated shall be borne by the developer.
123. A previous analysis was performed, however, the fire service connections have been changed from 3 connections to 1 connection. The water system analysis should reflect the change and verify system adequacy.
124. The curb and sidewalk have been modified to further encroach into the right-of-way. This puts the existing water main in live where other infrastructure or trees may be placed.
125. No structures shall be placed within 5 feet of the water main. No trees shall be planted within 1 foot of the water main.

126. The developer shall contract with the City's third party consultant, through the Daly City Engineering Department for analysis of the current water system and design of the project requirements. All cost associated shall be borne by the developer.
127. The Applicant, through the Engineering Division shall contract with the City's consultant Brown and Caldwell, a water systems analysis and its ability to serve the project. Contact the Engineering Division at 650-991-8064 for details.
128. All garage drains shall flow through a properly sized sand/ oil interceptor to the city's collection system. All costs associated with any water system improvements required by the City as a result of this project, shall be borne by the applicant.
129. A sewer capacity study is required. The Applicant shall, through the Engineering Division, contract through the City's consultant RMC for a sewer capacity study. Contact the Engineering Division at 650-991-8064 for details.
130. All costs associated with any water or sewer infrastructure improvements required as a result of this project shall be borne by the Applicant.

E. FIRE DEPARTMENT

131. The applicant shall comply with all Fire Department Fire Code, requirements prior to Certificate of Occupancy.
132. Fire sprinkler system required per NFPA 13. Tie inspector's test and drain into system sewer. Coordinate and provide details to Building Division and DWWP to proper plumbing codes and standards.
133. All areas for Fire Department access must bear 66,600 lbs. for fire apparatus and have 20' clear width throughout.
134. Applicant shall provide and install a key box. Prior to issuance of the Final Certificate approval, applicant must provide key for entry to the building. Application for a Knox box can be obtained at fire administration located at 10 Wembly Drive, Daly City.
135. Project should comply with Fire Apparatus Access per 201 3CFC Chapter 5 Fire Service Features, 501.4 for Fire Apparatus access Roads and Water Supply.
136. The applicant shall, through the Engineering Department, contact the City's third party consultants for a water systems analysis and a sewer system capacity analysis to determine the ability of the existing system to serve the project.
137. Fire sprinkler underground supply mains shall be submitted on a separate permit or in conjunction with the fire sprinkler submittal. All fire service back flow devices must be reduced pressure principle detector assemblies (RPDA) that are on the University of Southern California (USC) approved back flow list. The submission shall be submitted to

the Department of Water and Wastewater Resources and approved by them prior to permit issuance.

138. Project shall comply with 2013 CFC Chapter 9 Section 907 Fire Alarm and Detections systems.
139. Project should include a fire hydrant to comply with 2013 CFC Chapter 5 Section 507.5.1.1.
140. Project shall comply with hydrant location and spacing per 2013 CFC Appendix C.
141. Project shall comply with 2013 CFC Section 903.4 and 903.4.2. Alarms are amended by DCMC 15.32.110.
142. All water services and all sewer laterals facing the project shall be abandoned at the main prior to construction of the new development.
143. Project shall comply with 2103 CFC Chapter 5, Section 505.1 and 2 as amended by DCMC 15.32.070.
144. Project shall comply with the fire flows per 2013 CFC Appendix B buildings with fire sprinklers and obtain a fire flow report from the local water provider showing a flow conforming to Appendix B Table B105.1 for the type construction and square footage.
145. Project shall comply with the 2013 CFC Chapter 9 Section 905 Standpipes.
146. Project shall comply with the 2013 CFC Chapter 33 – Fire Safety During Construction and Demolition.
147. Prior to loading combustible building materials on site and building of foundations, fire hydrants shall be installed and be fully operable and temporary standpipes shall be installed once building reaches 4 stories in height.
148. Fire pumps shall be installed per the referenced standard. An on premises fuel supply shall be provided per CFC section 913.6. Pump and riser room size shall conform to section 901.4.6.
149. Red zones with proper signage restricting parking required at fire hydrants and in pullouts along Serramonte Blvd. as well as FDC and PIV. Stencil DCPD and Star on red curb.
150. Smoke control is required in all portions of the building in accordance with the referenced section of the California Fire Code. A special Inspector shall be provided for the smoke control system per Section 909.18.8.
151. An air rescue system is required.
152. Emergency responder radio coverage shall be in accordance with the referenced section.

153. Fire command center shall conform to the referenced section of the California Fire Code and shall be provided with all items per CFC 508.1.6 items 1 through 19 and per the referenced section.
154. Fire service access elevators shall conform to the referenced section. Elevator cars to accommodate ambulance stretchers shall be in accordance with CBC 3002.4 including gurney size per CBC 3002.4.1a.
155. Standby power and emergency power shall be provided per section CFC604.2.9. Show location specs and dimensions of equipment.
156. All work shall conform to high-rise requirements as noted in Chapters 4 and 9 of the 2013 CBC. Conformance to these requirements will be verified at time of plan check by CSG.
157. Final submitted plans shall include secondary water supply for fire sprinklers in conformance with section 914.3.2 of the 2013 CFC.

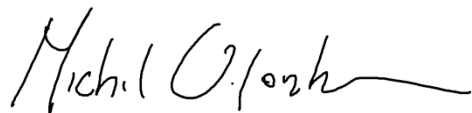
Recommendations

Based on the findings enumerated above, staff recommends that the City Council take the following action:

1. Adopt the Findings as outlined herein;
2. Certify of the Serramonte Condominium and Hotel Environmental Impact Report, adopt the Mitigation and Monitoring Reporting Program for the project, and adopt the Statement of Overriding Considerations prepared for the project; and
3. Approval General Plan Amendment GPA-9-14-9640m, Planned Development PD-9-14-9637 (amendment to existing PD-57), Major Subdivision SUB-9-14-9643, Use Permit UPR-1-18-13248, and Design Review DR-9-14-9644, subject to the Conditions of Approved outlined herein, including the approval of the requested Density Bonus.

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

Respectfully submitted,



Michael VanLonkhuysen
Planning Manager



Tatum Mothershead
Director of Economic and Community
Development

Attachments

Attachment A – Site Location

Attachment B – Residential Project Plans

Attachment C – Hotel Project Plans

Attachment D – Neighborhood Meeting Summary

Attachment E – Parking Analysis

Attachment F – Parking Carousel Cut Sheet

Attachment G – Draft Planned Development Standards

Attachment H – Final Environmental Impact Report

Attachment I – Emails to the Planning Division Since Planning Commission Meeting



The Views - Residential
Site

525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

No.	Description	Date
1	Issued for Review	09/12/2014
2	Issued for Review	11/20/2014
3	Issued for Review	06/23/2015
4	Issued for Review	10/19/2015
5	Issued for Review	12/29/2015
6	Issued for Review	07/11/2016
7	Issued for Review	12/05/2016
8	Issued for Review	08/24/2017
9	Issued for Review	10/20/2017
10	Issued for Review	04/03/2018
11	Issued for Review	04/17/2018
12	Issued for Review	06/26/2018



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Date: 06/26/2018

Scale:

Description:

COVER SHEET

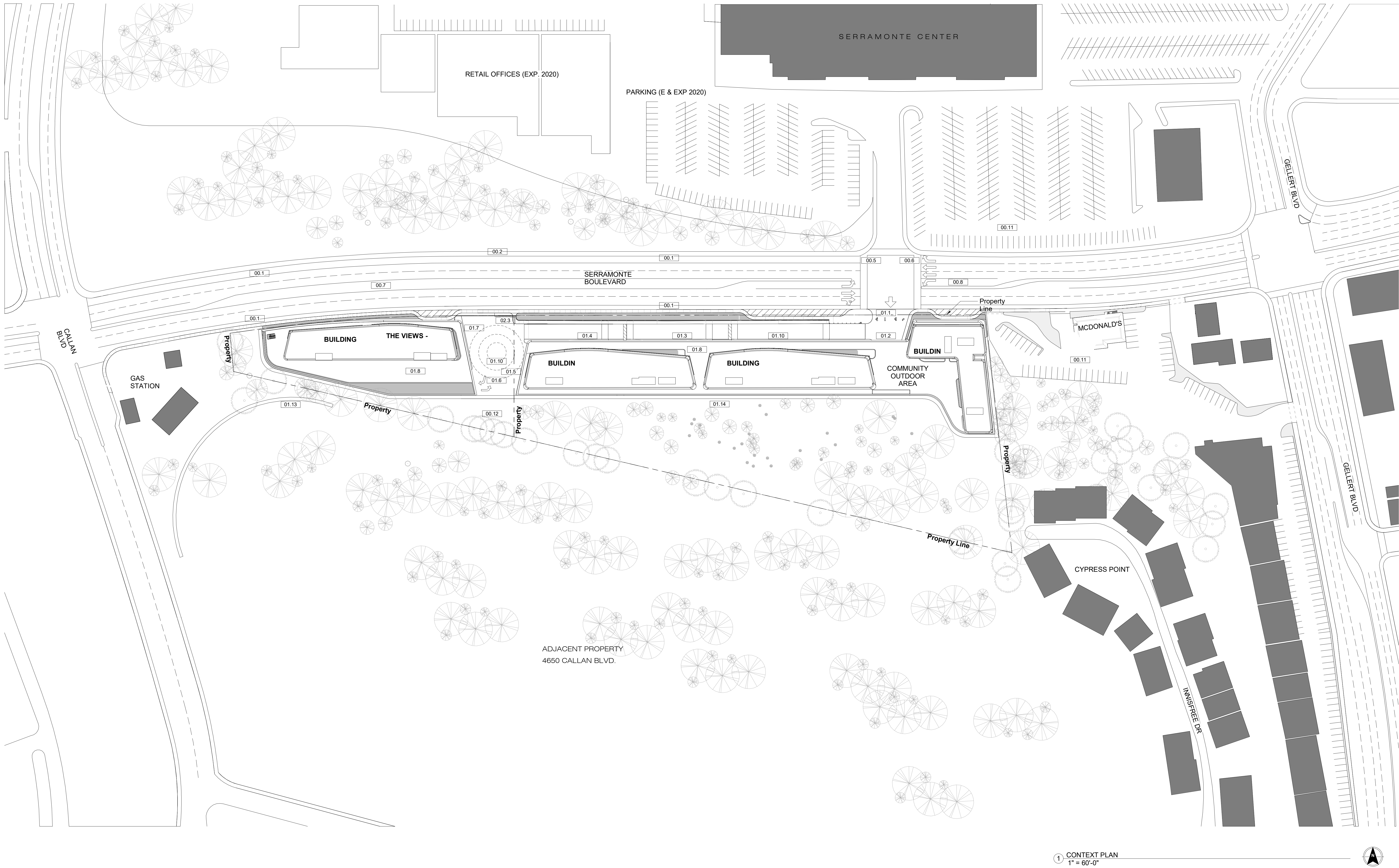
Sheet Number:

A-001

The Views - Residential
Site

525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

No.	Description	Date
1	Issued for Review	09/12/2014
2	Issued for Review	11/20/2014
3	Issued for Review	06/23/2015
4	Issued for Review	10/19/2015
5	Issued for Review	12/29/2015
6	Issued for Review	07/11/2016
7	Issued for Review	12/05/2016
8	Issued for Review	08/24/2017
9	Issued for Review	10/20/2017
10	Issued for Review	04/03/2018
11	Issued for Review	04/17/2018



1 CONTEXT PLAN
1" = 60'-0"

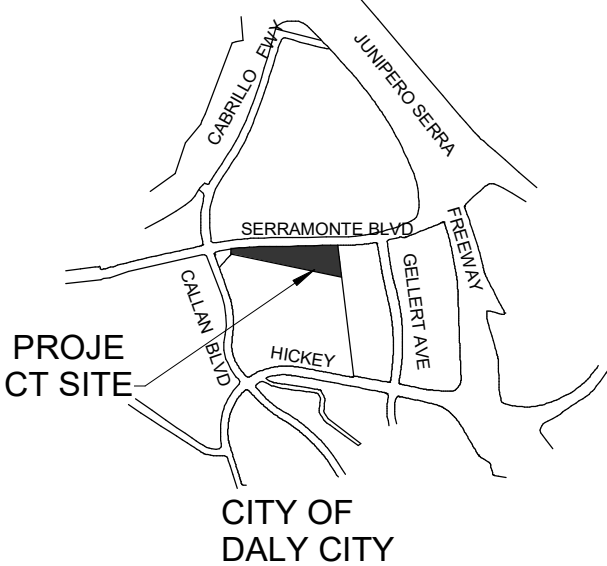
SITE LEGEND

00.1	Bike Lane
00.2	(E) Sidewalk
00.5	(E) Crosswalk
00.6	(N) Crosswalk
00.7	(E) Median
00.8	(N) Turn Lane
00.11	(E) Parking Lot
00.12	Property Line Subdivision
01.1	Main Entrance - Residence / Hotel
01.2	Residential Garage Entrance / Exit - Ground Level
01.3	Residential Garage Entrance / Exit - 2nd Level

SITE LEGEND

01.4	Residential Garage Entrance / Exit - 3rd Level
01.5	Residential Garage Entrance / Exit - 4th Level
01.6	Hotel Garage Entrance
01.7	Hotel Lobby Entrance
01.8	Residential Terrace
01.10	Frontage Road
01.13	(E) Retaining Wall
01.14	(N) Retaining Wall
02.3	Emergency Access Gate

VICINITY MAP



ABBREVIATIONS

BAL - BALCONY
BR - BED ROOM
COR - CORRIDOR
DS - DENS
DT - DATA
ELEV LB - ELEVATOR LOBBY
JN - JANITORIAL
K - KITCHEN
LV - LIVING ROOM
MR - MASTER BEDROOM
TR RM - TRASH ROOM

WALL LEGEND

FAÇADE
INTERIOR DEMISING WALL - 1 HR. RATED
INTERIOR WALL - NON RATED
CORE - 2 HR RATED
BUILDING ABOVE
NO PARKING - ACCESSIBLE PATH OF TRAVEL
ACCESSIBILITY LEGEND
EXTERIOR ACCESSIBLE ROUTE
EGRESS PATH
PROPERTY LINE
ACCESSIBLE ENTRANCE
NOTE : ALL REQUIRED EXITS FOR BUILDING SHALL BE ACCESSIBLE



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Date: 06/26/2018

Scale: As indicated

Description:

CONTEXT PLAN

Sheet Number:

A-003

The Views - Residential
Site

525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

No.	Description	Date
1	Issued for Review	09/12/2014
2	Issued for Review	11/20/2014
3	Issued for Review	06/23/2015
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8	Issued for Review	08/24/2017
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10	Issued for Review	04/03/2018
11	Issued for Review	04/17/2018
12	Issued for Review	06/26/2018

BUILDING A - OCCUPANT LOAD AND REQUIRED NUMBER OF EXITS						
OCCUPANCY	FLOOR	AREA (SQ. FT.)	BASED ON TABLE 1004.1.2, FLOOR AREA PER OCCUPANT - OCCUPANT LOAD FACTOR	OCCUPANT LOAD	REQUIRED NO. OF EXITS AT EACH FLOOR	PROVIDED NO. OF EXITS AT EACH FLOOR
A-3	1ST FLOOR	7298	15 NET	487	2	2
A-3	2ND FLOOR	6765	15 NET	451	2	2
R-2	3RD FLOOR	10111	200 GROSS	51	2	2
R-2	4TH FLOOR	10428	200 GROSS	52	2	2
R-2	5TH FLOOR	10130	200 GROSS	51	2	2
R-2	6TH FLOOR	10396	200 GROSS	52	2	2
R-2	7TH FLOOR	10146	200 GROSS	51	2	2
R-2	8TH FLOOR	10374	200 GROSS	52	2	2
R-2	9TH FLOOR	10390	200 GROSS	52	2	2
R-2	10TH FLOOR	10287	200 GROSS	51	2	2
R-2	11TH FLOOR	10301	200 GROSS	52	2	2
R-2	12TH FLOOR	10273	200 GROSS	51	2	2
R-2	13TH FLOOR	10334	200 GROSS	52	2	2
R-2	14TH FLOOR	10244	200 GROSS	51	2	2
R-2	15TH FLOOR	10342	200 GROSS	52	2	2
R-2	16TH FLOOR	10287	200 GROSS	51	2	2
R-2	17TH FLOOR	10057	200 GROSS	50	2	2
A-3	ROOF	1648	15 NET	110	2	2

1 OCCUPANT LOADS - BUILDING - A

BUILDING B - OCCUPANT LOAD AND REQUIRED NUMBER OF EXITS						
OCCUPANCY	FLOOR	AREA (SQ. FT.)	BASED ON TABLE 1004.1.2, FLOOR AREA PER OCCUPANT - OCCUPANT LOAD FACTOR	OCCUPANT LOAD	REQUIRED NO. OF EXITS AT EACH FLOOR	PROVIDED NO. OF EXITS AT EACH FLOOR
B	1ST FLOOR	13077	100 GROSS	131	2	2
B	2ND FLOOR	10656	50 GROSS	213	2	2
R-2	3RD FLOOR	14133	200 GROSS	71	2	2
R-2	4TH FLOOR	14293	200 GROSS	71	2	2
R-2	5TH FLOOR	14337	200 GROSS	72	2	2
R-2	6TH FLOOR	14496	200 GROSS	73	2	2
R-2	7TH FLOOR	14246	200 GROSS	71	2	2
R-2	8TH FLOOR	14196	200 GROSS	71	2	2
R-2	9TH FLOOR	14409	200 GROSS	72	2	2
R-2	10TH FLOOR	14202	200 GROSS	71	2	2
R-2	11TH FLOOR	14367	200 GROSS	72	2	2
R-2	12TH FLOOR	14275	200 GROSS	71	2	2
R-2	13TH FLOOR	14283	200 GROSS	71	2	2
A-3	ROOF	1943	15 NET	130	2	2

2 OCCUPANT LOADS - BUILDING - B

GARAGE UNDER BUILDING A & B & C - OCCUPANT LOAD AND REQUIRED NUMBER OF EXITS						
OCCUPANCY	FLOOR	AREA (SQ. FT.)	BASED ON TABLE 1004.1.2, FLOOR AREA PER OCCUPANT - OCCUPANT LOAD FACTOR	OCCUPANT LOAD	REQUIRED NO. OF EXITS AT EACH FLOOR	PROVIDED NO. OF EXITS AT EACH FLOOR
A-3	RESIDENTIAL TERRACE	28067	15 NET	1871	4	6
S-2	P4	68209	200 GROSS	341	2	2
S-2	P3	68072	200 GROSS	340	2	2
S-2	P2	66997	200 GROSS	335	2	2
S-2	P1	66483	200 GROSS	332	2	2

3 OCCUPANT LOADS - RESIDENTIAL GARAGE

BUILDING C - OCCUPANT LOAD AND REQUIRED NUMBER OF EXITS						
OCCUPANCY	FLOOR	AREA (SQ. FT.)	BASED ON TABLE 1004.1.2, FLOOR AREA PER OCCUPANT - OCCUPANT LOAD FACTOR	OCCUPANT LOAD	REQUIRED NO. OF EXITS AT EACH FLOOR	PROVIDED NO. OF EXITS AT EACH FLOOR
B	1ST FLOOR	13077	100 GROSS	131	2	2
B	2ND FLOOR	10656	50 GROSS	213	2	2
R-2	3RD FLOOR	14133	200 GROSS	71	2	2
R-2	4TH FLOOR	14293	200 GROSS	71	2	2
R-2	5TH FLOOR	14337	200 GROSS	72	2	2
R-2	6TH FLOOR	14496	200 GROSS	73	2	2
R-2	7TH FLOOR	14246	200 GROSS	71	2	2
R-2	8TH FLOOR	14196	200 GROSS	71	2	2
R-2	9TH FLOOR	14409	200 GROSS	72	2	2
R-2	10TH FLOOR	14202	200 GROSS	71	2	2
R-2	11TH FLOOR	14367	200 GROSS	72	2	2
R-2	12TH FLOOR	14275	200 GROSS	71	2	2
R-2	13TH FLOOR	14283	200 GROSS	71	2	2
A-3	ROOF	1943	15 NET	130	2	2

4 OCCUPANT LOADS - BUILDING C

BASED ON TABLE 1014.3 - COMMON PATH OF EGRESS TRAVEL	
OCCUPANCY	WITH SPRINKLER SYSTEM (FEET)
B	100
S - 2	100
R - 2	125
ALL OTHERS	75

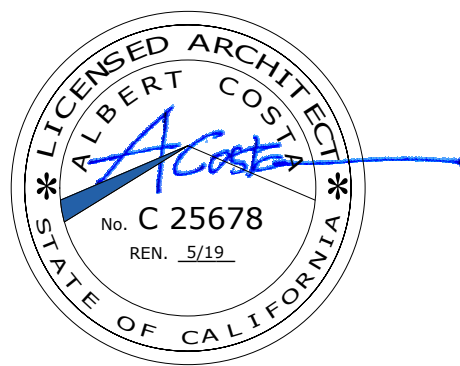
5 EGRESS TRAVEL

BASED ON TABLE 1016.2 - EXIT ACCESS TRAVEL DISTANCE	
OCCUPANCY	WITH SPRINKLER SYSTEM (FEET)
A, M, R	250
B	300
S - 2	400

6 EXIT TRAVEL DISTANCE

WIDTH OF REQUIRED EXITS: BASED ON TABLE 1018.2 - MINIMUM CORRIDOR WIDTH	
OCCUPANCY	WIDTH (MINIMUM)
ANY FACILITIES NOT LISTED IN TABLE	44 INCHES
ACCESS TO AND UTILIZATION OF MEP SYSTEMS OR EQUIPMENT	24 INCHES
WITH REQUIRED OCCUPANCY CAPACITY LESS THAN 50	36 INCHES
WITHIN DWELLING UNIT	44 INCHES
- WIDTH OF EXIT PASSAGEWAYS PER 1023.2 SHALL BE MINIMUM 44 INCHES EXCEPT FOR OCCUPANT LOAD LESS THAN 50, WIDTH WILL BE 36 INCHES MINIMUM. - WIDTH OF STAIRWAYS SHALL NOT BE LESS THAN 44 INCHES CLEAR BETWEEN HANDRAILS FOR BUILDING EQUIPPED THROUGHOUT WITH AUTOMATIC SPRINKLER SYSTEM, CBC 2016 1007.3 - EXCEPTION 1 AND 1009.4.	

7 EXIT WIDTHS



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Date: 08/02/2018

Scale:

Description:

BUILDING
USAGE/TYPE

Sheet Number:

A-004

The Views - Residential
Site

525-585 Serramonte Blvd, Daly City, CA

Job Number: 14020

No.	Description	Date
1	Issued for Review	09/12/2014
2	Issued for Review	11/20/2014
3	Issued for Review	06/23/2015
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10	Issued for Review	04/03/2018
11	Issued for Review	04/17/2018
12	Issued for Review	06/26/2018

Serramonte Views Residential Project Summary

Daly City, California

Building A (Residential)	Unit Area	Circulation	Stair & Elevator	Mech & Accessory	Amenity	Total	Open Space	1 BD	2 BD	3 BD	Total
Roof	0	0	827	0	0	827	1,648	0	0	0	0
Level 17	7,549	1,432	821	255	0	10,057	322	3	4	1	8
Level 16	7,706	1,505	821	255	0	10,287	392	3	4	1	8
Level 15	7,761	1,505	821	255	0	10,342	297	5	4	0	9
Level 14	7,663	1,505	821	255	0	10,244	368	5	4	0	9
Level 13	7,753	1,505	821	255	0	10,334	264	5	4	0	9
Level 12	7,692	1,505	821	255	0	10,273	310	5	4	0	9
Level 11	7,720	1,505	821	255	0	10,301	338	5	4	0	9
Level 10	7,706	1,505	821	255	0	10,287	358	5	4	0	9
Level 09	7,809	1,505	821	255	0	10,390	245	5	4	0	9
Level 08	7,793	1,505	821	255	0	10,374	280	5	4	0	9
Level 07	7,565	1,505	821	255	0	10,146	391	5	4	0	9
Level 06	7,815	1,505	821	255	0	10,396	216	5	4	0	9
Level 05	7,549	1,505	821	255	0	10,130	412	5	4	0	9
Level 04	7,847	1,505	821	255	0	10,428	156	5	4	0	9
Level 03	7,530	1,505	821	255	0	10,111	451	5	4	0	9
Level 02	0	0	860	85	5,820	6,765	0	0	0	0	0
Level 01	0	0	925	85	7,462	8,472	0	0	0	0	0

Building B (Residential)	Unit Area	Circulation	Stair & Elevator	Mech & Accessory	Amenity	Total	Open Space	1 BD	2 BD	3 BD	Total
Roof	0	0	836	0	0	836	1,943	0	0	0	0
Level 13	11,492	1,752	845	194	0	14,283	432	0	1	4	5
Level 12	11,378	1,858	845	194	0	14,275	427	2	7	0	9
Level 11	11,470	1,858	845	194	0	14,367	317	2	7	0	9
Level 10	11,305	1,858	845	194	0	14,202	508	2	7	0	9
Level 09	11,512	1,858	845	194	0	14,409	285	2	7	0	9
Level 08	11,299	1,858	845	194	0	14,196	442	2	7	0	9
Level 07	11,349	1,858	845	194	0	14,246	492	2	7	0	9
Level 06	11,599	1,858	845	194	0	14,496	238	2	7	0	9
Level 05	11,440	1,858	845	194	0	14,337	426	2	7	0	9
Level 04	11,396	1,858	845	194	0	14,293	351	2	7	0	9
Level 03	11,236	1,858	845	194	0	14,133	587	2	7	0	9
Level 02	0	729	845	2,033	7,049	10,656	0	0	0	0	0
Level 01	0	0	909	180	11,988	13,077	0	0	0	0	0

Building C (Residential)	Unit Area	Circulation	Stair & Elevator	Mech & Accessory	Amenity	Total	Open Space	1 BD	2 BD	3 BD	Total
Roof	0	0	836	0	0	836	1,943	0	0	0	0
Level 13	11,492	1,752	845	194	0	14,283	432	0	1	4	5
Level 12	11,378	1,858	845	194	0	14,275	427	2	7	0	9
Level 11	11,470	1,858	845	194	0	14,367	317	2	7	0	9
Level 10	11,305	1,858	845	194	0	14,202	508	2	7	0	9
Level 09	11,512	1,858	845	194	0	14,409	285	2	7	0	9
Level 08	11,299	1,858	845	194	0	14,196	442	2	7	0	9
Level 07	11,349	1,858	845	194	0	14,246	492	2	7	0	9
Level 06	11,599	1,858	845	194	0	14,496	238	2	7	0	9
Level 05	11,440	1,858	845	194	0	14,337	426	2	7	0	9
Level 04	11,396	1,858	845	194	0	14,293	351	2	7	0	9
Level 03	11,236	1,858	845	194	0	14,133	587	2	7	0	9
Level 02	0	729	845	2,033	7,049	10,656	0	0	0	0	0
Level 01	0	0	909	180	11,988	13,077	0	0	0	0	0

Building A, B, & C Podium	Unit Area	Circulation	Stair & Elevator	Mech & Accessory	Amenity	Total		Open Space		1 BD	2 BD	3 BD	Total
Podium	0	0	0	0	0	0	GSF	30,723	Totals	0	0	0	0

Serramonte Views - Residential Site (Buildings A, B, and C) TOTAL OPEN SPACE (Terrace, Balconies, and Roof Deck): 50,067 GSF
Serramonte Views - Residential Site (Buildings A, B, and C) TOTAL GROSS SQ.FT. (Excluding Garage and Open Space): 533,776 GSF

Garage (Residential)	Circulation	Stair & Elevator	Mech & Accessory	Parking	Total
Level 04	697	2,455	243	64,814	68,209
Level 03	697	2,465	83	64,827	68,072
Level 02	1,935	2,455	83	62,524	66,997
Level 01	8,421	2,465	132	55,465	66,483
Totals	11,750	9,840	541	247,630	269,761 GSF

The Views - Residential Building Information

Residential Parking Count

Daly City, California

Floor	Accessible	Accessible Van	Electric Vehicle	Compact	Stacker	Standard	Visitor	Total
Residential Parking Level 4	0	0	0	0	126	38	0	164
Residential Parking Level 3	0	0	0	0	126	40	0	166
Residential Parking Level 2	2	0	0	0	86	24	0	112
Residential Lobby Level	5	2	13	0	4	4	10	38
Totals	7	2	13	0	342	106	10	480

Bicycle Parking Calculations

	Residential Buildings A, B & C
Class 1	156
Class 2	16
Total	172



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Date: 08/02/2018

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Description:

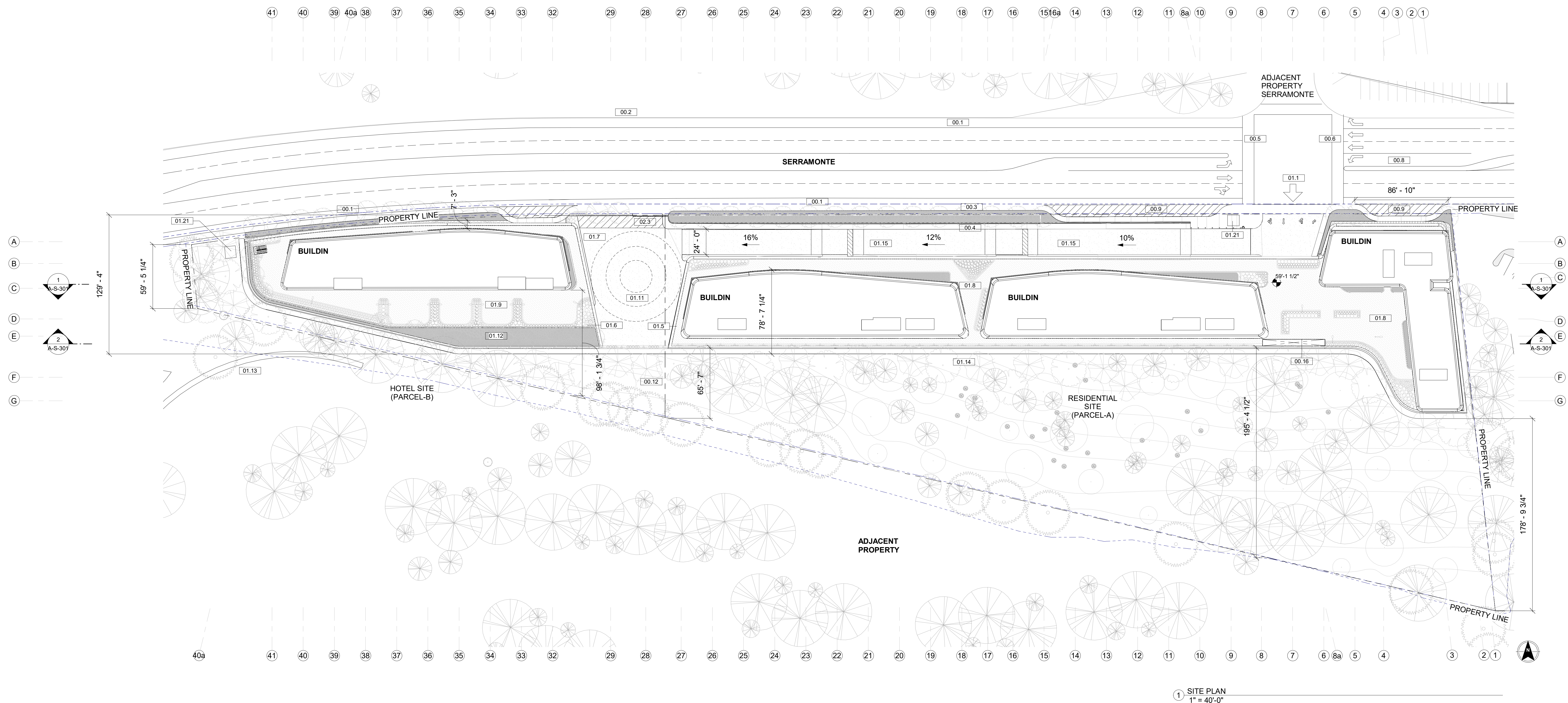
RESIDENTIAL AREA
SCHEDULES

Sheet Number:

A-005

525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

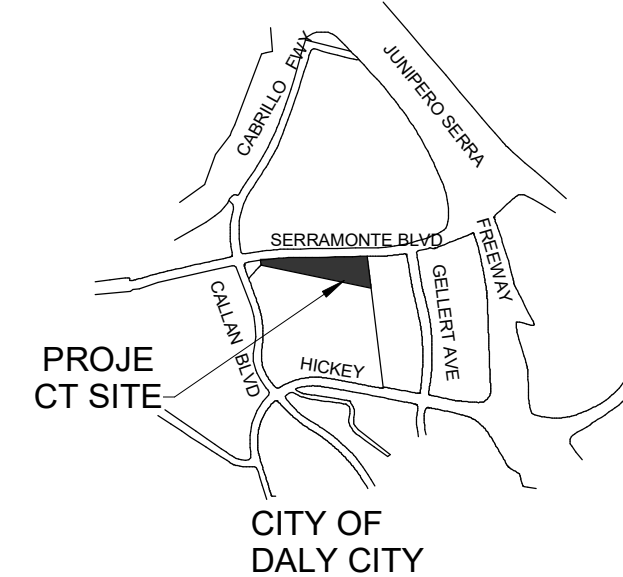
No.	Description	Date
1	Issued for Review	09/12/2014
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12	Issued for Review	06/26/2018



Lot	Description	Area
PARCEL-A	Residential Property	207,704 SF
PARCEL-B	Hotel Property	56,856 SF

00.1	Bike Lane
00.2	(E) Sidewalk
00.3	(N) Sidewalk
00.4	Private Sidewalk
00.5	(E) Crosswalk
00.6	(N) Crosswalk
00.8	(N) Turn Lane
00.9	(N) Bulb-In
00.12	Property Line Subdivision
00.16	Garage Open Air Atrium
01.1	Main Entrance - Residence / Hotel

01.5	Residential Garage Entrance / Exit - 4th Level
01.6	Hotel Garage Entrance
01.7	Hotel Lobby Entrance
01.8	Residential Terrace
01.9	Hotel Terrace
01.11	Vehicle Turn-Around
01.12	Landscaped Area
01.13	(E) Retaining Wall
01.14	(N) Retaining Wall
01.15	10' Slope Transition, Typ
01.21	Transformer Location
02.3	Emergency Access Gate



BAL - BALCONY
BR - BED ROOM
COR - CORRIDOR
DS - DENS
DT - DATA
ELEV LB - ELEVATOR LOBBY
JN - JANITORIAL
K - KITCHEN
LV - LIVING ROOM
MR - MASTER BEDROOM
TR RM - TRASH ROOM

 FAÇADE
 INTERIOR DEMISING WALL - 1 HR. RATED
 INTERIOR WALL - NON RATED
 CORE - 2 HR RATED
 BUILDING ABOVE
ACCESSIBILITY LEGEND
 NO PARKING - ACCESSIBLE PATH OF TRAVEL
 EXTERIOR ACCESSIBLE ROUTE
 EGRESS PATH
 PROPERTY LINE
 ACCESSIBLE ENTRANCE
NOTE : ALL REQUIRED EXITS FOR BUILDING SHALL BE ACCESSIBLE



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Date: 06/26/2018

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Description:

ANNOTATED SITE PLAN

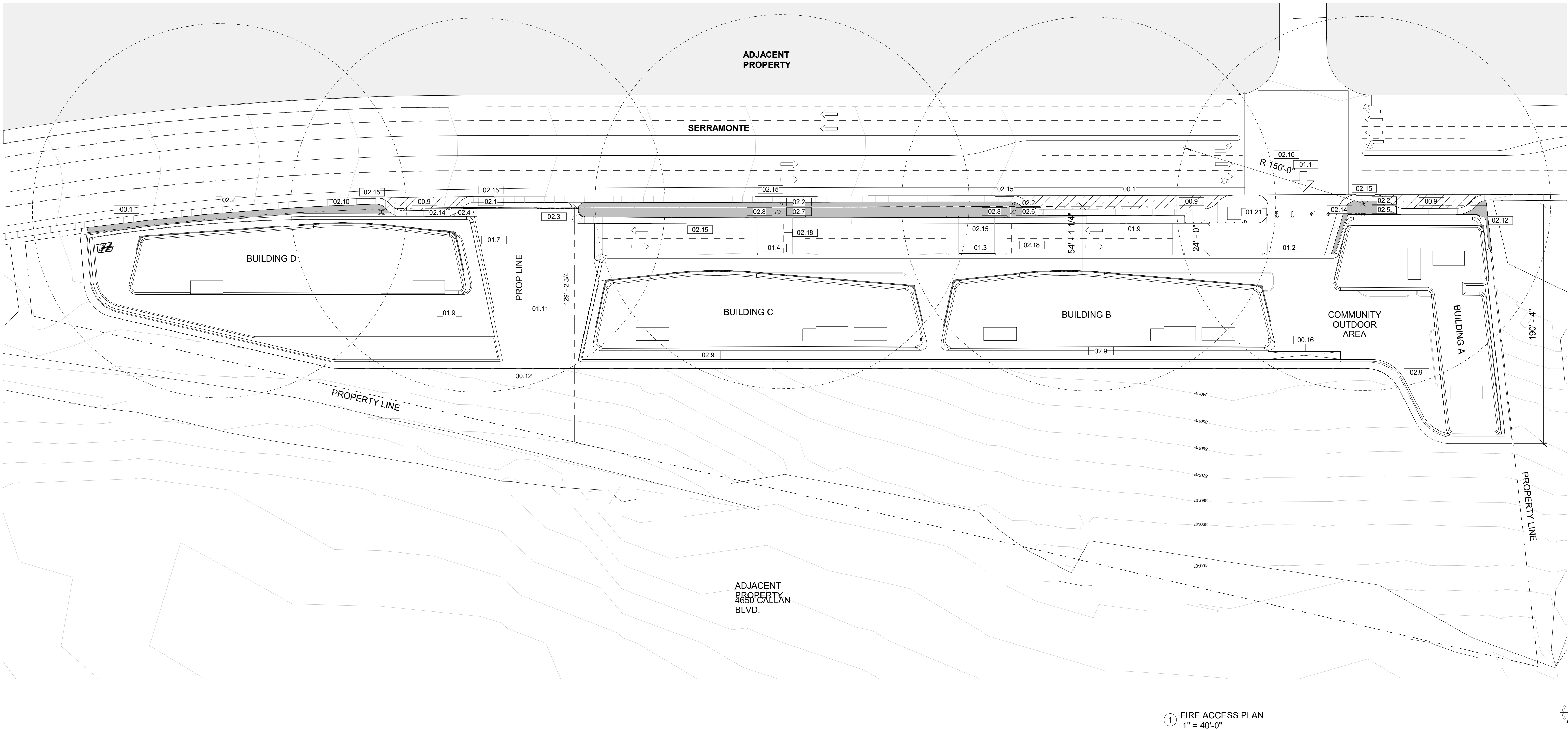
Sheet Number: _____

A-006

The Views - Residential
Site

525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

No.	Description	Date
1	Issued for Review	09/12/2014
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3	Issued for Review	06/23/2015
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5	Issued for Review	12/29/2015
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12	Issued for Review	06/26/2018



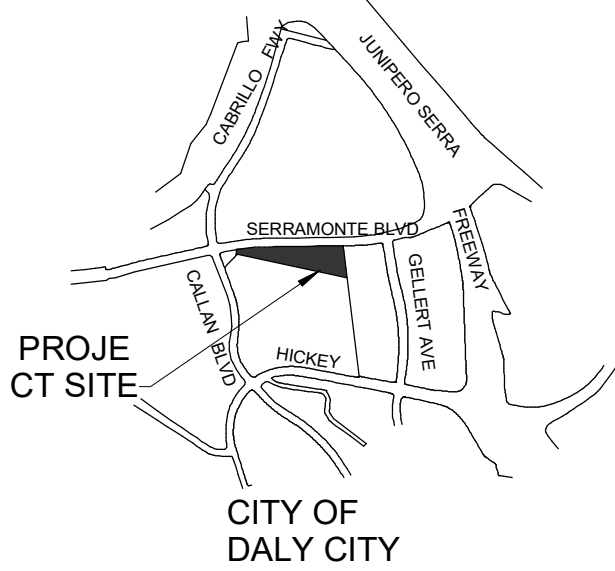
SITE LEGEND

00.1	Bike Lane
00.9	(N) Bulb-In
00.12	Property Line Subdivision
00.16	Garage Open Air Atrium
01.1	Main Entrance - Residence / Hotel
01.2	Residential Garage Entrance / Exit - Ground Level
01.3	Residential Garage Entrance / Exit - 2nd Level
01.4	Residential Garage Entrance / Exit - 3rd Level
01.7	Hotel Lobby Entrance
01.9	Hotel Terrace
01.11	Vehicle Turn-Around

SITE LEGEND

01.21	Transformer Location
02.1	(E) Hydrant
02.2	(N) Hydrant
02.3	Emergency Access Gate
02.4	FDC Connection - Hotel
02.5	FDC Connection - Building A
02.6	FDC Connection - Building B
02.7	FDC Connection - Building C
02.8	PIV - (Post Indicating Valve)
02.9	Fire Pump Room - In Garage Below
02.10	Emergency Back Up Generator
02.12	Electricity Shut Off - In Garage, LVL 2
02.14	Domestic Water Shutoff
02.15	Red Curb Zone - No Parking
02.16	Hydrant Radii
02.18	Water Service Line

VICINITY MAP



ABBREVIATIONS

BAL	- BALCONY
BR	- BED ROOM
COR	- CORRIDOR
DS	- DENS
DT	- DATA
ELEV LB	- ELEVATOR LOBBY
JN	- JANITORIAL
K	- KITCHEN
LV	- LIVING ROOM
MR	- MASTER BEDROOM
TR RM	- TRASH ROOM

WALL LEGEND

—	FAÇADE
—	INTERIOR DEMISING WALL - 1 HR. RATED
—	INTERIOR WALL - NON RATED
—	CORE - 2 HR RATED
—	BUILDING ABOVE
—	NO PARKING - ACCESSIBLE PATH OF TRAVEL
—	ACCESSIBILITY LEGEND
—	EXTERIOR ACCESSIBLE ROUTE
—	EGRESS PATH
—	PROPERTY LINE
—	ACCESSIBLE ENTRANCE
NOTE : ALL REQUIRED EXITS FOR BUILDING SHALL BE ACCESSIBLE	

Date: 06/26/2018
Scale: As indicated

FIRE ACCESS
DIAGRAM

Sheet Number:
A-008A

FIRE NOTES

FIRE RESISTANCE RATING REQUIREMENTS FOR TYPE 1-B / PER TABLE 601:

STRUCTURAL FRAME	2HR / 1 HR ROOF
SUPPORT	
EXTERIOR BEARING WALLS	2HR
INTERIOR BEARING WALLS	2HR / 1HR ROOF

SUPPORT

EXTERIOR NON-BEARING WALLS & PARTITIONS	SEE BELOW
INTERIOR NON-BEARING WALLS & PARTITIONS	0 HR
FLOOR CONSTRUCTION (BEAMS & JOISTS)	2 HR
ROOF CONSTRUCTION (BEAMS & JOISTS)	1 HR
SHAFT / STAIRWAY ENCLOSURES	2 HR

FIRE RESISTANCE RATING REQUIREMENTS FOR EXTERIOR WALLS FOR TYPE 1-B BASED ON FIRE SEPARATION DISTANCE, PER TABLE 602:

FIRE SEP. DIST.	A, B, S-2, R-2
X < 5	1 HR
5 ≤ X < 10	1 HR
10 ≤ X < 30	1 HR
X ≥ 30	0 HR

* NOTE: ALL EXTERIOR WALLS ARE 2-HR FIRE-RESISTIVE ASSEMBLY, U.N.O. SEE FIRE RESISTANCE RATING REQUIREMENTS FOR TYPE 1-A TABLE FOR ALL BUILDING ELEMENTS.

NO.	CODE / STDS	
1	CBC 403	All work shall conform to the referenced sections of the 2016 California Building and Fire Codes and all of CBC 403 .
2	CBC 107 CFC 503.1.2 CFC 504.1	Provide elevations / details clearly indicating grade change and foot access from Serramonte Blvd. Provide foot access for Fire Department around entire building perimeter at grade. Provide more direct routes into all buildings to hasten Fire Department response. Provide a plan showing direct ingress into and around the building for Fire Department response.
3	NFPA 13	Fire sprinkler system required per NFPA 13 . Tie inspector's test and drain into system sewer. Coordinate and provide details to Building Division and DWWR to proper plumbing codes and standards.
4	CFC 503.2	All areas for Fire Department access must bear 66,600 lbs for frie apparatus and have 20' clear width.
5	CFC Chapter 33	PRIOR TO LOADING COMBUSTIBLE BUILDING MATERIALS ON SITE AND BUILDING OF FOUNDATIONS: • Fire hydrants shall be installed and be fully operable • Temporary standpipes shall be installed once building reaches 4 stories in height FIRE SAFETY DURING CONSTRUCTION SHALL BE IN ACCORDANCE WITH CHAPTER 33 OF THE CALIFORNIA FIRE CODE AT ALL TIMES
6	CBC 107	Provide site plan showing the following items and thir locations: - Electrical shutoff - Gas shutoff - Domestic water shutoff - Skylights if any - Fire Department connection - Post Indicating Valve (PIV) - Sprinkler riser - Retaining walls - Fire hydrants
7	2016 - NFPA 20 CBC 913.2.1 & CFC 901.4.6	The fire pump room will be located in a room separated from the remainder of the building with 2-hour fire barriers per CBC 913.2.1 . The room will be directly accessible from the outside or through an enclosed passageway from an enclosed stairway or exterior exit as required by 2016 NFPA 20 and as approved by the Fire Authority. The pump and riser room will be sized to meet CFC 901.4.6 .
8	CBC 106.3.3 CBC Chapter 10	Provide exiting plan from all floors all the way out to a public way.
9	CFC Appendix D	Red zones with proper signage restricting parking required at fire hydrants and in pullouts along Serramonte Blvd. as well as FDC and PIV. Stencil DCPD and Star on red curb.
10	CFC 506	Provide key boxes at main entries to complex.
11	CBC 403.3.3 CFC 914.3.2	Show locations, dimensions and volume of secondary water supplies, which must conform to Section 914.3.2 of the California Fire Code. An automatic on-site secondary water supply will be provided for the fire pumps per CBC 403.3.3 .
12	2016 - NFPA 72 per CBC 403.2.2 & CFC 907.2.13	The building will be provided with a fire alarm system to include an Emergency Voice/Alarm Communication system for the building in accordance with 2016 NFPA 72 per CBC 403.2.2 . Smoke detection will be provided per CBC 907.2.13
13	CFC 403.4.1 - 403.4.8	An emergency power system complying with CBC 2702 will be provided for the following emergency power loads per CBC 403.4.8.4 : • Exit signs and means of egress illumination required by CBC Chapter 10 • Elevator car lighting • Emergency voice/ alarm communication systems • Automatic fire detection systems • Fire alarm systems • Electrically powered fire pumps
14	2016 - NFPA 14 per CBC 403.4.3 & CBC 909.20.2.3	The building will be provided with a Class I standpipe system designed in accordance with 2016 NFPA 14 per CBC 403.4.3 and Exception 1 to CBC 905.3.1 . Standpipe hose connections and valves to be provided in each high-rise stair vestibule per CBC 909.20.2.3 .
15	CBC 403.4.7.1 CFC 909	Smoke control is required in all portions of the building in accordance with the referenced section of the California Fire Code. A special Inspector shall be provided for the smoke control system per Section 909.18.8
16	DCMC	An air rescue system will be provided.
17	CFC 510 per CBC 403.4.5	Emergency responder radio coverage shall be in accordance with CFC Section 510 per CBC 403.4.5 .
18	CBC 403.4.6 CBC 911.1.6 CBC 907.6.4.3 CBC 909.16 CBC 1010.1.9.12	A fire command center (FCC) will be provided for the building per CBC 403.4.6 . The FCC will be separated from the remainder of the building with 1-hour fire barriers and will be a minimum of 200 square feet, with minimum dimension of 10 feet. The FCC will not be used for housing any boiler or heating units nor combustible storage. The FCC will include the following features per CBC 911.1.6 : • Emergency voice / alarm communication system control unit • Fire department communications system • Fire alarm system zoning annunciator panel required by CBC 907.6.4.3 • Annunciator unit visually indicating the location of the elevators and whether they are operational • Status indicators and controls for air distribution systems • Fire-fighter's control panel required by CBC 909.16 for smoke control systems installed in the building • Controls for unlocking interior exit stairway doors simultaneously • Sprinkler valve and waterflow detector display panels • Emergency and standby power status indicators • A telephone for fire department use with controlled access to the publc telephone system • Fire pump status indicators • Schematic building plans indicating the typical floor plan and detailing building core, means of egress, fire protection systems, fire fighter air replenishment system, firefighting equipment and fire department access and the location of fire walls, fire barriers, fire partitions, smoke barriers, and smoke partitions • An approved Building Information Card that contains building informationas required by CBC 911.1.6 Item 13 • Work table • Generator supervision devises, manual start and transfer features • Public address system where specifically required • Elevator fire recall switch • Elevator emergency or standby power selector switches • MAsTer switch for unlocking elevator lobby doors if provided, as permitted by CBC 1010.1.9.12

NO.	CODE / STDS	
19	CBC 3003 & 3007 : CBC 403.6.1, CBC 3002.4, CBC 3007.6.4, CBC 3007.6.1	Fire service access elevators (FSAE) will be provided in accordance with CBC 3003 and 3007 as required by CBC 403.6.1 . Each floor will be served by a minimum of two FSAE. Each FSAE will have a capacity no less than 3,500 pounds and will be gurney sized per CBC 3002.4 . Each FSAE will open into a FSAE lobby, no less than 150 square feet with a dimension not less than 8 feet per CBC 3007.6.4 . The lobby will have access to a smokeproof enclosure via a protected path per CBC 3007.6.1 .
20	CFC 604.1.4.1 & 604.2 CBC 913.6	The standby and emergency power system will be designed to provide the required power for a minimum duration of 6 hours without being refueled or recharged per CFC 604.1.4.1 and 604.2 . The fire pump will be provided with an on-site power for an 8-hour-full-demand operation per CBC 913.6 . Show location specs and dimensions of equipment.
21		If the standby or emergency power system includes a generator set inside a building, the system shall be located in a separate room enclosed with 2-hour fire barriers and horizontal assemblies. Fuel lines supplying a generator set in the building will be separated from other areas of the building with 2-hour construction.
22	2016 - NFPA 13 per CBC 403.3	Fire sprinkler system: Install an NFPA 13 fire sprinkler system complying with local amendments, submit under separate fire plan check and permit. Separate plan check permit required for the underground fire service. Building will be provided with automatic sprinkler protection throughout designed in accordance with 2016 NFPA 13 per CBC 403.3
23	CBC 403.4.7.1 CBC 909	All portions of the building will be provided with a smoke control system as required by CBC Section 403.4.7.1 . The smoke control system will be designed in accordance with CBC Section 909 .
24	CBC 403.5.4	High-rise exit enclosures will be designed as smokeproof enclosures as required by CBC Section 403.5.4 , in accordance with CBC 909.20 and 1023.11 . Exit enclosures serving three or less adjacent floors, where one of the adjacent floors is the level of exit discharge, are not required to be designed as smokeproof enclosures.
25	CBC 403.3.2	Redundant fire pumps will be provided as the highest occupied floor is over 200 feet above the lowest level of fire department access per CBC 403.3.2 . Each fire pump will be capable of supplying the required demand for the sprinkler and standpipe systems. Separate supply piping will be provided between each connection to the water main and pumps, sized to supply the flow and pressure required for the pumps to operate. The two connections will either be to two mains located in different streets, or will be to the same main to provided the main is valved such that an interruption through no fewer than one of the connections.
26	Daly City Municipal Code 15.32.090 CFC 914.3.8	Fire fighter air replenishment system will be provided per Daly City Municipal Code 15.32.090 amendment to CFC 914.3.8 . The system will be designed in accordance with CFC Appendix L , with fill stations for refilling breathing air cylinders located at the 5th floor above ground level and every third floor thereafter, adjacent to one exit stair in each tower or as designated by the Fire Authority.
27	CBC 2702 & 3003	A standby power system complying with CBC 2702 and 3003 will be provided for the following standby power loads per CBC 403.4.8.3 : • Power and lighting for the command center • Ventilation and automatic fire detection equipment for smokeproof enclosures and smoke control systems • Emergency responder radio coverage systems • Elevators • Elevators that are part of an accessible means of egress will comply with CBC 1009.4 and fire service access elevators will comply with CBC 3007
28	CFC 503.2	Fire apparatus access roads will be designed to have minimum 20 foot clear width throughout per CFC 503.2 and will be designed to bear 66,000 lbs for fire apparatus
29		Roof hatches on both stairwells: Required roof hatches shall be a minimum size of 4' x 6'.

The Views - Residential
Site

525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

No.	Description	Date
9	Issued for Review	10/20/2017
10	Issued for Review	04/03/2018
11	Issued for Review	04/17/2018
12	Issued for Review	06/26/2018

FIRE NOTES

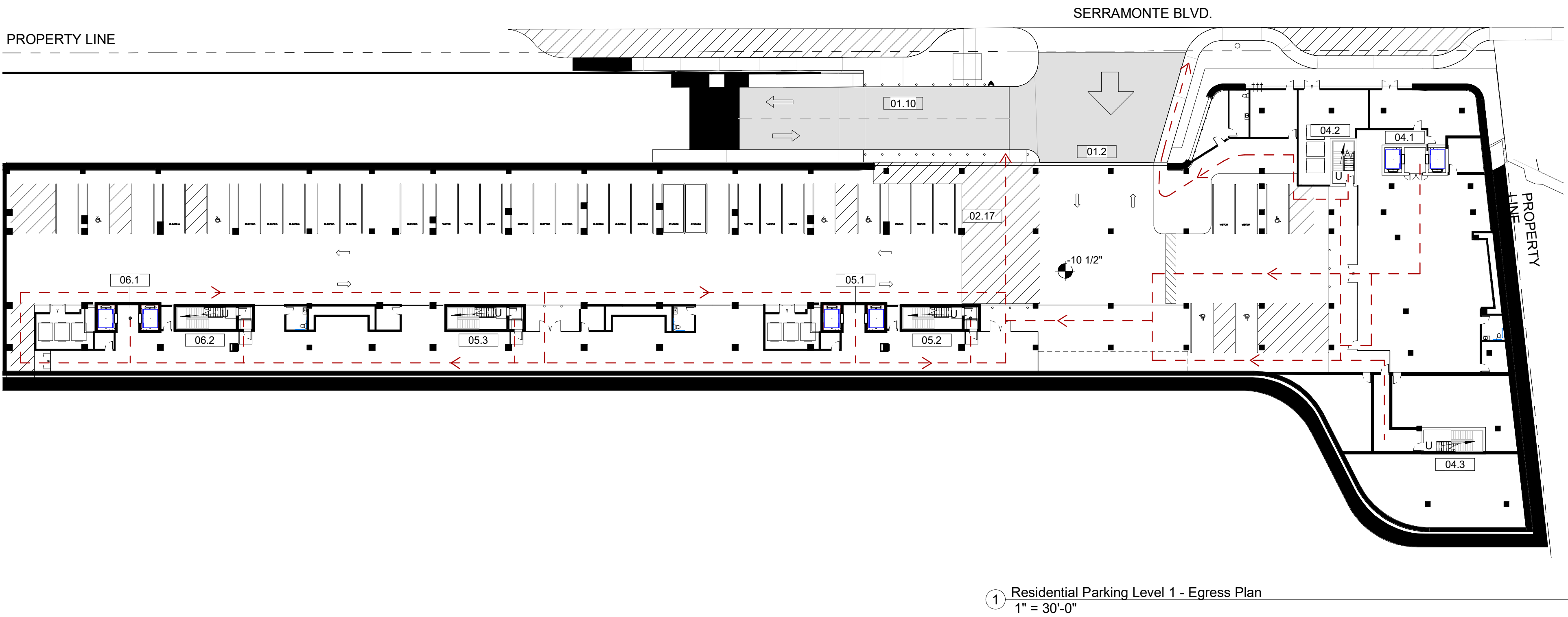
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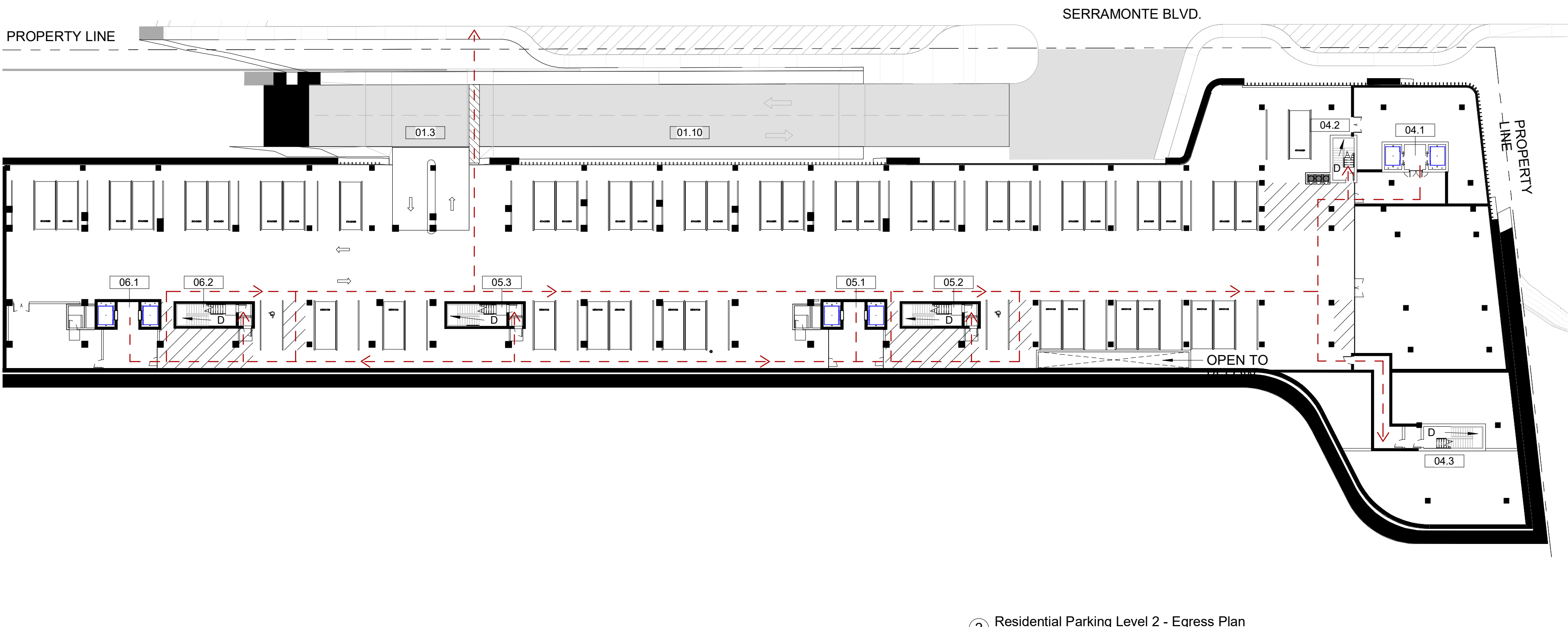
The Views - Residential
Site

525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

No.	Description	Date
9	Issued for Review	10/20/2017
10	Issued for Review	04/03/2018
11	Issued for Review	04/17/2018
12	Issued for Review	06/26/2018



1 Residential Parking Level 1 - Egress Plan
1" = 30'-0"

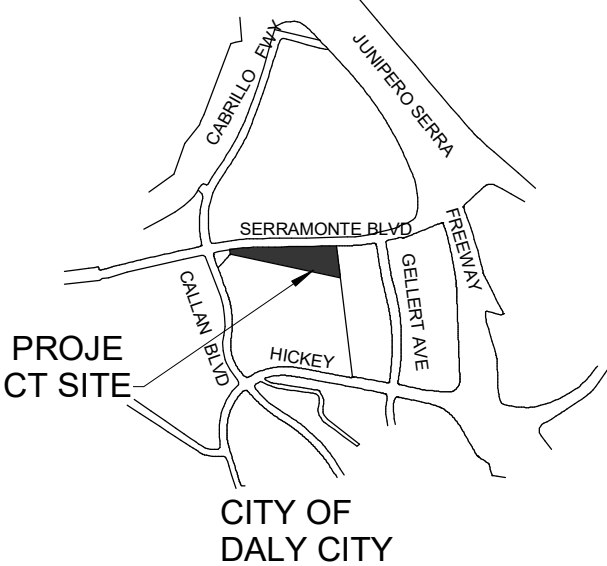


2 Residential Parking Level 2 - Egress Plan
1" = 30'-0"

SITE LEGEND

01.2	Residential Garage Entrance / Exit - Ground Level
01.3	Residential Garage Entrance / Exit - 2nd Level
01.10	Frontage Road
02.17	Pedestrian / Loading Zone
04.1	Building A - Elevators
04.2	Building A - Stair Core 1
04.3	Building A - Stair Core 2
05.1	Building B - Elevators
05.2	Building B - Stair Core 1
05.3	Building B - Stair Core 2
06.1	Building C - Elevators
06.2	Building C - Stair Core 1

VICINITY MAP



ABBREVIATIONS

BAL	- BALCONY
BR	- BED ROOM
COR	- CORRIDOR
DS	- DENS
DT	- DATA
ELEV LB	- ELEVATOR LOBBY
JN	- JANITORIAL
K	- KITCHEN
LV	- LIVING ROOM
MR	- MASTER BEDROOM
TR RM	- TRASH ROOM

WALL LEGEND

FAÇADE	FAÇADE
INTERIOR DEMISING WALL - 1 HR. RATED	INTERIOR DEMISING WALL - 1 HR. RATED
INTERIOR WALL - NON RATED	INTERIOR WALL - NON RATED
CORE - 2 HR RATED	CORE - 2 HR RATED
BUILDING ABOVE	BUILDING ABOVE
NO PARKING - ACCESSIBLE PATH OF TRAVEL	NO PARKING - ACCESSIBLE PATH OF TRAVEL
EXTERIOR ACCESSIBLE ROUTE	EXTERIOR ACCESSIBLE ROUTE
EGRESS PATH	EGRESS PATH
PROPERTY LINE	PROPERTY LINE
ACCESSIBLE ENTRANCE	ACCESSIBLE ENTRANCE

NOTE : ALL REQUIRED EXITS FOR BUILDING SHALL BE ACCESSIBLE



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Date: 06/26/2018
Scale: As indicated

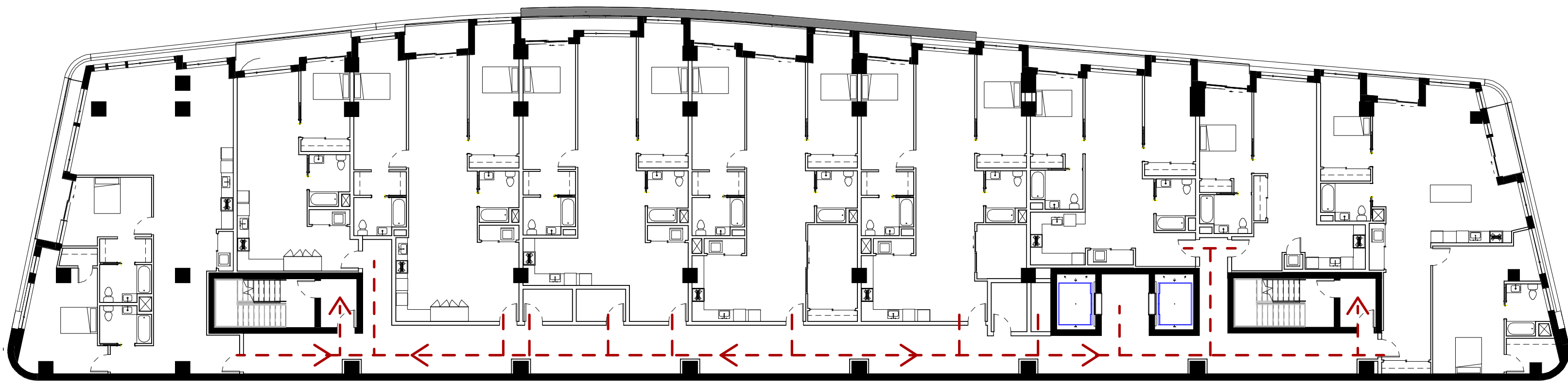
EGRESS PLANS -
GARAGE 1 & 2

Sheet Number:
A-009

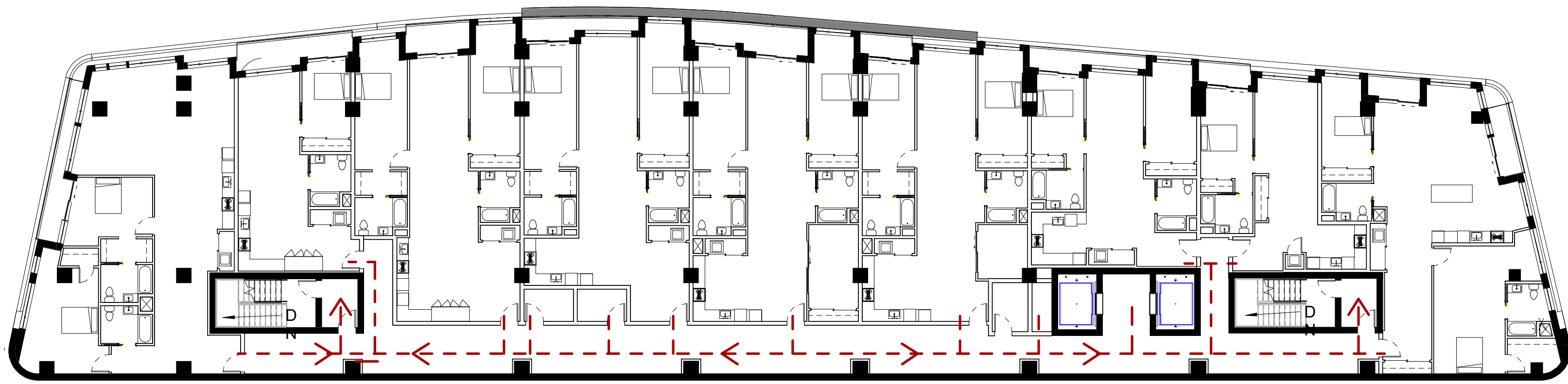
The Views - Residential
Site

525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

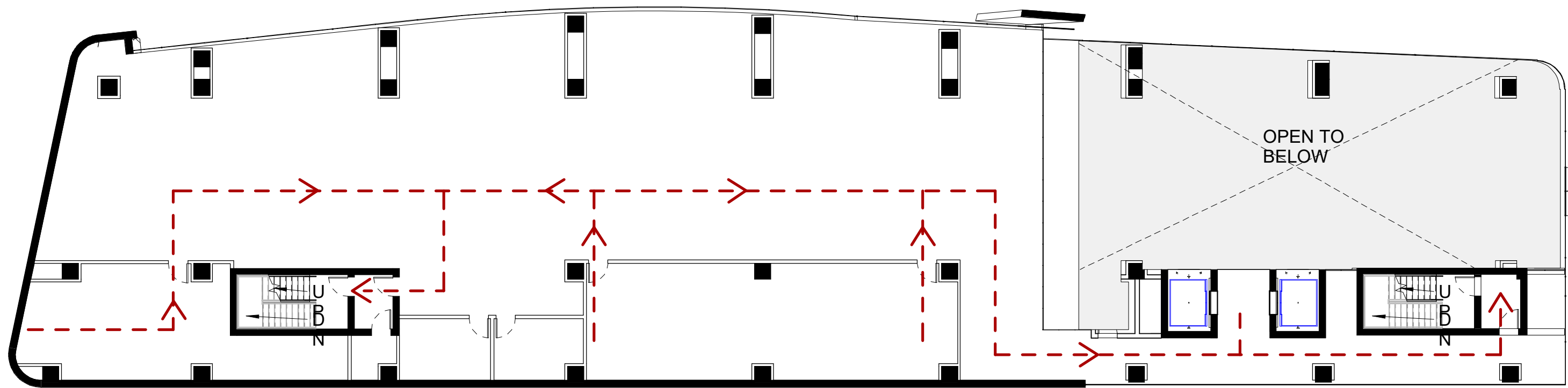
No.	Description	Date
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11	Issued for Review	04/17/2018
12	Issued for Review	06/26/2018



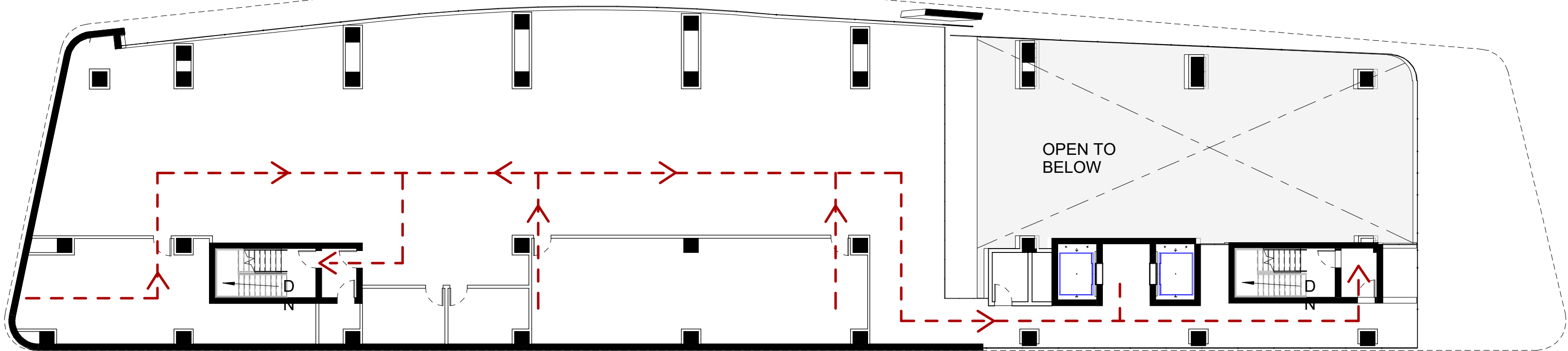
6 Building C - Typ LVL - Egress Plan
1/16" = 1'-0"



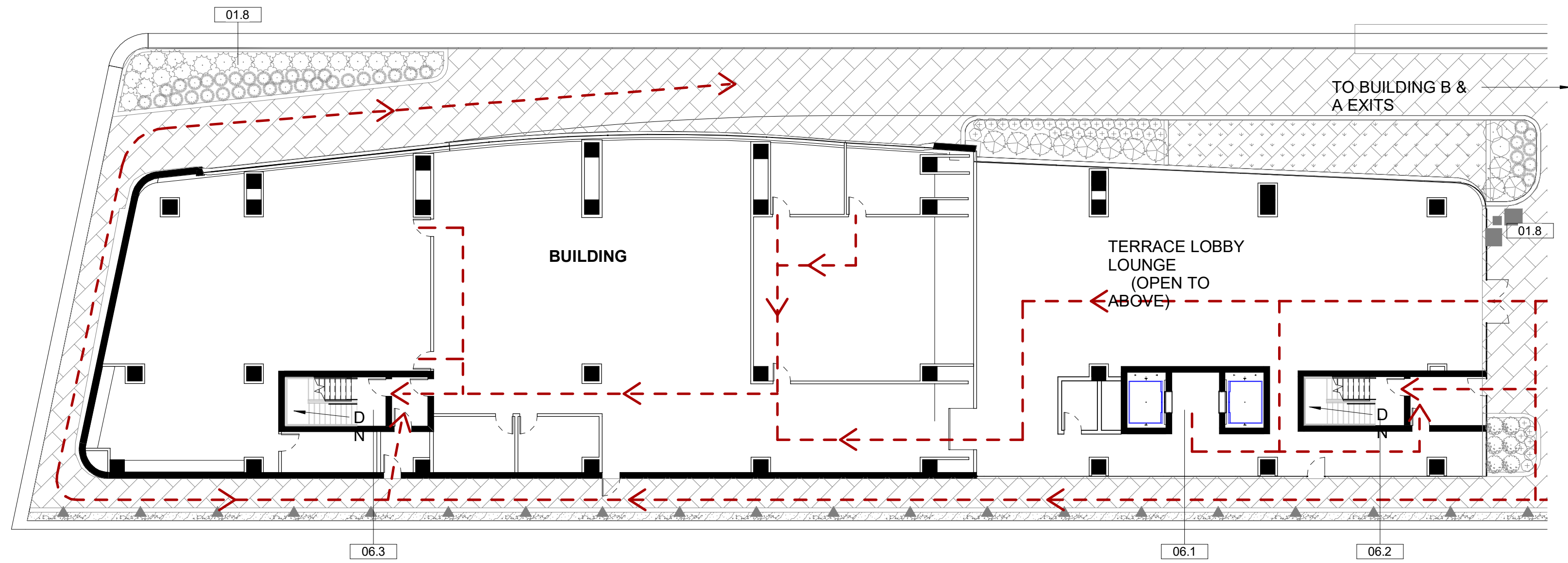
3 Building B - Typ LVL - Egress Plan
1/16" = 1'-0"



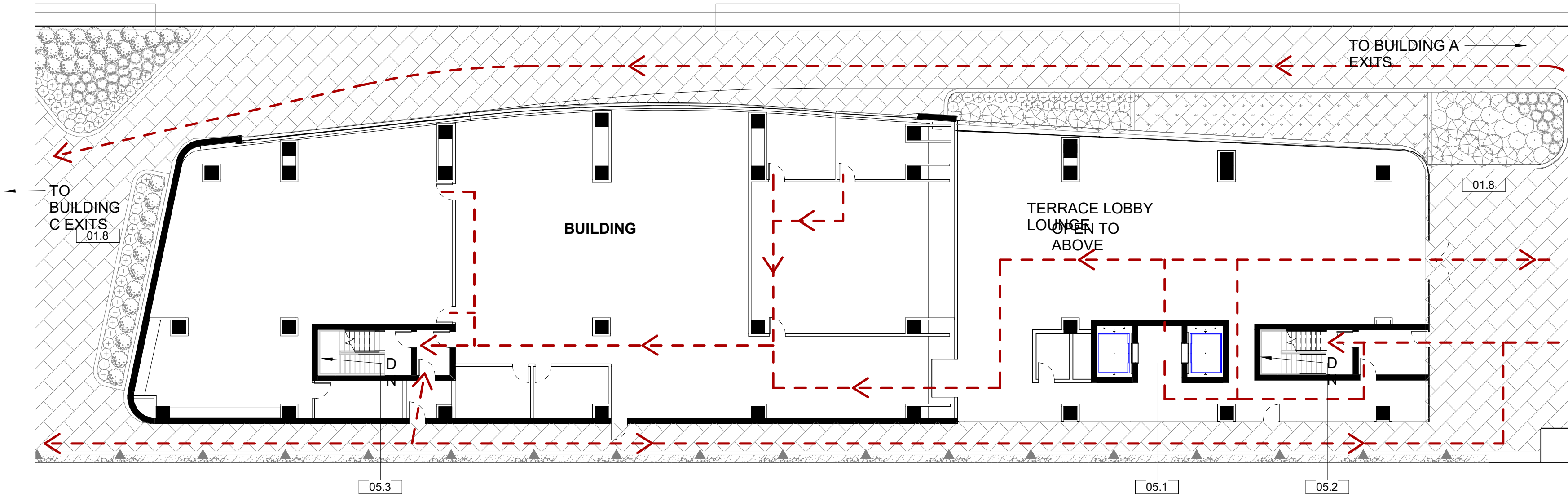
4 Building C - LVL 2 Amenities - Egress Plan
1/16" = 1'-0"



2 Building B - LVL 2 Amenities - Egress Plan
1/16" = 1'-0"



5 Building C - Podium - Egress Plan
1/16" = 1'-0"

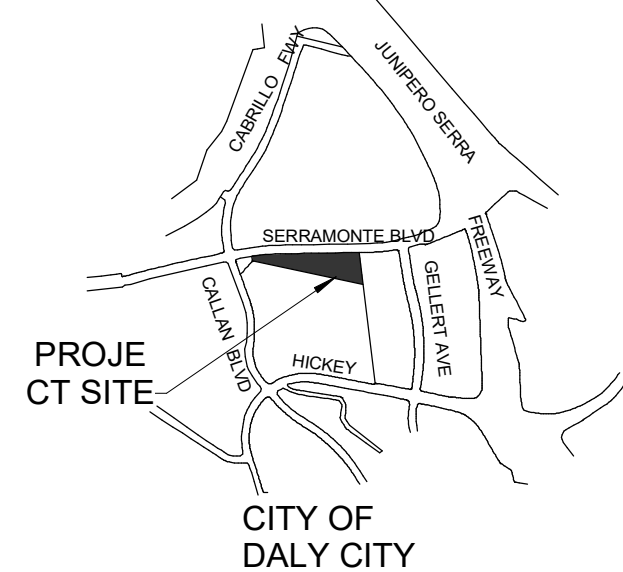


1 Building B - Podium - Egress Plan
1/16" = 1'-0"

SITE LEGEND

01.8	Residential Terrace
05.1	Building B - Elevators
05.2	Building B - Stair Core 1
05.3	Building B - Stair Core 2
06.1	Building C - Elevators
06.2	Building C - Stair Core 1
06.3	Building C - Stair Core 2

VICINITY MAP



ABBREVIATIONS

BAL - BALCONY
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ELEV LB - ELEVATOR LOBBY
JN - JANITORIAL
K - KITCHEN
LV - LIVING ROOM
MR - MASTER BEDROOM
TR RM - TRASH ROOM

WALL LEGEND

FAÇADE
INTERIOR DEMISING WALL - 1 HR. RATED
INTERIOR WALL - NON RATED
CORE - 2 HR RATED
BUILDING ABOVE
NO PARKING - ACCESSIBLE PATH OF TRAVEL
ACCESSIBILITY LEGEND
EXTERIOR ACCESSIBLE ROUTE
EGRESS PATH
PROPERTY LINE
ACCESSIBLE ENTRANCE
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Description:

EGRESS PLANS -
BUILDING B & C

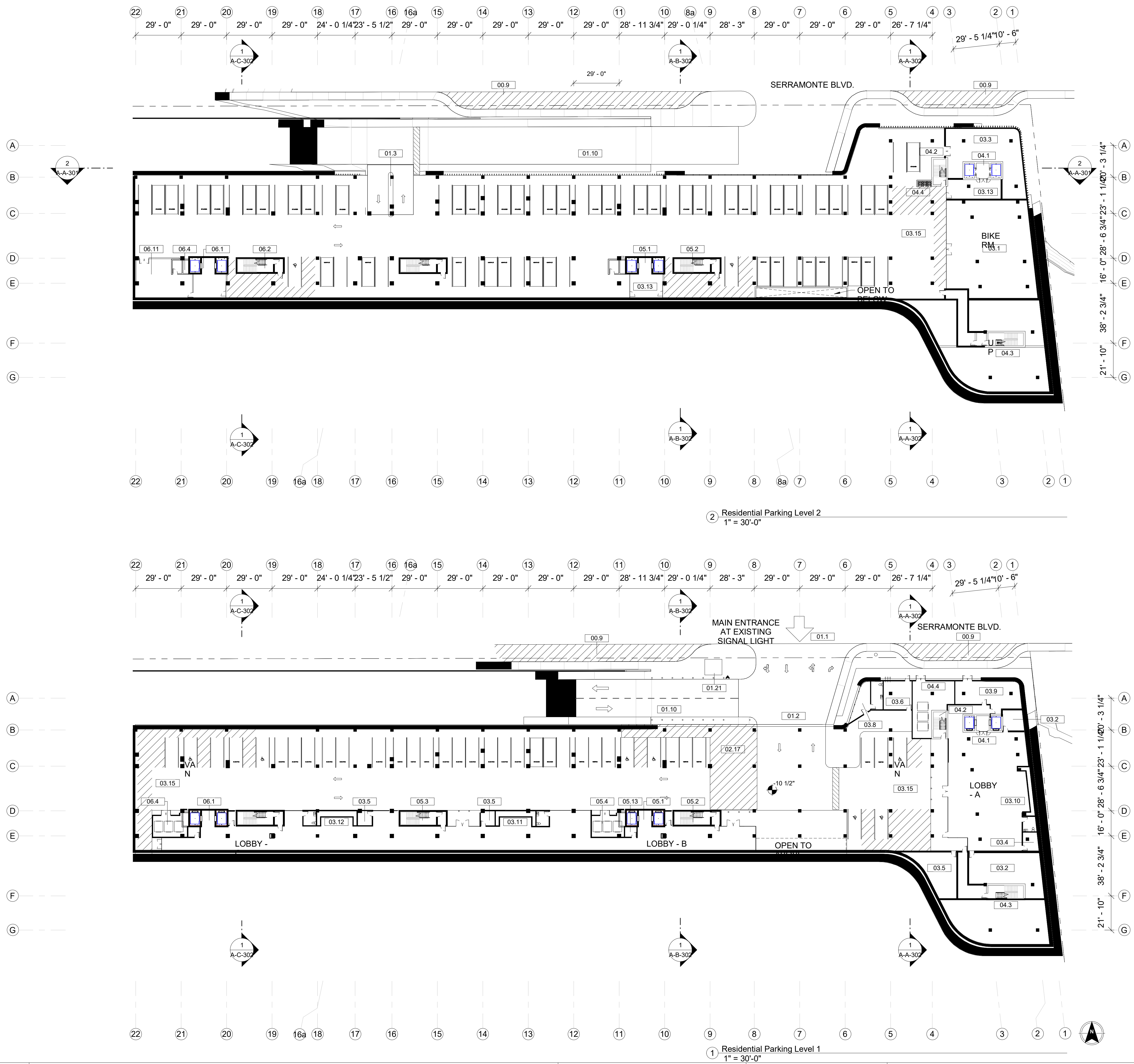
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The Views - Residential
Site

525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

No.	Description	Date
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2	Issued for Review	11/20/2014
3	Issued for Review	06/23/2015
4	Issued for Review	10/19/2015
5	Issued for Review	12/29/2015
6	Issued for Review	07/11/2016
7	Issued for Review	12/05/2016
8	Issued for Review	08/24/2017
9	Issued for Review	10/20/2017
10	Issued for Review	04/03/2018
11	Issued for Review	04/17/2018
12	Issued for Review	06/26/2018



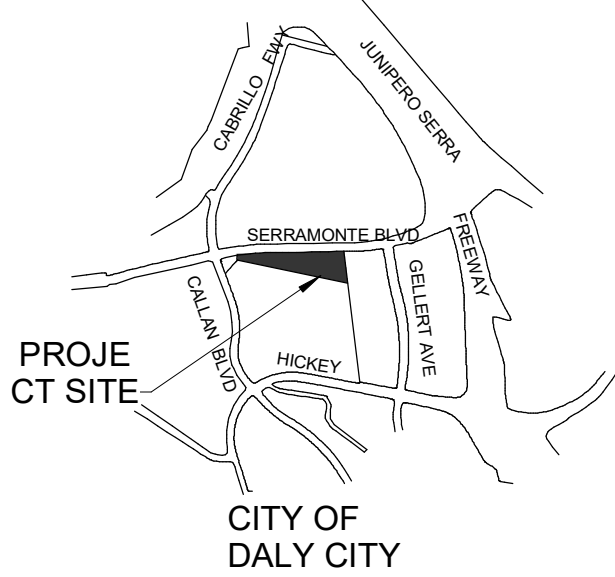
SITE LEGEND

00.9	(N) Bulb-In
01.1	Main Entrance - Residence / Hotel
01.2	Residential Garage Entrance / Exit - Ground Level
01.3	Residential Garage Entrance / Exit - 2nd Level
01.10	Frontage Road
01.21	Transformer Location
02.17	Pedestrian / Loading Zone
03.1	Bike Room
03.2	Mechanical Room
03.3	Electrical Room
03.4	Janitor Room
03.5	Fire Pump Room
03.6	Fire Command Center
03.8	Security
03.9	Gas Meters
03.10	Mail - Building A

SITE LEGEND

03.11	Mail - Building B
03.12	Mail - Building C
03.13	Elevator Lobby
03.15	Clear Space For 3-Point Turn
04.1	Building A - Elevators
04.2	Building A - Stair Core 1
04.3	Building A - Stair Core 2
04.4	Building A - Trash Room
05.1	Building B - Elevators
05.2	Building B - Stair Core 1
05.3	Building B - Stair Core 2
05.4	Building B - Trash Room
05.13	Storage
06.1	Building C - Elevators
06.2	Building C - Stair Core 1
06.4	Building C - Trash Room
06.11	Mechanical / Storage

VICINITY MAP



ABBREVIATIONS

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K - KITCHEN
LV - LIVING ROOM
MR - MASTER BEDROOM
TR RM - TRASH ROOM

WALL LEGEND

FAÇADE
INTERIOR DEMISING WALL - 1 HR. RATED
INTERIOR WALL - NON RATED
CORE - 2 HR RATED
BUILDING ABOVE
ACCESSIBILITY LEGEND
NO PARKING - ACCESSIBLE PATH OF TRAVEL
EXTERIOR ACCESSIBLE ROUTE
EGRESS PATH
PROPERTY LINE
ACCESSIBLE ENTRANCE
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Date: 06/26/2018

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Description:

RESIDENTIAL
PARKING LEVELS 1
& 2

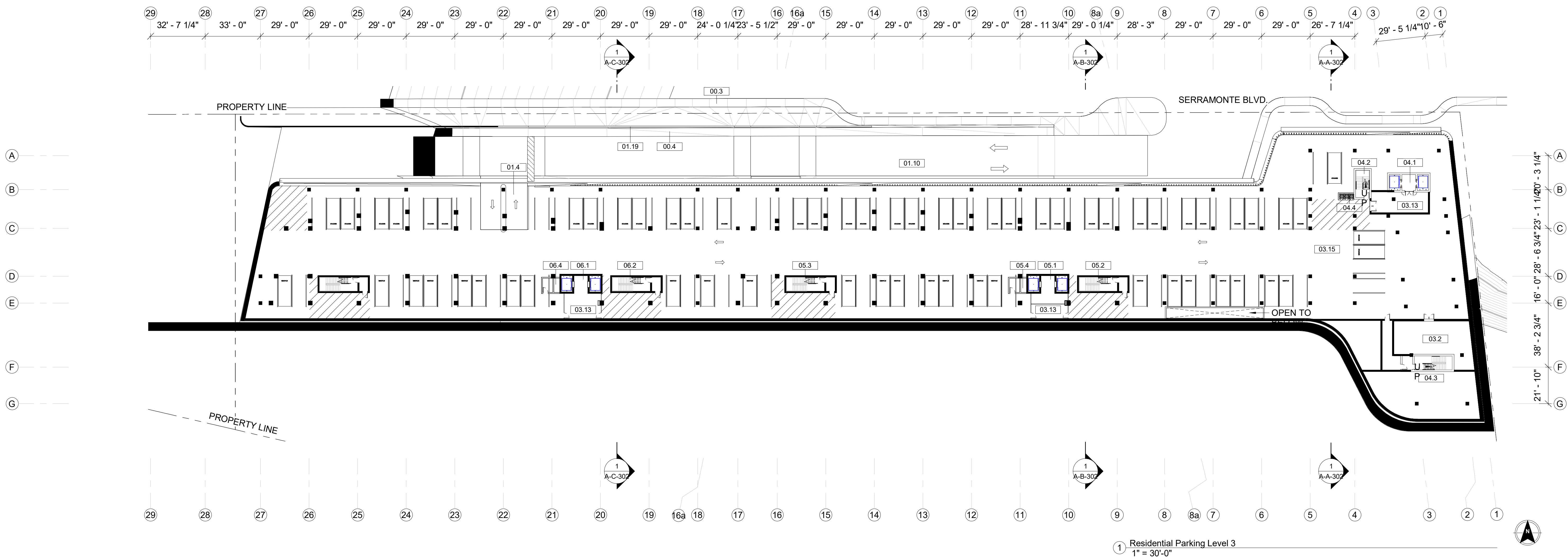
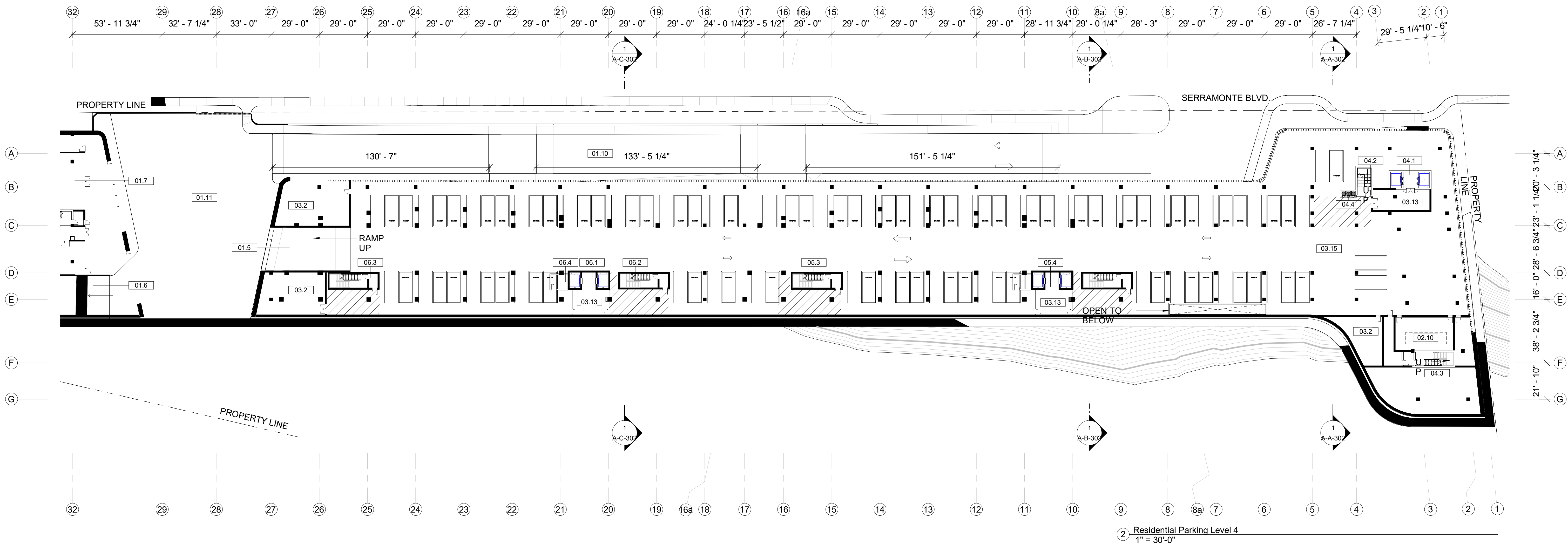
Sheet Number:

A-013

The Views - Residential
Site

525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

No.	Description	Date
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4	Issued for Review	10/19/2015
5	Issued for Review	12/29/2015
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9	Issued for Review	10/20/2017
10	Issued for Review	04/03/2018
11	Issued for Review	04/17/2018
12	Issued for Review	06/26/2018



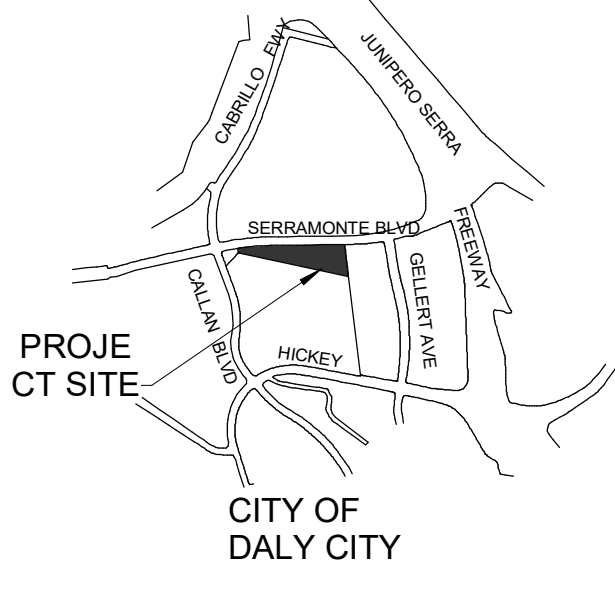
SITE LEGEND

00.3	(N) Sidewalk
00.4	Private Sidewalk
01.4	Residential Garage Entrance / Exit - 3rd Level
01.5	Residential Garage Entrance / Exit - 4th Level
01.6	Hotel Garage Entrance
01.7	Hotel Lobby Entrance
01.10	Frontage Road
01.11	Vehicle Turn-Around
01.19	Wall / Fence TBD
02.10	Emergency Back Up Generator
03.2	Mechanical Room

SITE LEGEND

03.13	Elevator Lobby
03.15	Clear Space For 3-Point Turn
04.1	Building A - Elevators
04.2	Building A - Stair Core 1
04.3	Building A - Stair Core 2
04.4	Building A - Trash Room
05.1	Building B - Elevators
05.2	Building B - Stair Core 1
05.3	Building B - Stair Core 2
05.4	Building B - Trash Room
06.1	Building C - Elevators
06.2	Building C - Stair Core 1
06.3	Building C - Stair Core 2
06.4	Building C - Trash Room

VICINITY MAP



ABBREVIATIONS

BAL - BALCONY
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WALL LEGEND

FAÇADE
INTERIOR DEMISING WALL - 1 HR. RATED
INTERIOR WALL - NON RATED
CORE - 2 HR RATED
BUILDING ABOVE
NO PARKING - ACCESSIBLE PATH OF TRAVEL
ACCESSIBILITY LEGEND
EXTERIOR ACCESSIBLE ROUTE
EGRESS PATH
PROPERTY LINE
ACCESSIBLE ENTRANCE
NOTE : ALL REQUIRED EXITS FOR BUILDING SHALL BE ACCESSIBLE

Date: 06/26/2018
Scale: As indicated

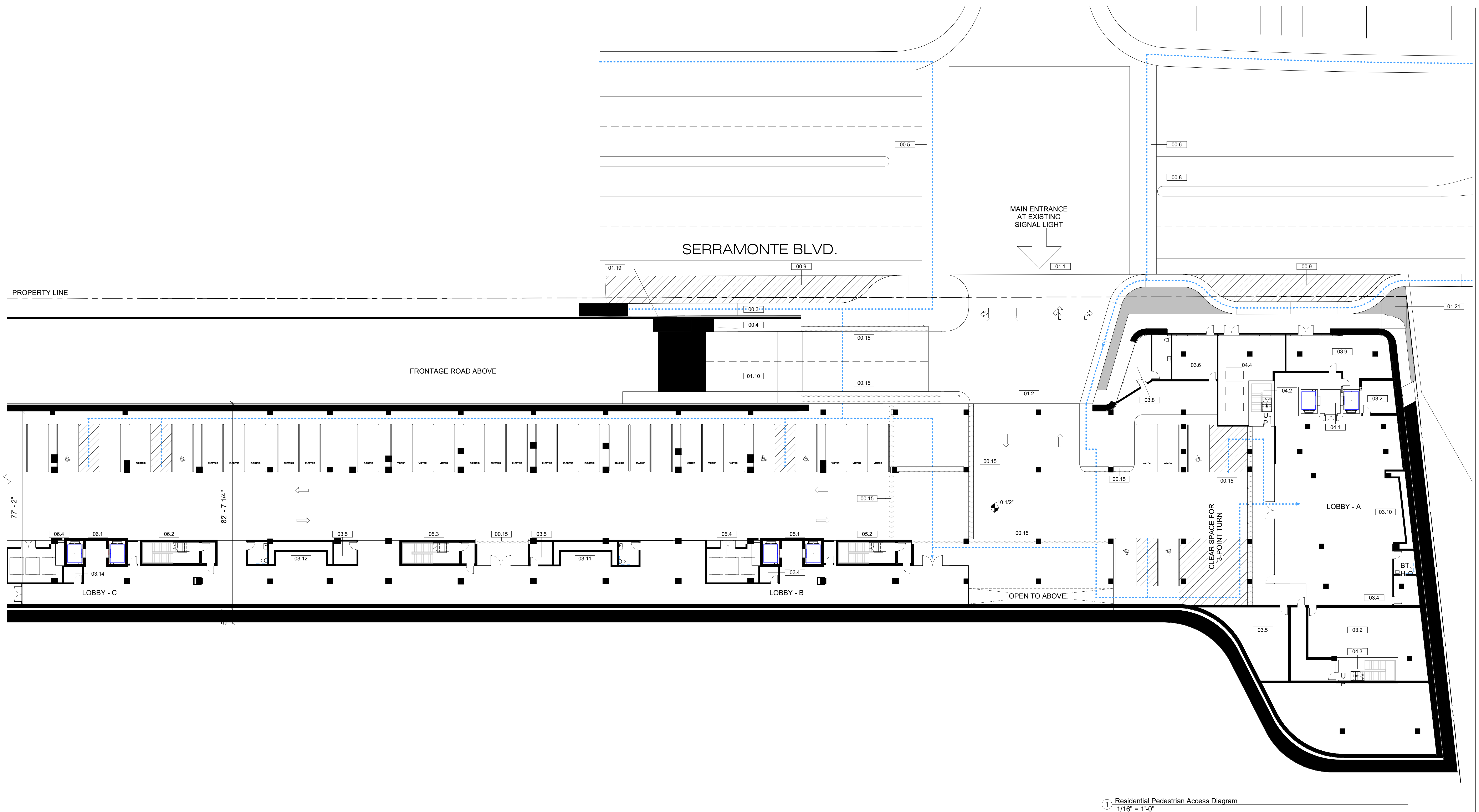
RESIDENTIAL
PARKING LEVEL 3 &
4

Sheet Number:

A-014

525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

No.	Description	Date
1	Issued for Review	09/12/2014
2	Issued for Review	11/20/2014
3	Issued for Review	06/23/2015
4	Issued for Review	10/19/2015
5	Issued for Review	12/29/2015
6	Issued for Review	07/11/2016
7	Issued for Review	12/05/2016
8	Issued for Review	08/24/2017
9	Issued for Review	10/20/2017
10	Issued for Review	04/03/2018
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1 Residential Pedestrian Access Diagram
1/16" = 1'-0"



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Date: 06/26/2018

Scale: As indicated

Description:

RESIDENTIAL PEDESTRIAN ACCESS PLAN

Sheet Number: _____

A-015

00.3 (N) Sidewalk
00.4 Private Sidewalk
00.5 (E) Crosswalk
00.6 (N) Crosswalk
00.8 (N) Turn Lane
00.9 (N) Bulb-In
00.15 Tactile Strip
01.1 Main Entrance - Residence / Hotel
01.2 Residential Garage Entrance / Exit - Ground Level
01.10 Frontage Road
01.19 Wall / Fence TBD
01.21 Transformer Location
03.2 Mechanical Room
03.4 Janitor Room

03.5	Fire Pump Room
03.6	Fire Command Center
03.8	Security
03.9	Gas Meters
03.10	Mail - Building A
03.11	Mail - Building B
03.14	Storage
04.1	Building A - Elevators
04.2	Building A - Stair Core 1
04.3	Building A - Stair Core 2
04.4	Building A - Trash Room
05.1	Building B - Elevators
05.2	Building B - Stair Core 1
05.3	Building B - Stair Core 2
05.4	Building B - Trash Room
06.1	Building C - Elevators
06.2	Building C - Stair Core 1
06.4	Building C - Trash Room

PROJE CT SITE

CITY OF DALY CITY

SERRANO AVENUE

COLMA ROAD

Highway 94

SAN BRUNO

SAN FRANCISCO

BAL - BALCONY
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TR RM - TRASH ROOM

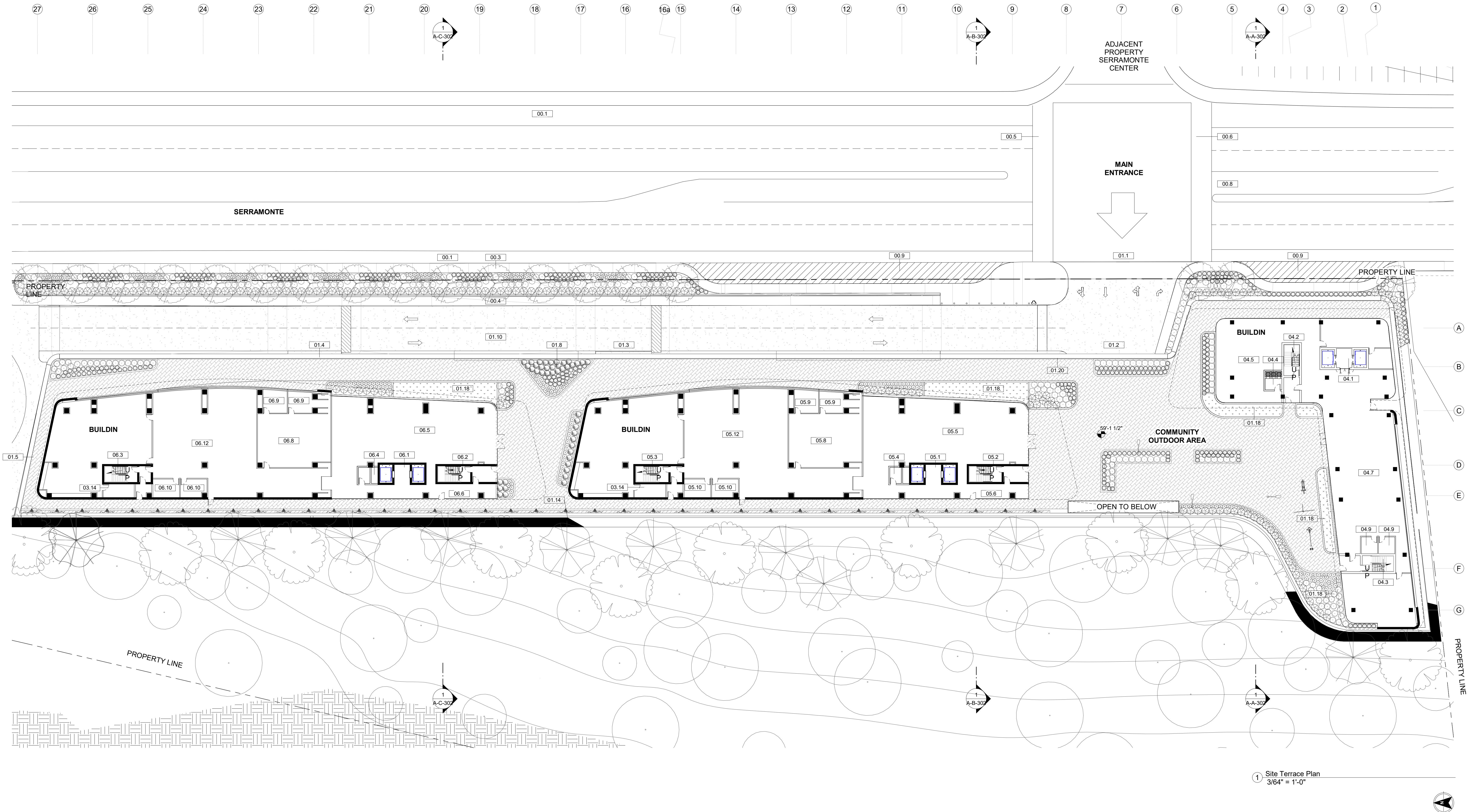
 FAÇADE
 INTERIOR DEMISING WALL - 1 HR. RATED
 INTERIOR WALL - NON RATED
 CORE - 2 HR RATED
 BUILDING ABOVE
ACCESSIBILITY LEGEND
 NO PARKING - ACCESSIBLE PATH OF TRAVEL
 EXTERIOR ACCESSIBLE ROUTE
 EGRESS PATH
 PROPERTY LINE
 ACCESSIBLE ENTRANCE

NOTE : ALL REQUIRED EXITS FOR BUILDING SHALL BE ACCESSIBLE

The Views - Residential
Site

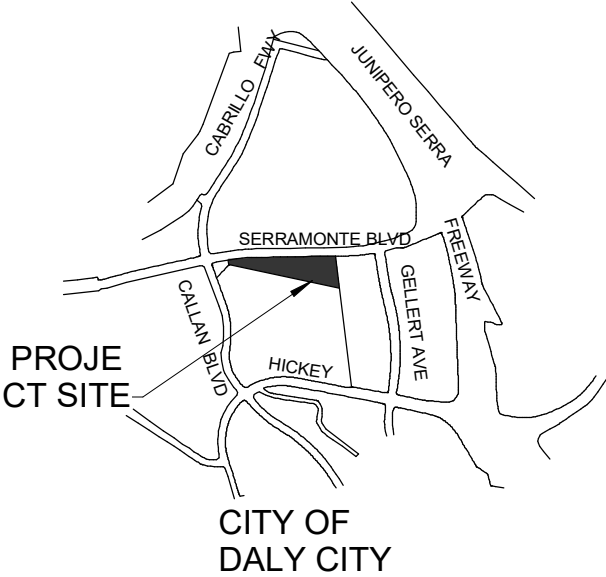
525-585 Serramonte Blvd, Daly City, CA
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No.	Description	Date
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9	Issued for Review	10/20/2017
10	Issued for Review	04/03/2018
11	Issued for Review	04/17/2018
12	Issued for Review	06/26/2018



1 Site Terrace Plan
3/64" = 1'-0"

VICINITY MAP



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WALL LEGEND

FAÇADE
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INTERIOR WALL - NON RATED
CORE - 2 HR RATED
BUILDING ABOVE
ACCESSIBILITY LEGEND
NO PARKING - ACCESSIBLE PATH OF TRAVEL
EXTERIOR ACCESSIBLE ROUTE
EGRESS PATH
PROPERTY LINE
ACCESSIBLE ENTRANCE
NOTE : ALL REQUIRED EXITS FOR BUILDING SHALL BE ACCESSIBLE

SITE LEGEND

00.1 Bike Lane
00.3 (N) Sidewalk
00.4 Private Sidewalk
00.5 (E) Crosswalk
00.6 (N) Crosswalk
00.8 (N) Turn Lane
00.9 (N) Bulb-In
01.1 Main Entrance - Residence / Hotel
01.2 Residential Garage Entrance / Exit - Ground Level
01.3 Residential Garage Entrance / Exit - 2nd Level
01.4 Residential Garage Entrance / Exit - 3rd Level
01.5 Residential Garage Entrance / Exit - 4th Level

SITE LEGEND

01.8 Residential Terrace
01.10 Frontage Road
01.14 (N) Retaining Wall
01.18 Water Retention Planters
01.20 Terrace Guardrail
03.14 Storage
04.1 Building A - Elevators
04.2 Building A - Stair Core 1
04.3 Building A - Stair Core 2
04.4 Building A - Trash Room
04.5 Terrace Lounge
04.7 Amenity Area
04.9 Unisex Bathroom
05.1 Building B - Elevators
05.2 Building B - Stair Core 1
05.3 Building B - Stair Core 2

SITE LEGEND

05.4 Building B - Trash Room
05.5 Terrace Lounge
05.6 Vending
05.8 Business Center
05.9 Meeting Room
05.10 Unisex Bathroom
05.12 Gym
06.1 Building C - Elevators
06.2 Building C - Stair Core 1
06.3 Building C - Stair Core 2
06.4 Building C - Trash Room
06.5 Terrace Lounge
06.6 Vending
06.8 Business Center
06.9 Meeting Room
06.10 Unisex Bathroom
06.12 Gym

KEY:

1. PLANTER

PROVIDED TREATMENT MEASURE (SF)

BUILDING A 380.66 SF
BUILDING B 675.15 SF
BUILDING C 675.15 SF



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Date: 06/26/2018
Scale: As indicated

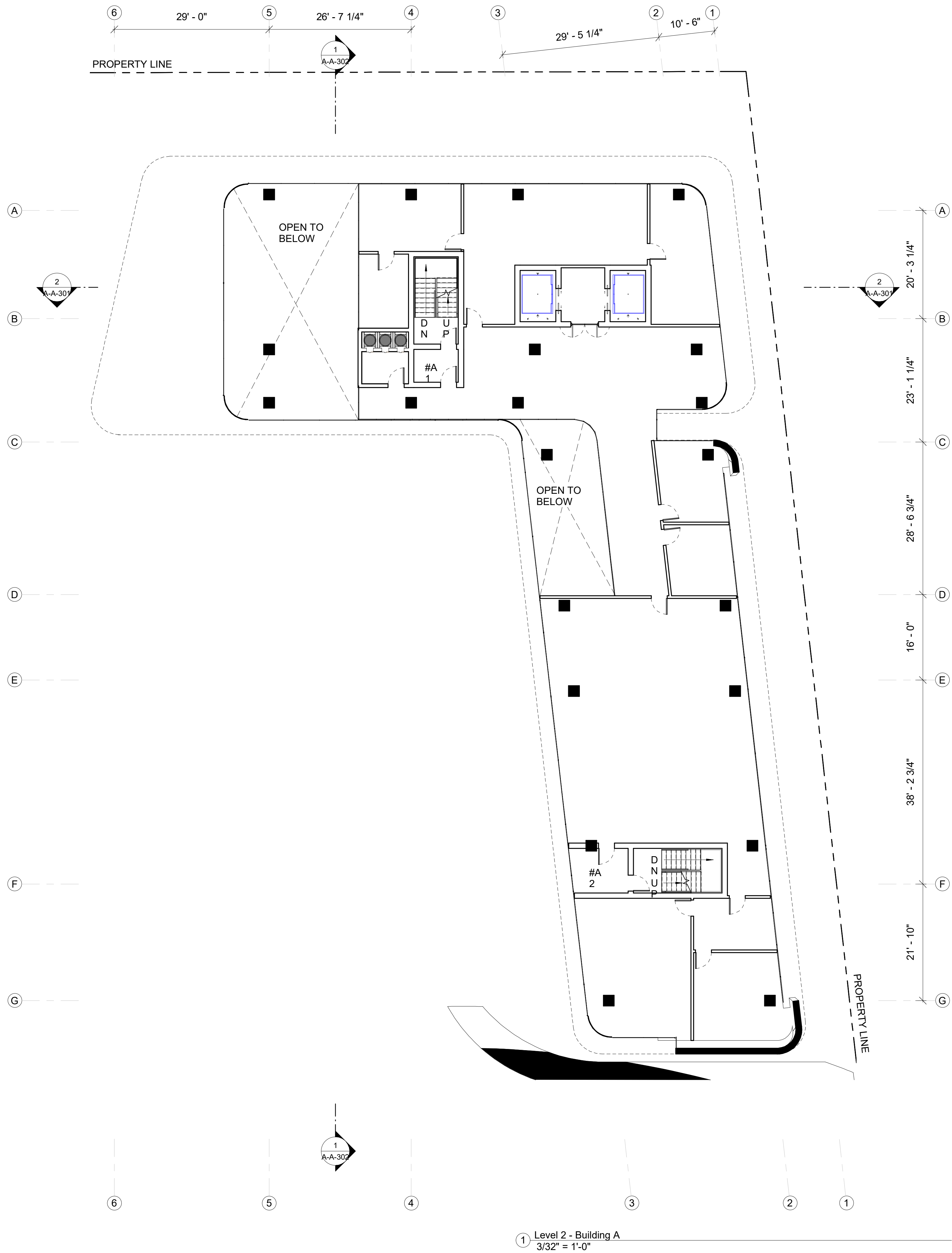
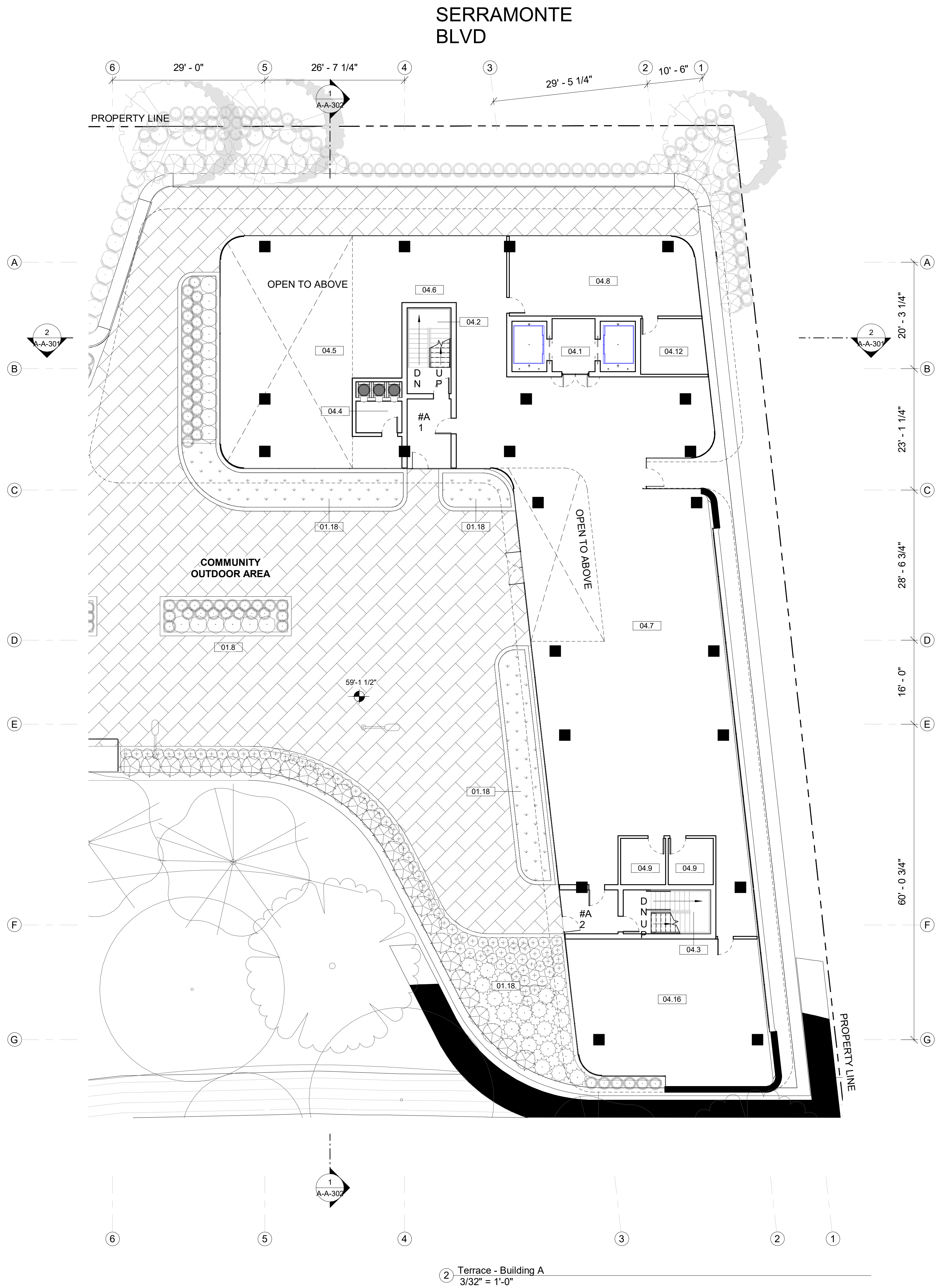
RESIDENTIAL
TERRACE PLAN

Sheet Number:
A-016

The Views - Residential
Site

525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

No.	Description	Date
1	Issued for Review	09/12/2014
2	Issued for Review	11/20/2014
3	Issued for Review	06/23/2015
4	Issued for Review	10/19/2015
5	Issued for Review	12/29/2015
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8	Issued for Review	08/24/2017
9	Issued for Review	10/20/2017
10	Issued for Review	04/03/2018
11	Issued for Review	04/17/2018
12	Issued for Review	06/26/2018



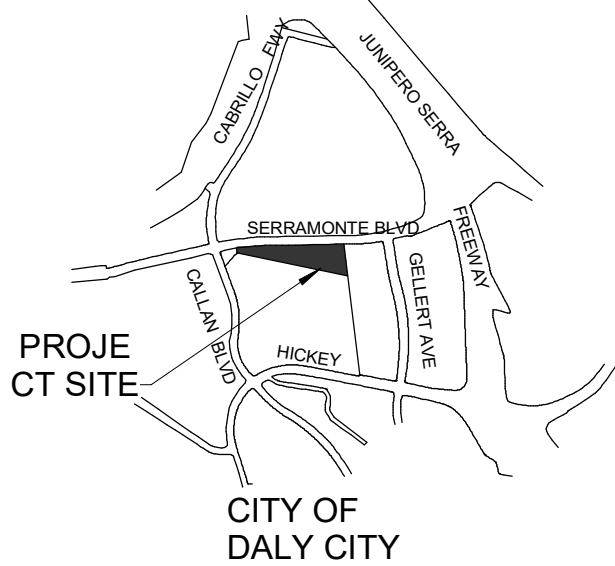
SITE LEGEND

01.8	Residential Terrace
01.18	Water Retention Planters
04.1	Building A - Elevators
04.2	Building A - Stair Core 1
04.3	Building A - Stair Core 2
04.4	Building A - Trash Room
04.5	Terrace Lounge
04.6	Vending
04.7	Amenity Area
04.8	Business Center
04.9	Unisex Bathroom

SITE LEGEND

04.12	Mechanical Storage
04.16	Media Room

VICINITY MAP



ABBREVIATIONS

BAL	- BALCONY
BR	- BED ROOM
COR	- CORRIDOR
DS	- DENS
DT	- DATA
ELEV LB	- ELEVATOR LOBBY
JN	- JANITORIAL
K	- KITCHEN
LV	- LIVING ROOM
MR	- MASTER BEDROOM
TR RM	- TRASH ROOM

WALL LEGEND

FAÇADE	- FAÇADE
INTERIOR DEMISING WALL - 1 HR. RATED	- INTERIOR DEMISING WALL - 1 HR. RATED
INTERIOR WALL - NON RATED	- INTERIOR WALL - NON RATED
CORE - 2 HR RATED	- CORE - 2 HR RATED
BUILDING ABOVE	- BUILDING ABOVE
ACCESSIBILITY LEGEND	- ACCESSIBILITY LEGEND
NO PARKING - ACCESSIBLE PATH OF TRAVEL	- NO PARKING - ACCESSIBLE PATH OF TRAVEL
EXTERIOR ACCESSIBLE ROUTE	- EXTERIOR ACCESSIBLE ROUTE
EGRESS PATH	- EGRESS PATH
PROPERTY LINE	- PROPERTY LINE
ACCESSIBLE ENTRANCE	- ACCESSIBLE ENTRANCE

NOTE : ALL REQUIRED EXITS FOR BUILDING SHALL BE ACCESSIBLE

Date: 06/26/2018

Scale: As indicated

Description:

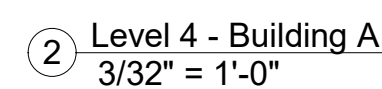
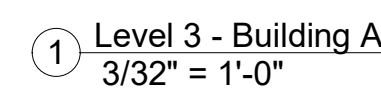
BUILDING A - 1ST
AND 2ND FLOOR
PLANS

Sheet Number:

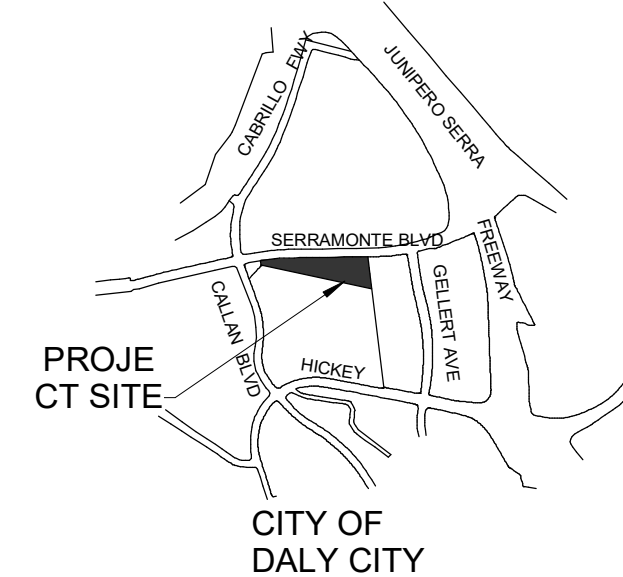
A-A-101

525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

No.	Description	Date
1	Issued for Review	09/12/2014
2	Issued for Review	11/20/2014
3	Issued for Review	06/23/2015
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8	Issued for Review	08/24/2017
9	Issued for Review	10/20/2017
10	Issued for Review	04/03/2018
11	Issued for Review	04/17/2018
12	Issued for Review	06/26/2018



VICINITY MAP



BAL - BALCONY
BR - BED ROOM
COR - CORRIDOR
DS - DENS
DT - DATA
ELEV LB - ELEVATOR LOBBY
JN - JANITORIAL
K - KITCHEN
LV - LIVING ROOM
MR - MASTER BEDROOM
TR RM - TRASH ROOM

 FAÇADE
 INTERIOR DEMISING WALL - 1 HR. RATED
 INTERIOR WALL - NON RATED
 CORE - 2 HR RATED
 BUILDING ABOVE
ACCESSIBILITY LEGEND
 NO PARKING - ACCESSIBLE PATH OF TRAVEL
 EXTERIOR ACCESSIBLE ROUTE
 EGRESS PATH
 PROPERTY LINE
 ACCESSIBLE ENTRANCE
NOTE : ALL REQUIRED EXITS FOR BUILDING SHALL BE ACCESSIBLE

Date: 06/26/2018

Scale: As indicated

Description:

BUILDING A - 3RD
AND 4TH FLOOR
PLANS

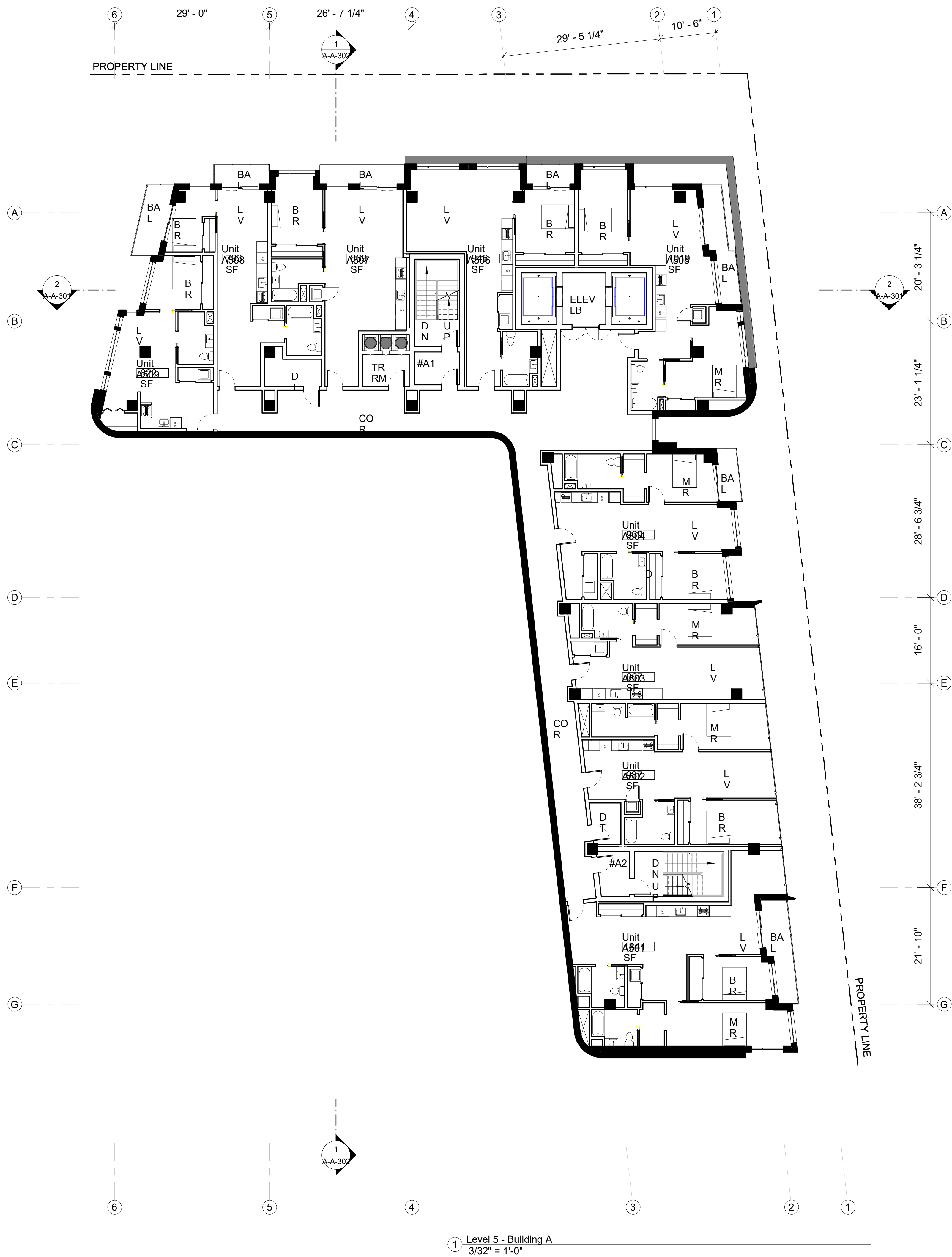
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A-A-102

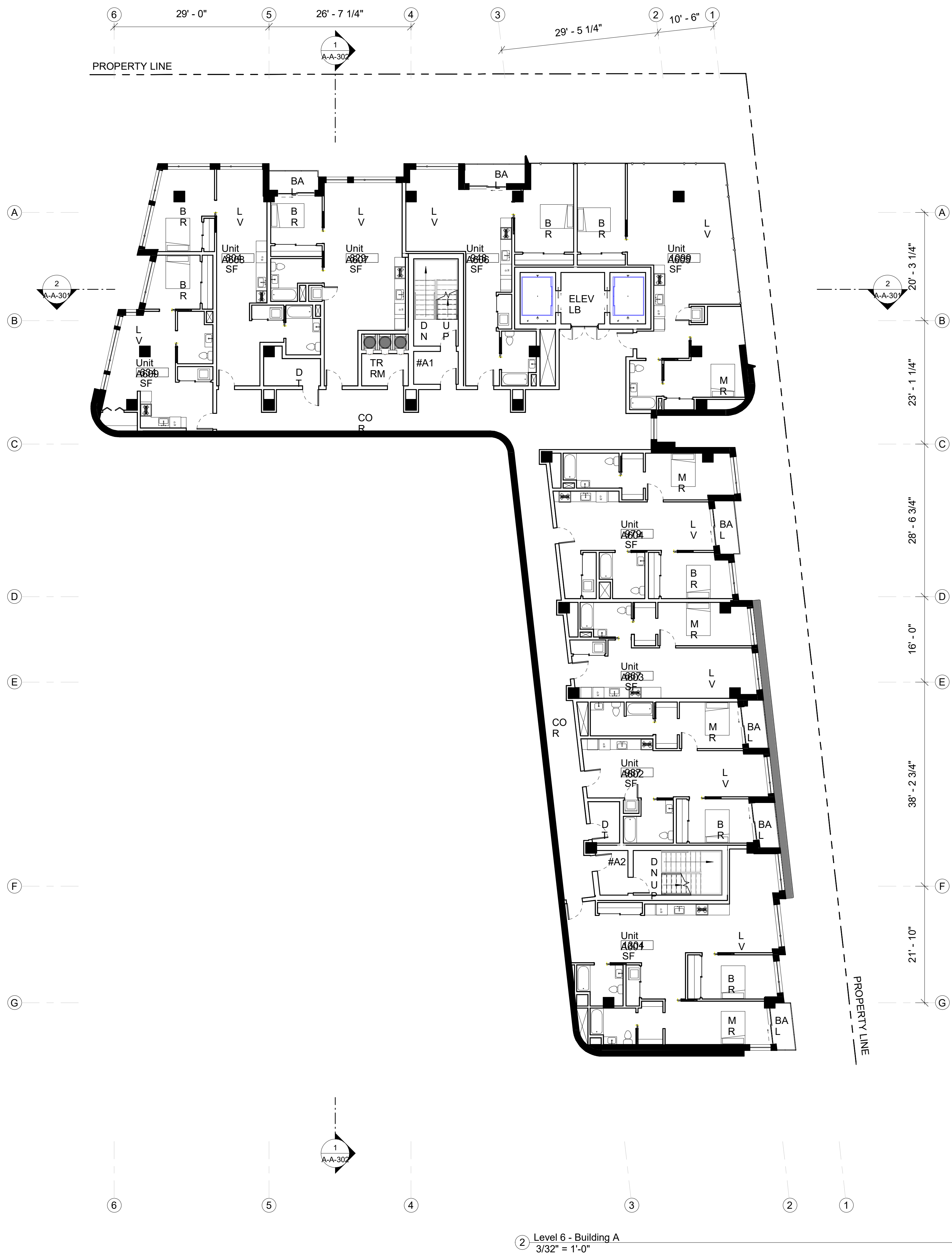
The Views - Residential
Site

525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

No.	Description	Date
1	Issued for Review	09/12/2014
2	Issued for Review	11/20/2014
3	Issued for Review	06/23/2015
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12	Issued for Review	06/26/2018



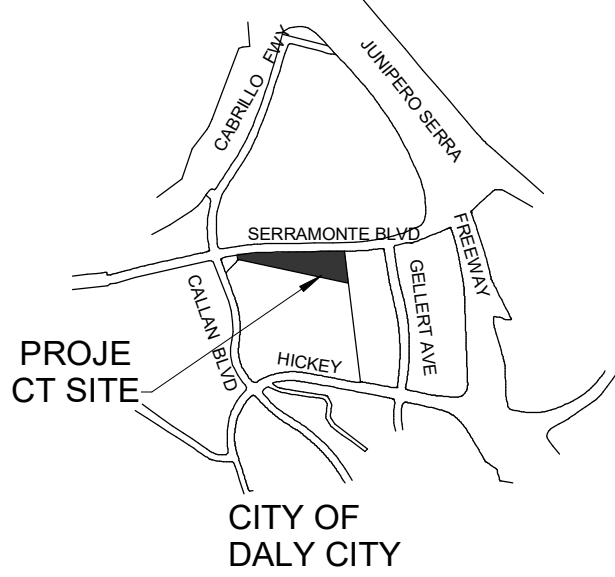
1 Level 5 - Building A
3/32" = 1'-0"



2 Level 6 - Building A
3/32" = 1'-0"

SITE LEGEND

VICINITY MAP



ABBREVIATIONS

BAL - BALCONY
BR - BED ROOM
COR - CORRIDOR
DS - DENS
DT - DATA
ELEV LB - ELEVATOR LOBBY
JN - JANITORIAL
K - KITCHEN
LV - LIVING ROOM
MR - MASTER BEDROOM
TR RM - TRASH ROOM

WALL LEGEND

FAÇADE
INTERIOR DEMISING WALL - 1 HR. RATED
INTERIOR WALL - NON RATED
CORE - 2 HR RATED
BUILDING ABOVE
ACCESSIBILITY LEGEND
NO PARKING - ACCESSIBLE PATH OF TRAVEL
EXTERIOR ACCESSIBLE ROUTE
EGRESS PATH
PROPERTY LINE
ACCESSIBLE ENTRANCE
NOTE : ALL REQUIRED EXITS FOR BUILDING SHALL BE ACCESSIBLE



Date: 06/26/2018

Scale: As indicated

Description:

BUILDING A - 5TH
AND 6TH FLOOR
PLANS

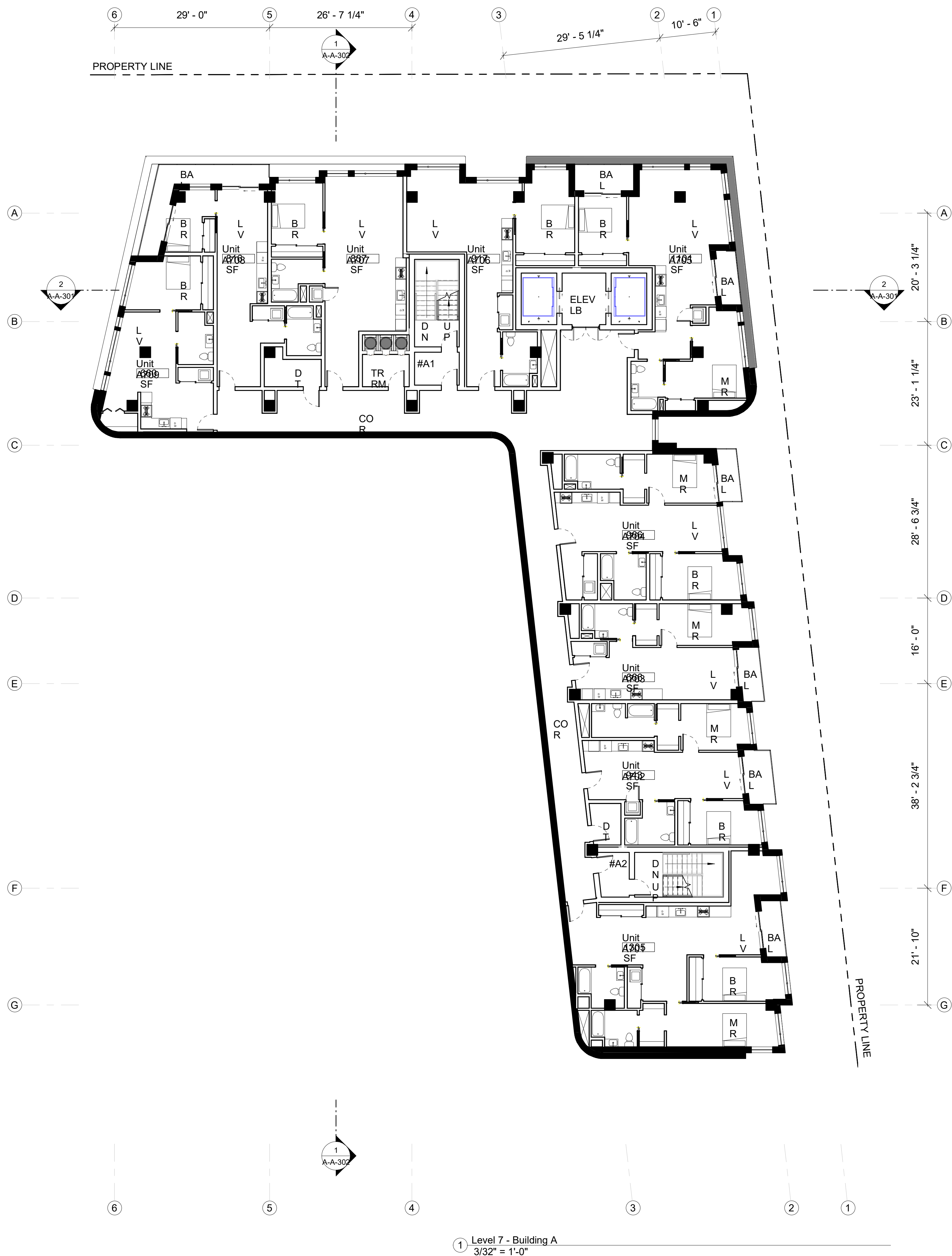
Sheet Number:

A-A-103

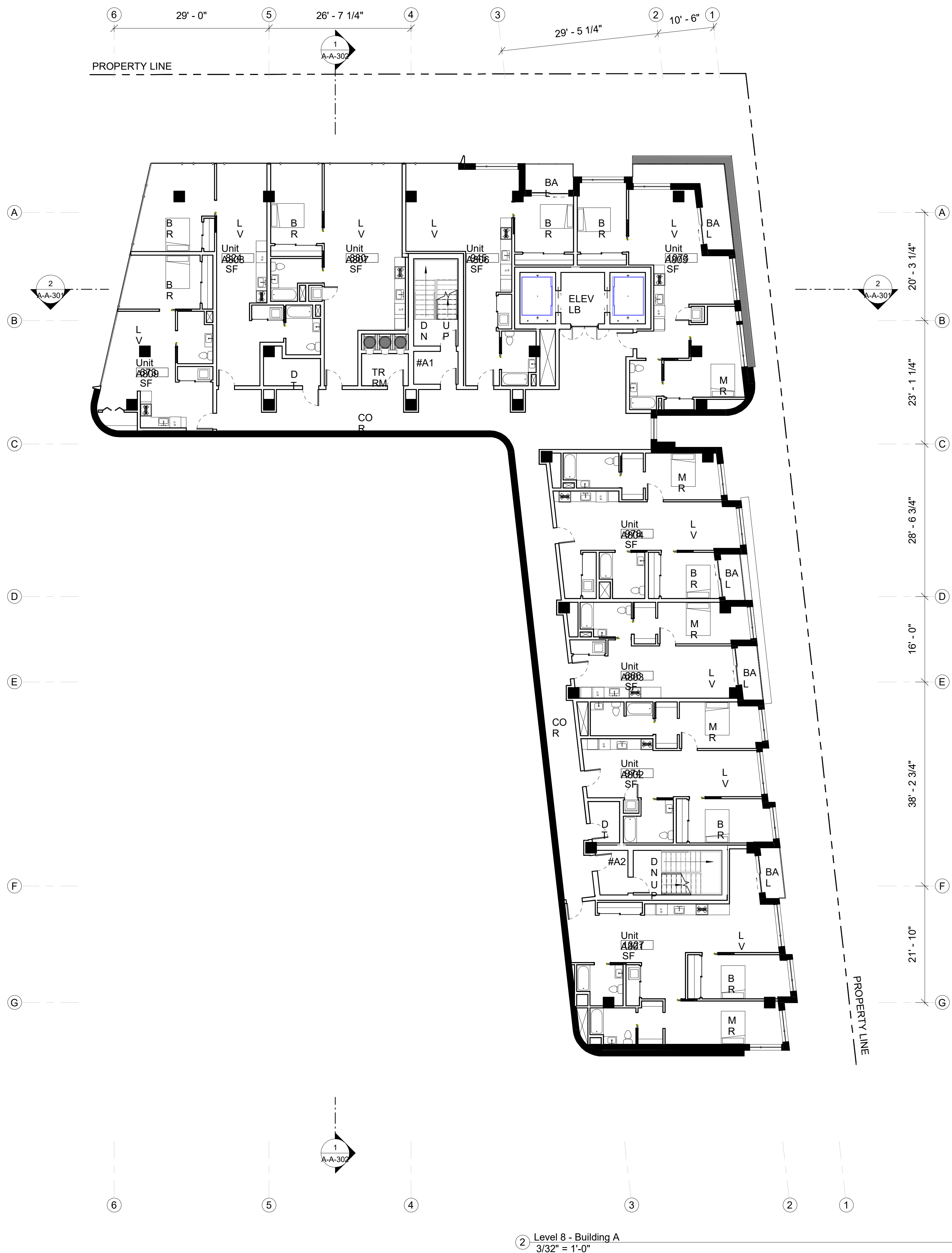
The Views - Residential
Site

525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

No.	Description	Date
1	Issued for Review	09/12/2014
2	Issued for Review	11/20/2014
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11	Issued for Review	04/17/2018
12	Issued for Review	06/26/2018



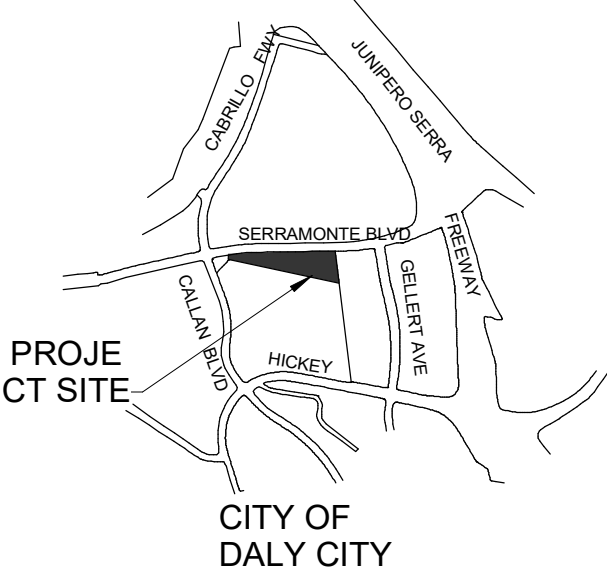
1 Level 7 - Building A
3/32" = 1'-0"



2 Level 8 - Building A
3/32" = 1'-0"

SITE LEGEND

VICINITY MAP

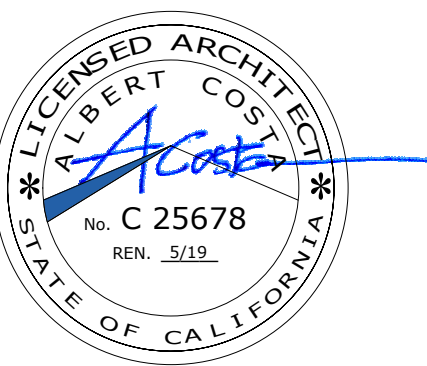


ABBREVIATIONS

BAL - BALCONY
BR - BED ROOM
COR - CORRIDOR
DS - DENS
DT - DATA
ELEV LB - ELEVATOR LOBBY
JN - JANITORIAL
K - KITCHEN
LV - LIVING ROOM
MR - MASTER BEDROOM
TR RM - TRASH ROOM

WALL LEGEND

FAÇADE
INTERIOR DEMISING WALL - 1 HR. RATED
INTERIOR WALL - NON RATED
CORE - 2 HR RATED
BUILDING ABOVE
ACCESSIBILITY LEGEND
NO PARKING - ACCESSIBLE PATH OF TRAVEL
EXTERIOR ACCESSIBLE ROUTE
EGRESS PATH
PROPERTY LINE
ACCESSIBLE ENTRANCE
NOTE : ALL REQUIRED EXITS FOR BUILDING SHALL BE ACCESSIBLE



Date: 06/26/2018
Scale: As indicated

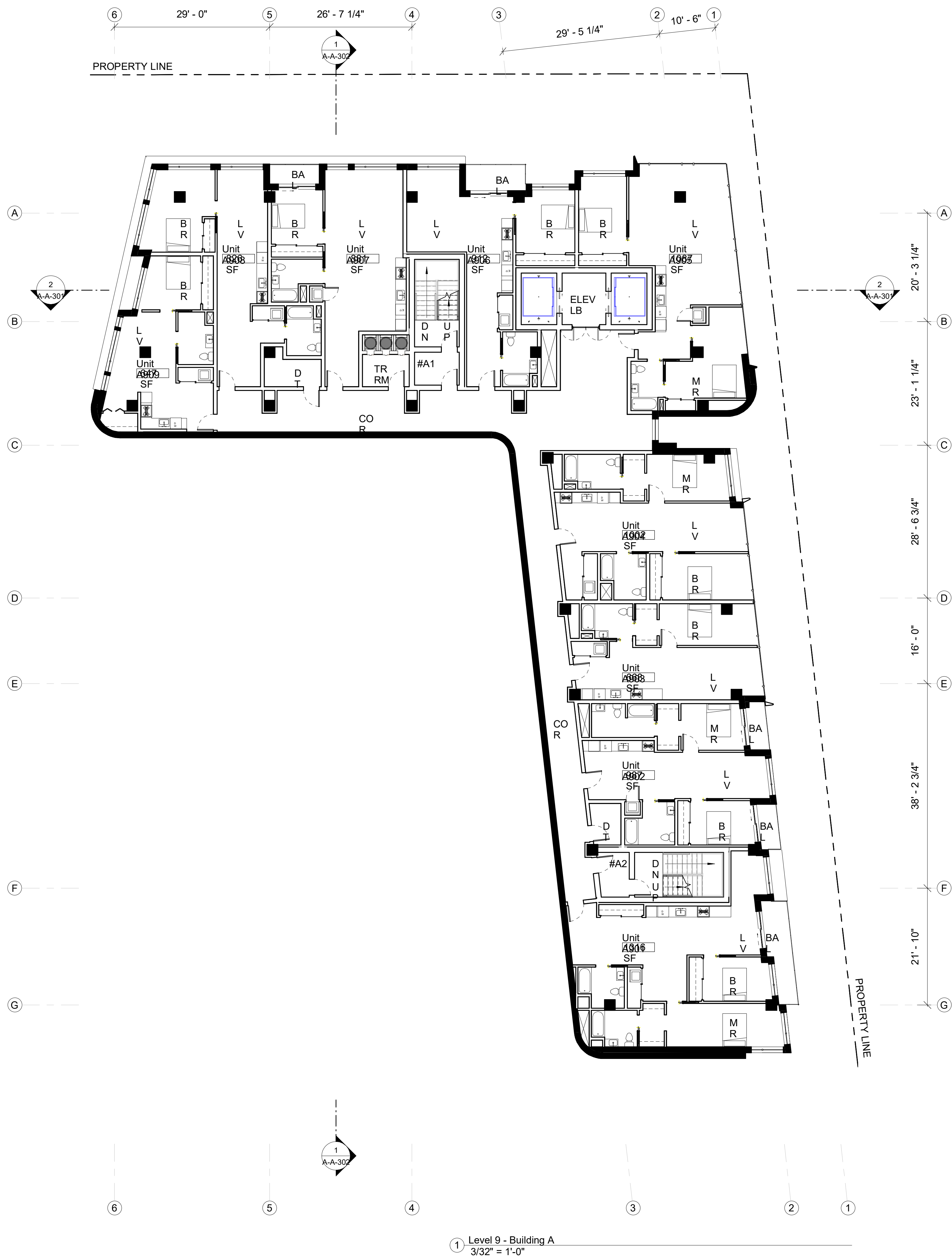
Description:
**BUILDING A - 7TH
AND 8TH FLOOR
PLANS**

Sheet Number:
A-A-104

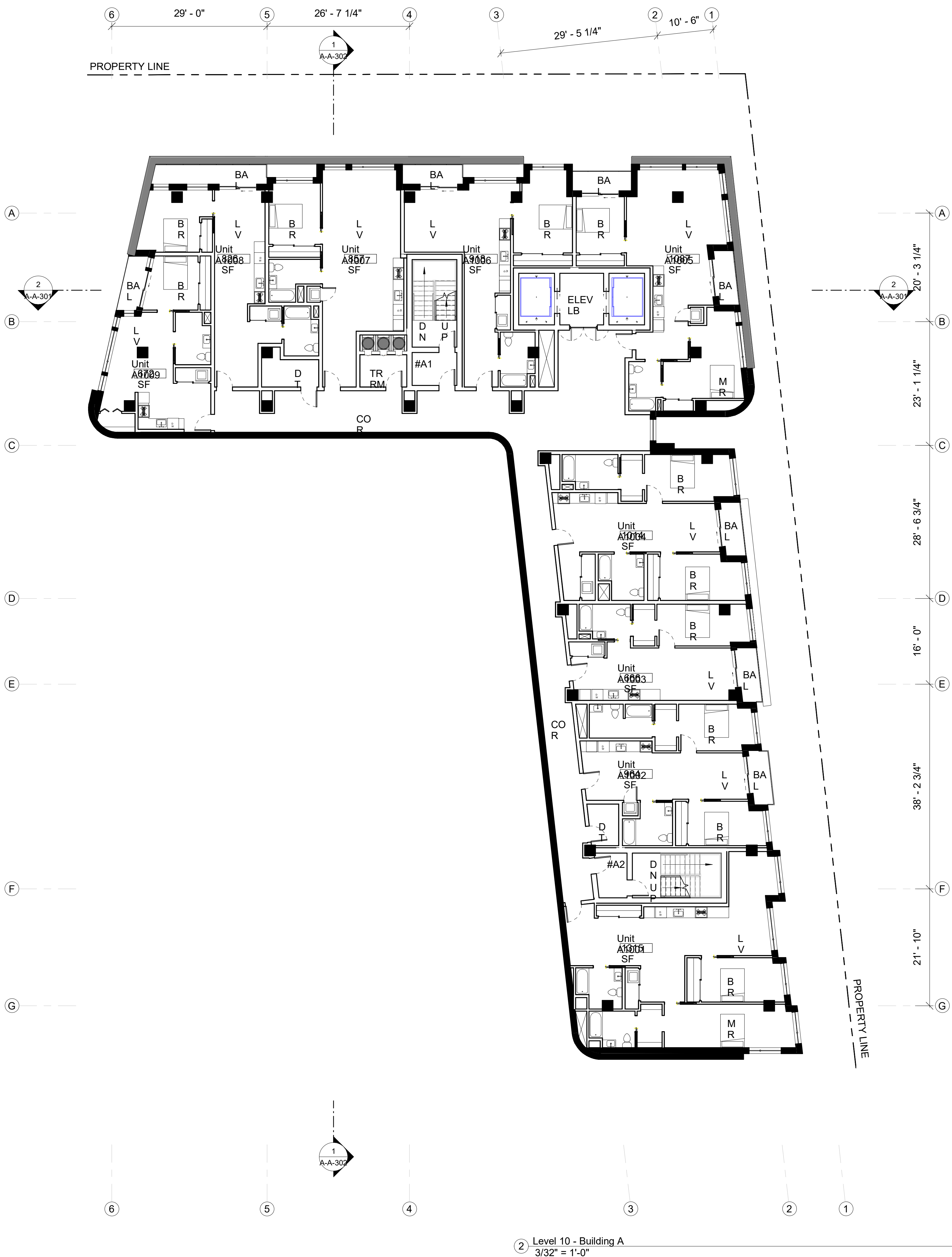
The Views - Residential
Site

525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

No.	Description	Date
1	Issued for Review	09/12/2014
2	Issued for Review	11/20/2014
3	Issued for Review	06/23/2015
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10	Issued for Review	04/03/2018
11	Issued for Review	04/17/2018
12	Issued for Review	06/26/2018



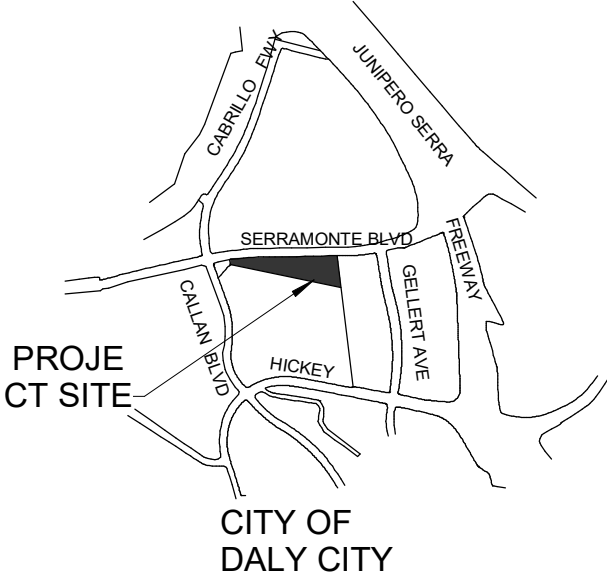
1 Level 9 - Building A
3/32" = 1'-0"



2 Level 10 - Building A
3/32" = 1'-0"

SITE LEGEND

VICINITY MAP



ABBREVIATIONS

BAL - BALCONY
BR - BED ROOM
COR - CORRIDOR
DS - DENS
DT - DATA
ELEV LB - ELEVATOR LOBBY
JN - JANITORIAL
K - KITCHEN
LV - LIVING ROOM
MR - MASTER BEDROOM
TR RM - TRASH ROOM

WALL LEGEND

FAÇADE
INTERIOR DEMISING WALL - 1 HR. RATED
INTERIOR WALL - NON RATED
CORE - 2 HR RATED
BUILDING ABOVE
ACCESSIBILITY LEGEND
NO PARKING - ACCESSIBLE PATH OF TRAVEL
EXTERIOR ACCESSIBLE ROUTE
EGRESS PATH
PROPERTY LINE
ACCESSIBLE ENTRANCE
NOTE : ALL REQUIRED EXITS FOR BUILDING SHALL BE ACCESSIBLE



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Date: 06/26/2018

Scale: As indicated

Description:

BUILDING A - 9TH
AND 10TH FLOOR
PLANS

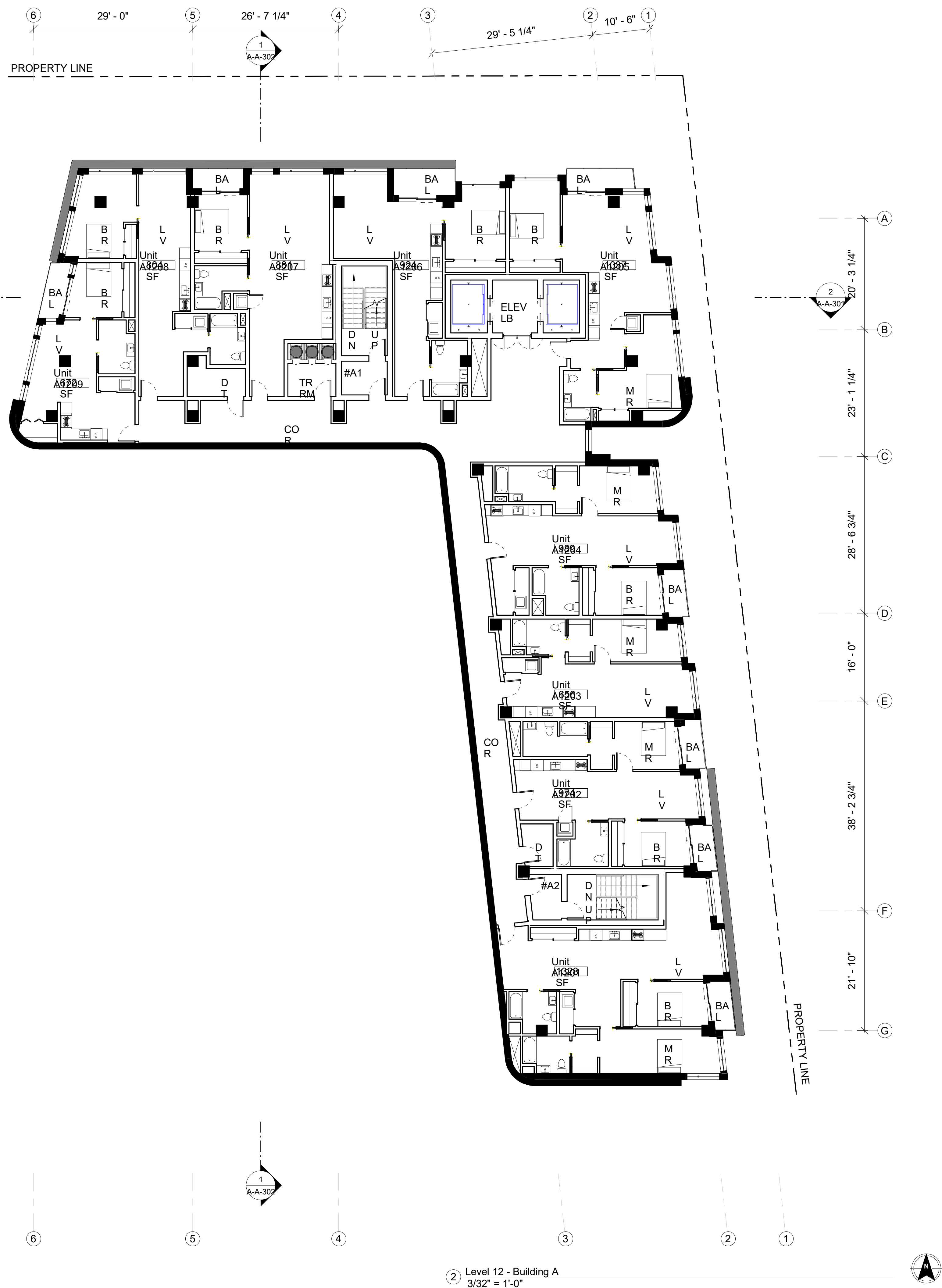
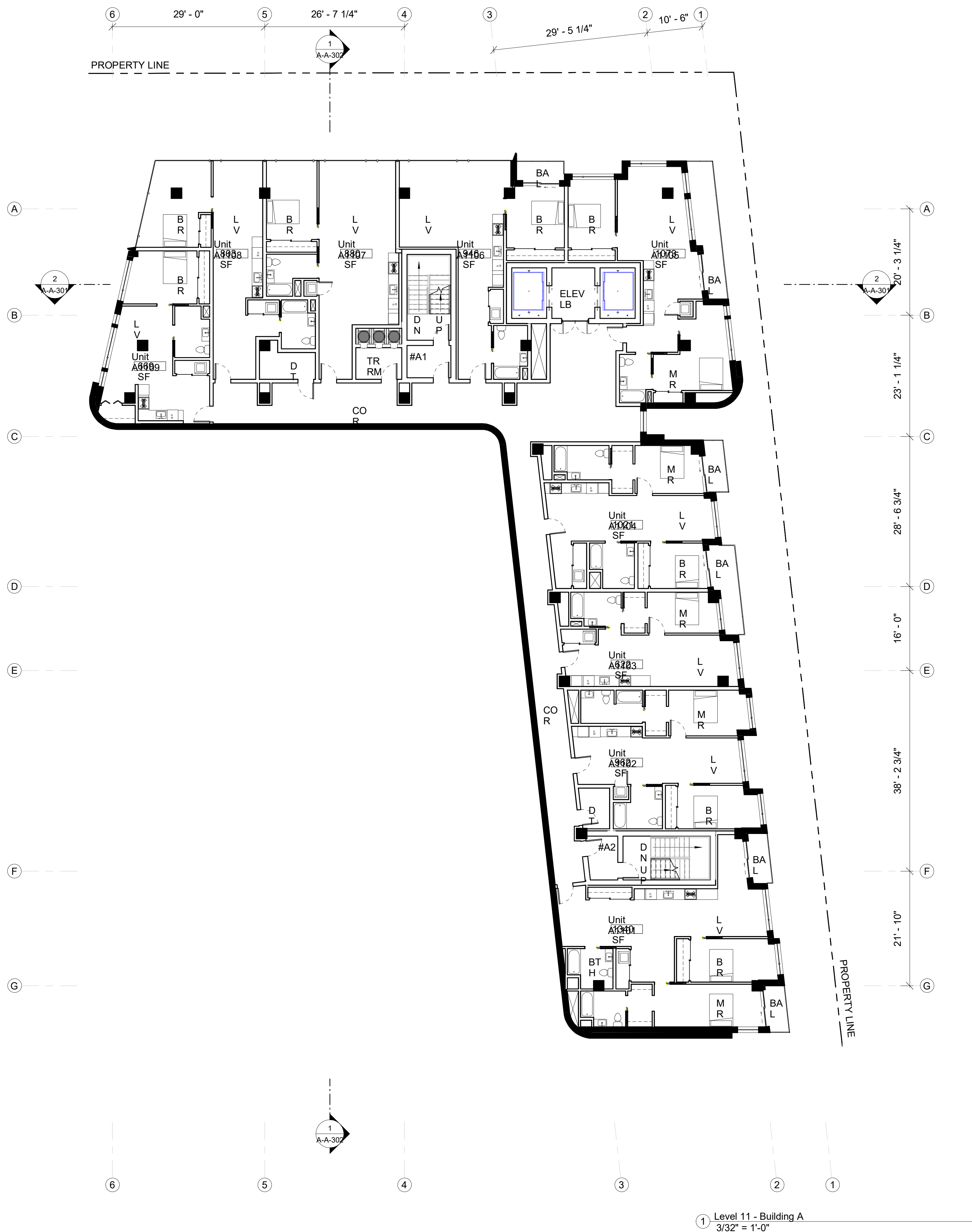
Sheet Number:

A-A-105

The Views - Residential
Site

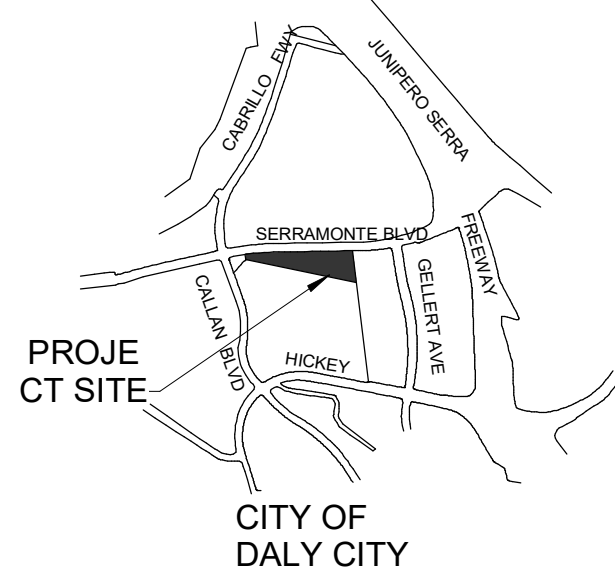
525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

No.	Description	Date
1	Issued for Review	09/12/2014
2	Issued for Review	11/20/2014
3	Issued for Review	06/23/2015
4	Issued for Review	10/19/2015
5	Issued for Review	12/29/2015
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8	Issued for Review	08/24/2017
9	Issued for Review	10/20/2017
10	Issued for Review	04/03/2018
11	Issued for Review	04/17/2018
12	Issued for Review	06/26/2018



SITE LEGEND

VICINITY MAP



ABBREVIATIONS

BAL - BALCONY
BR - BED ROOM
COR - CORRIDOR
DS - DENS
DT - DATA
ELEV LB - ELEVATOR LOBBY
JN - JANITORIAL
K - KITCHEN
LV - LIVING ROOM
MR - MASTER BEDROOM
TR RM - TRASH ROOM

WALL LEGEND

FAÇADE
INTERIOR DEMISING WALL - 1 HR. RATED
INTERIOR WALL - NON RATED
CORE - 2 HR RATED
BUILDING ABOVE
ACCESSIBILITY LEGEND
NO PARKING - ACCESSIBLE PATH OF TRAVEL
EXTERIOR ACCESSIBLE ROUTE
EGRESS PATH
PROPERTY LINE
ACCESSIBLE ENTRANCE
NOTE : ALL REQUIRED EXITS FOR BUILDING SHALL BE ACCESSIBLE

Date: 06/26/2018

Scale: As indicated

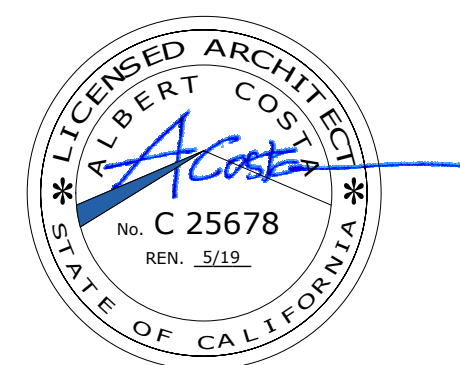
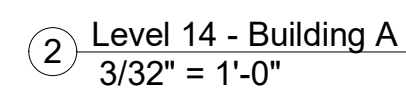
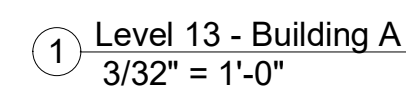
Description:
BUILDING A - 11TH
AND 12TH FLOOR
PLAN

Sheet Number:

A-A-106

525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

No.	Description	Date
1	Issued for Review	09/12/2014
2	Issued for Review	11/20/2014
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11	Issued for Review	04/17/2018
12	Issued for Review	06/26/2018



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Date: 06/26/2018

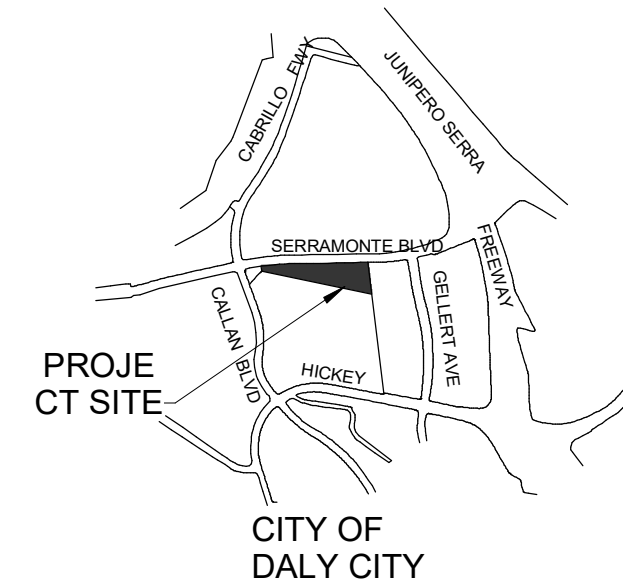
Description:

BUILDING A - 13 TH
AND 14TH FLOOR
PLAN

Sheet Number: _____

A-A-107

VICINITY MAP



WALL LEGEND

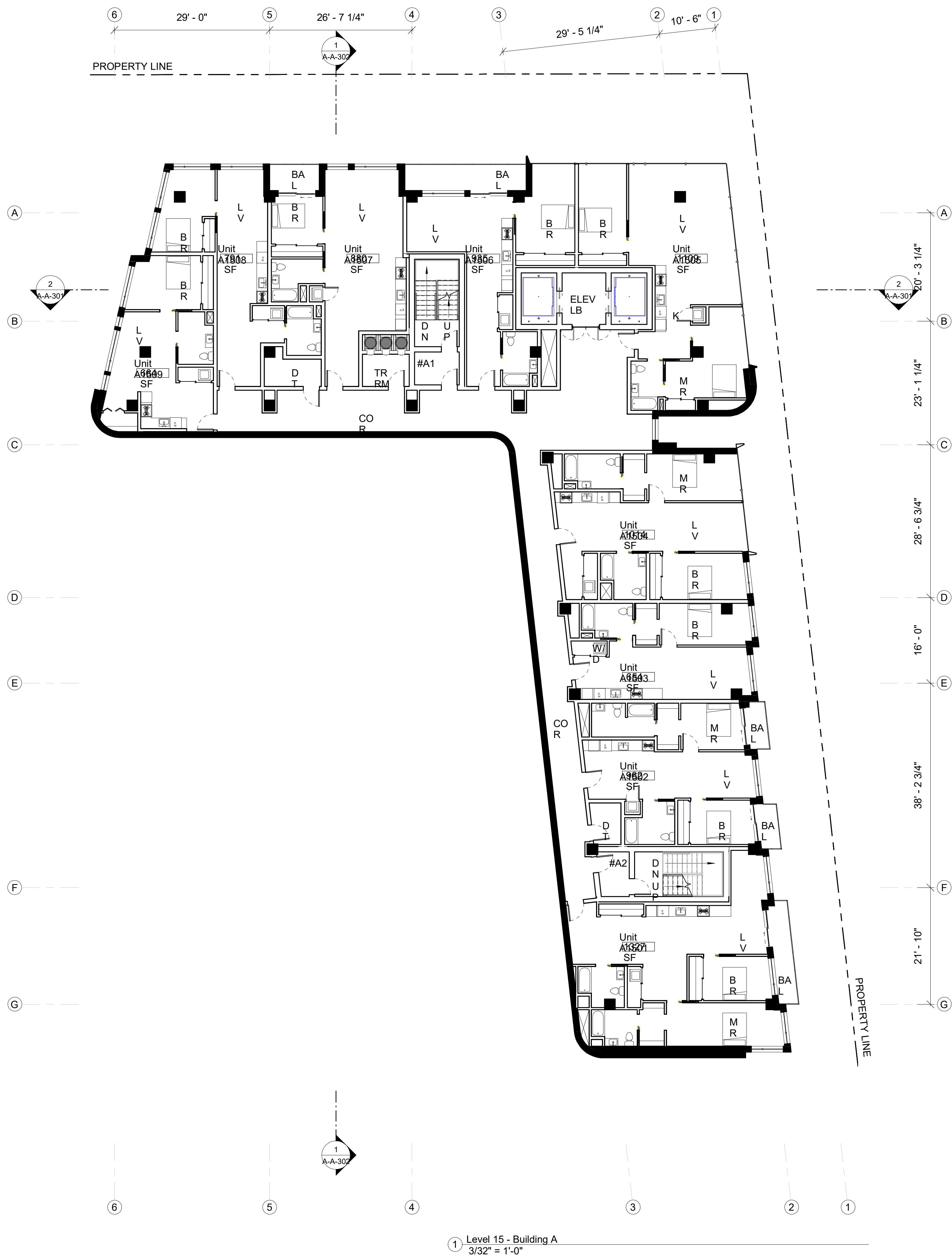
BAL - BALCONY
BR - BED ROOM
COR - CORRIDOR
DS - DENS
DT - DATA
ELEV LB - ELEVATOR LOBBY
JN - JANITORIAL
K - KITCHEN
LV - LIVING ROOM
MR - MASTER BEDROOM
TR RM - TRASH ROOM

 FAÇADE
 INTERIOR DEMISING WALL - 1 HR. RATED
 INTERIOR WALL - NON RATED
 CORE - 2 HR RATED
 BUILDING ABOVE
ACCESSIBILITY LEGEND
 NO PARKING - ACCESSIBLE PATH OF TRAVEL
 EXTERIOR ACCESSIBLE ROUTE
 EGRESS PATH
 PROPERTY LINE
 ACCESSIBLE ENTRANCE
NOTE: ALL REQUIRED EXITS FOR BUILDING SHALL BE ACCESSIBLE

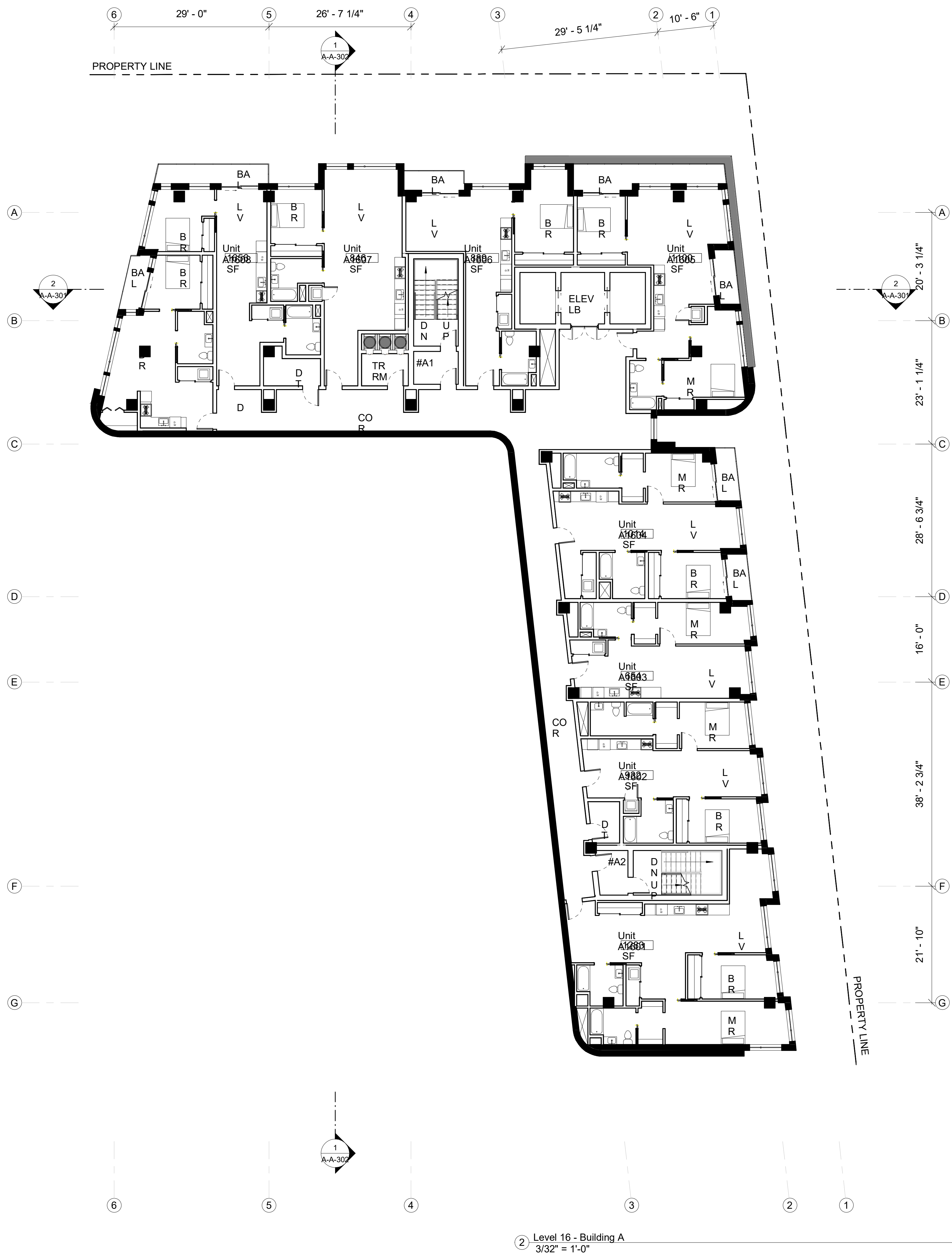
The Views - Residential
Site

525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

No.	Description	Date
1	Issued for Review	09/12/2014
2	Issued for Review	11/20/2014
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8	Issued for Review	08/24/2017
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10	Issued for Review	04/03/2018
11	Issued for Review	04/17/2018
12	Issued for Review	06/26/2018



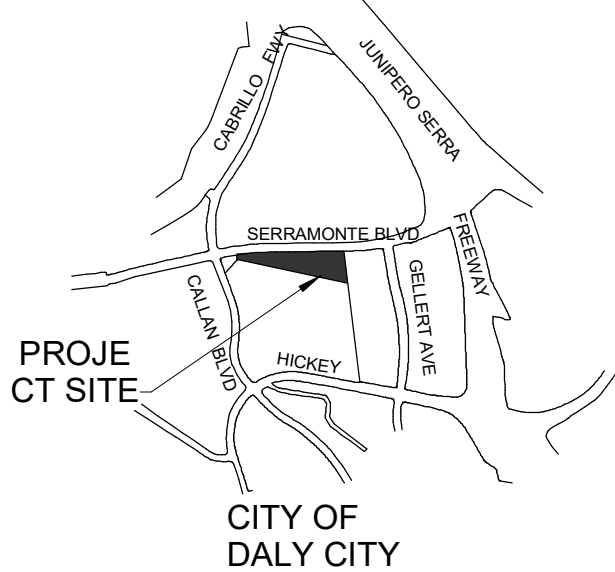
1 Level 15 - Building A
3/32" = 1'-0"



2 Level 16 - Building A
3/32" = 1'-0"

SITE LEGEND

VICINITY MAP



ABBREVIATIONS

BAL - BALCONY
BR - BED ROOM
COR - CORRIDOR
DS - DENS
DT - DATA
ELEV LB - ELEVATOR LOBBY
JN - JANITORIAL
K - KITCHEN
LV - LIVING ROOM
MR - MASTER BEDROOM
TR RM - TRASH ROOM

WALL LEGEND

FAÇADE
INTERIOR DEMISING WALL - 1 HR. RATED
INTERIOR WALL - NON RATED
CORE - 2 HR RATED
BUILDING ABOVE
ACCESSIBILITY LEGEND
NO PARKING - ACCESSIBLE PATH OF TRAVEL
EXTERIOR ACCESSIBLE ROUTE
EGRESS PATH
PROPERTY LINE
ACCESSIBLE ENTRANCE
NOTE : ALL REQUIRED EXITS FOR BUILDING SHALL BE ACCESSIBLE



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Date: 06/26/2018
Scale: As indicated

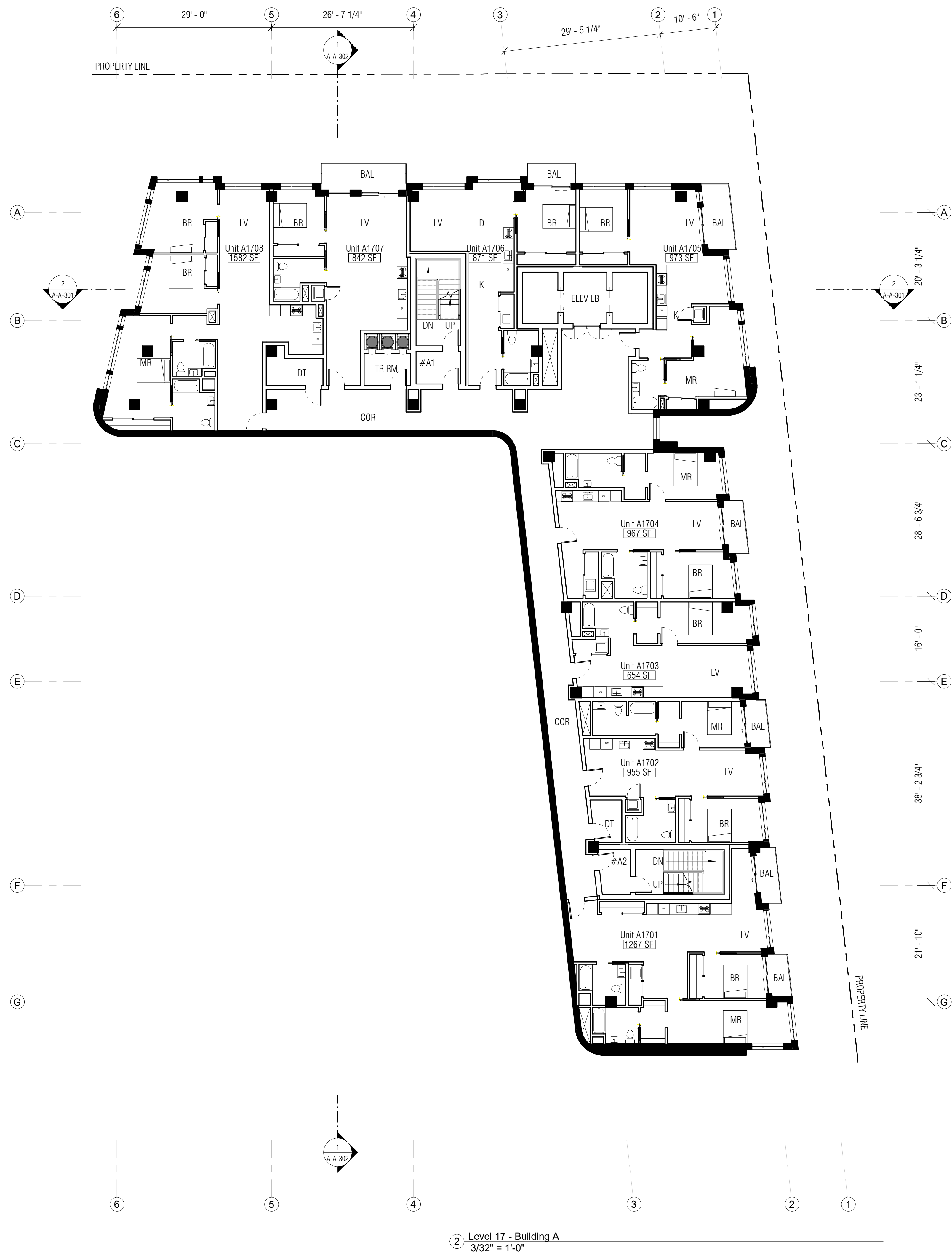
Description:
BUILDING A - 15TH
AND 16TH FLOOR
PLAN

Sheet Number:
A-A-108

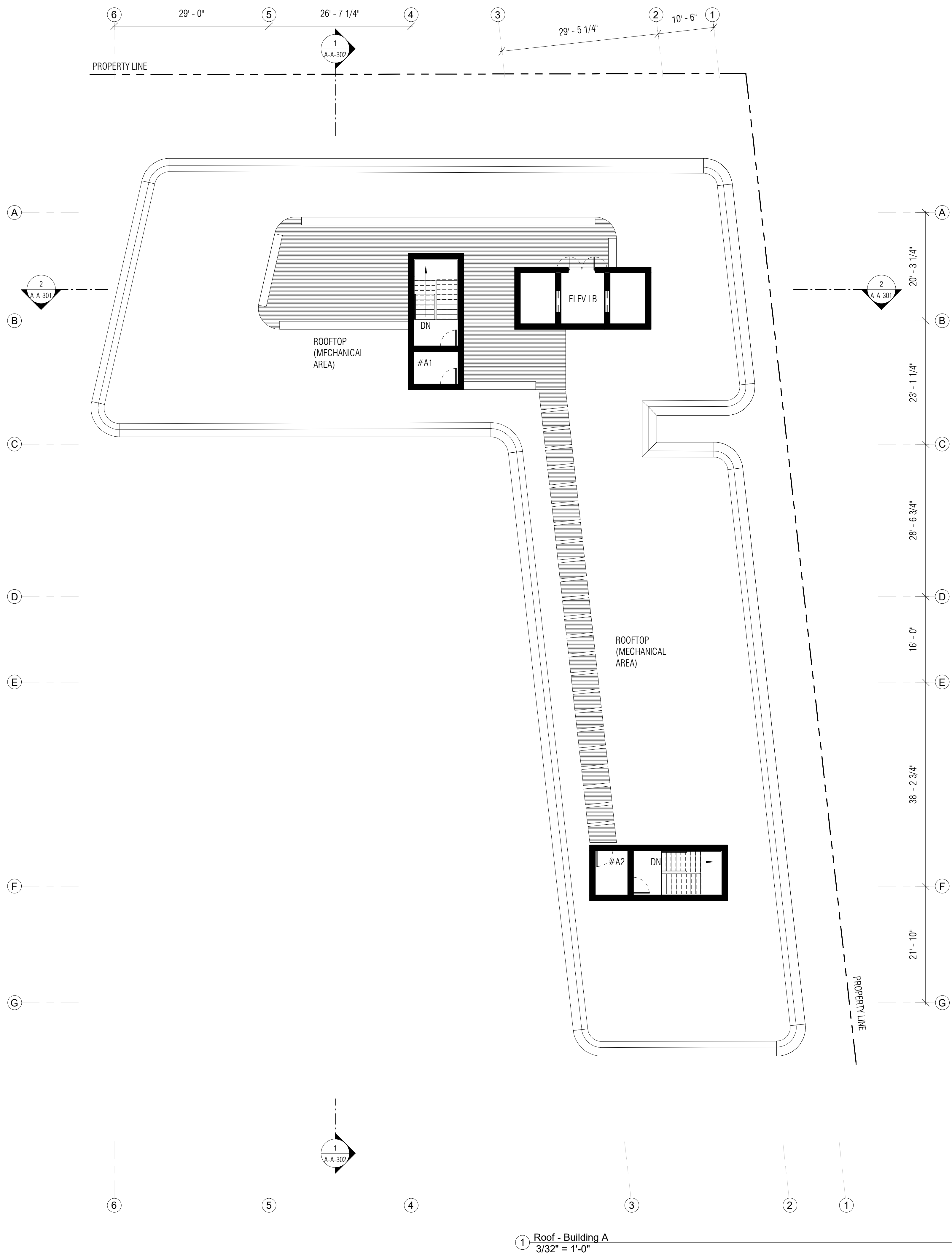
The Views - Residential
Site

525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

No.	Description	Date
1	Issued for Review	09/12/2014
2	Issued for Review	11/20/2014
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4	Issued for Review	10/19/2015
5	Issued for Review	12/29/2015
6	Issued for Review	07/11/2016
7	Issued for Review	12/05/2016
8	Issued for Review	08/24/2017
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11	Issued for Review	04/17/2018
12	Issued for Review	06/26/2018



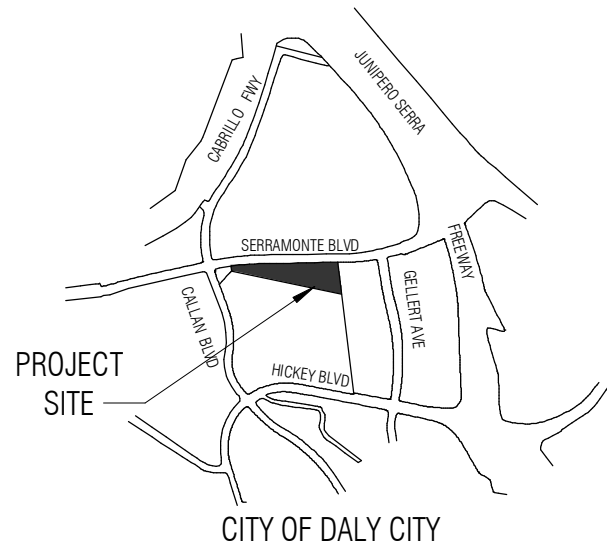
② Level 17 - Building A
3/32" = 1'-0"



① Roof - Building A
3/32" = 1'-0"

SITE LEGEND

VICINITY MAP



ABBREVIATIONS

BAL - BALCONY
BR - BED ROOM
COR - CORRIDOR
DS - DENS
DT - DATA
ELEV LB - ELEVATOR LOBBY
JN - JANITORIAL
K - KITCHEN
LV - LIVING ROOM
MR - MASTER BEDROOM
TR RM - TRASH ROOM

WALL LEGEND

FAÇADE
INTERIOR DEMISING WALL - 1 HR. RATED
INTERIOR WALL - NON RATED
CORE - 2 HR RATED
BUILDING ABOVE
ACCESSIBILITY LEGEND
NO PARKING - ACCESSIBLE PATH OF TRAVEL
EXTERIOR ACCESSIBLE ROUTE
EGRESS PATH
PROPERTY LINE
ACCESSIBLE ENTRANCE
NOTE : ALL REQUIRED EXITS FOR BUILDING SHALL BE ACCESSIBLE



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Date: 08/02/2018
Scale: As indicated

Description:
BUILDING A - 17TH
AND ROOF PLAN

Sheet Number:
A-A-109



The Views - Residential
Site

525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

No.	Description	Date
1	Issued for Review	09/12/2014
2	Issued for Review	11/20/2014
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Date: 06/26/2018

Scale: 3/32" = 1'-0"

Description:

BUILDING A -
NORTH ELEVATION

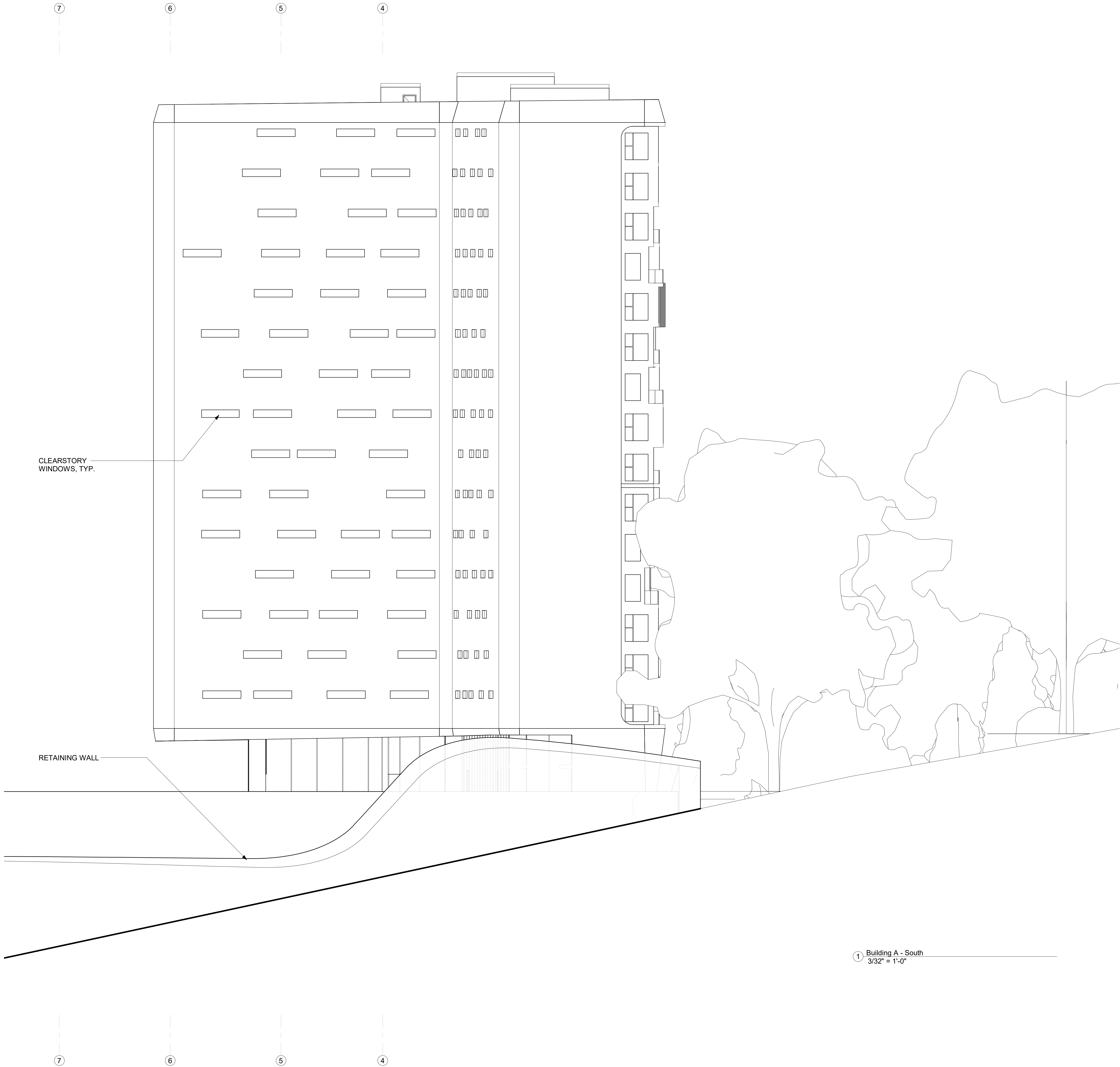
Sheet Number:

A-A-201

The Views - Residential
Site

525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

No.	Description	Date
1	Issued for Review	09/12/2014
2	Issued for Review	11/20/2014
3	Issued for Review	06/23/2015
4	Issued for Review	10/19/2015
5	Issued for Review	12/29/2015
6	Issued for Review	07/11/2016
7	Issued for Review	12/05/2016
8	Issued for Review	08/24/2017
9	Issued for Review	10/20/2017
10	Issued for Review	04/03/2018
11	Issued for Review	04/17/2018
12	Issued for Review	06/26/2018



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Date: 06/26/2018

Scale: 3/32" = 1'-0"

Description:

BUILDING A -
SOUTH ELEVATION

Sheet Number:

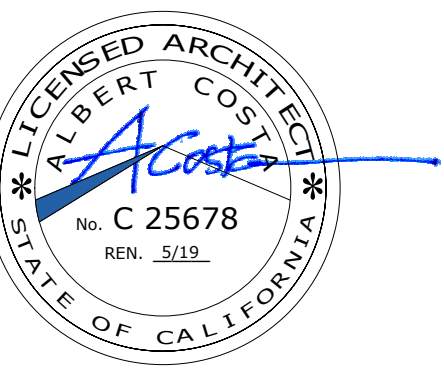
A-A-202



The Views - Residential
Site

525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

No.	Description	Date
1	Issued for Review	09/12/2014
2	Issued for Review	11/20/2014
3	Issued for Review	06/23/2015
4	Issued for Review	10/19/2015
5	Issued for Review	12/29/2015
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11	Issued for Review	04/17/2018
12	Issued for Review	06/26/2018



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Date: 06/26/2018

Scale: 3/32" = 1'-0"

Description:

BUILDING A - EAST
ELEVATION

Sheet Number:

A-A-203

The Views - Residential
Site

525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

No.	Description	Date
1	Issued for Review	09/12/2014
2	Issued for Review	11/20/2014
3	Issued for Review	06/23/2015
4	Issued for Review	10/19/2015
5	Issued for Review	12/29/2015
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10	Issued for Review	04/03/2018
11	Issued for Review	04/17/2018
12	Issued for Review	06/26/2018



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Date: 06/26/2018
Scale: 3/32" = 1'-0"
Description:

BUILDING A - WEST
ELEVATION

Sheet Number:
A-A-204



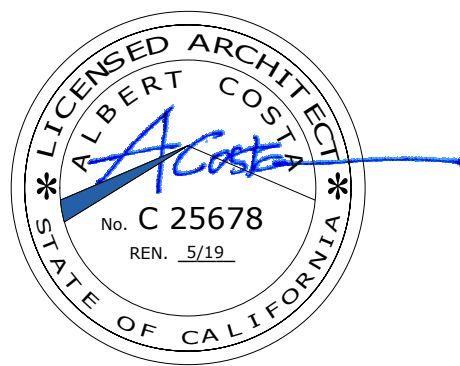


2 Building A - Long Section
3/32" = 1'-0"

The Views - Residential
Site

525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

No.	Description	Date
1	Issued for Review	09/12/2014
2	Issued for Review	11/20/2014
3	Issued for Review	06/23/2015
4	Issued for Review	10/19/2015
5	Issued for Review	12/29/2015
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11	Issued for Review	04/17/2018
12	Issued for Review	06/26/2018



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Date: 06/26/2018

Scale: 3/32" = 1'-0"

Description:

BUILDING A - LONG
SECTION

Sheet Number:

A-A-301

The Views - Residential
Site

525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

No.	Description	Date
1	Issued for Review	09/12/2014
2	Issued for Review	11/20/2014
3	Issued for Review	06/23/2015
4	Issued for Review	10/19/2015
5	Issued for Review	12/29/2015
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8	Issued for Review	08/24/2017
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12	Issued for Review	06/26/2018

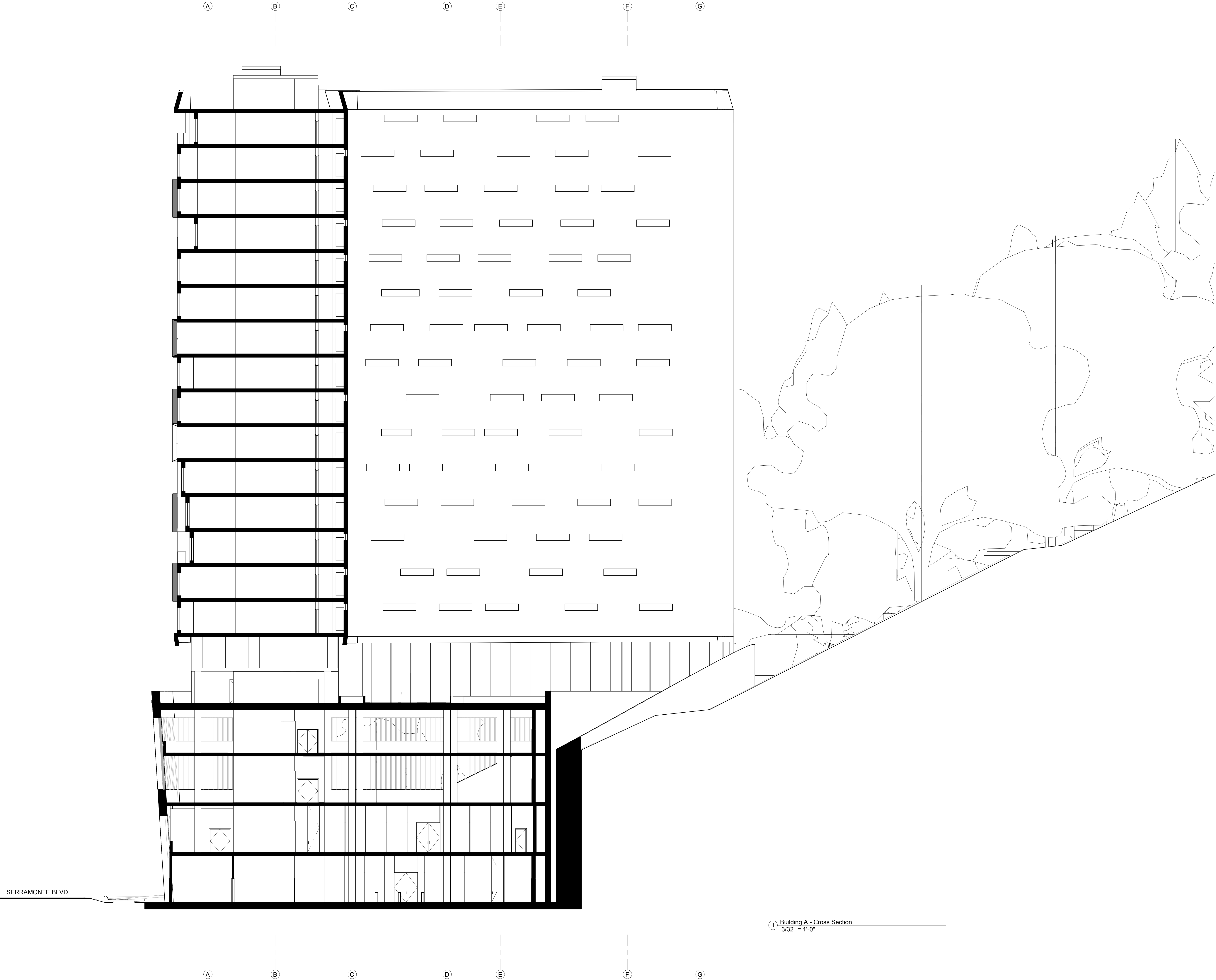


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Date: 06/26/2018
Scale: 3/32" = 1'-0"
Description:

BUILDING A -
SHORT SECTION

Sheet Number:
A-A-302

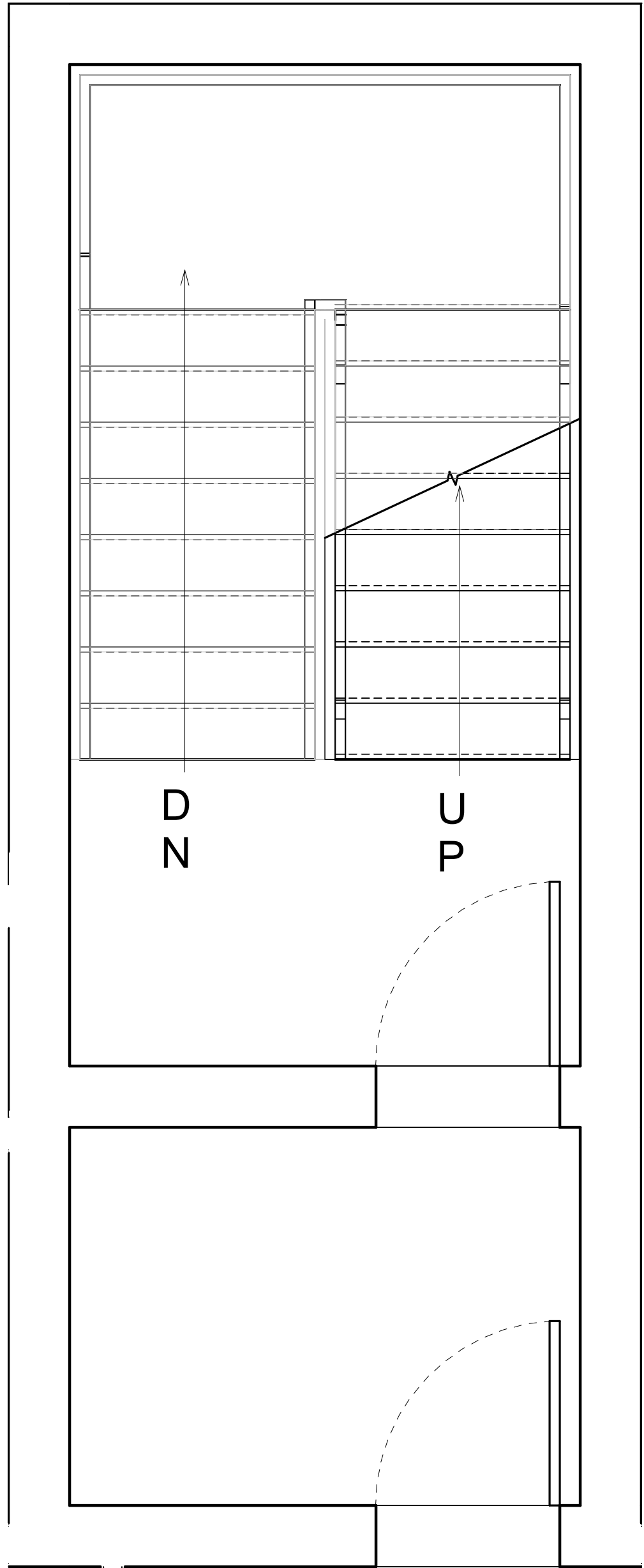


1 Building A - Cross Section
3/32" = 1'-0"

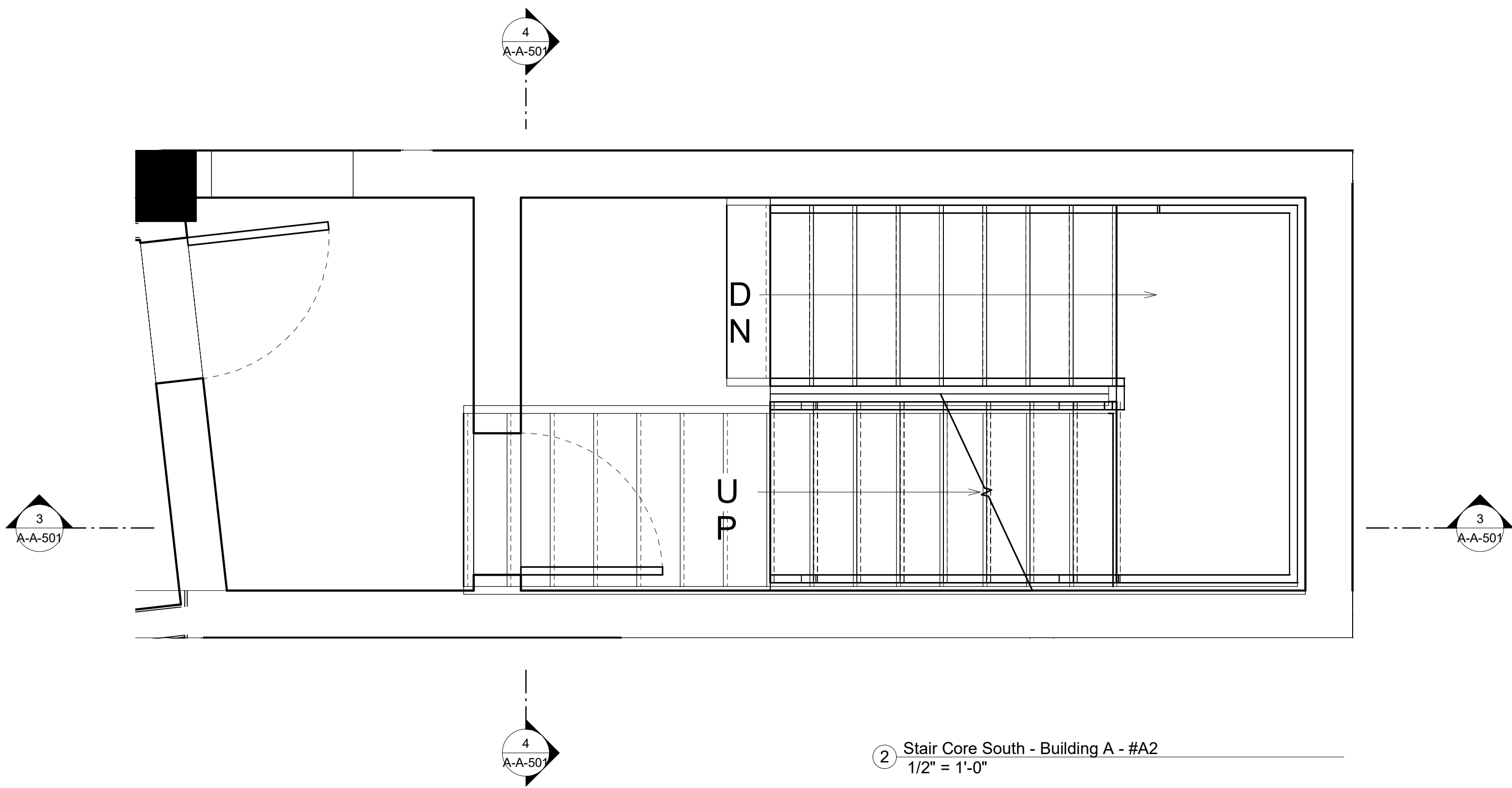
The Views - Residential
Site

525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

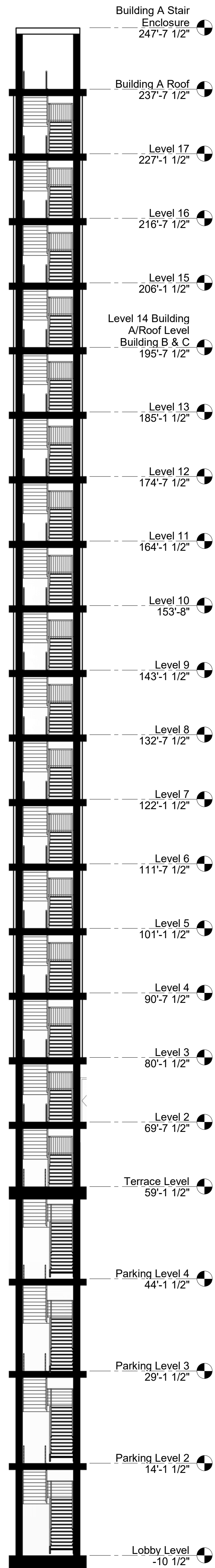
No.	Description	Date
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5	Issued for Review	12/29/2015
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12	Issued for Review	06/26/2018



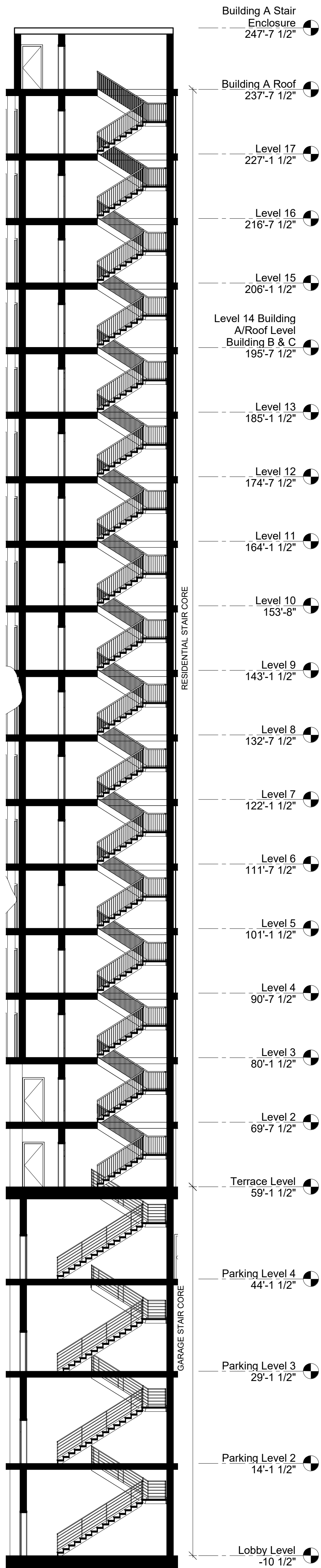
1 Stair Core North - Building A - #A1
1/2" = 1'-0"



2 Stair Core South - Building A - #A2
1/2" = 1'-0"



4 Stair Core Section South 2 - #A2
1" = 10'-0"



3 Stair Core Section South 1 - #A2
1" = 10'-0"



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Date: 06/26/2018

Scale: As indicated

Description:

BUILDING A - STAIR
CORE PLANS

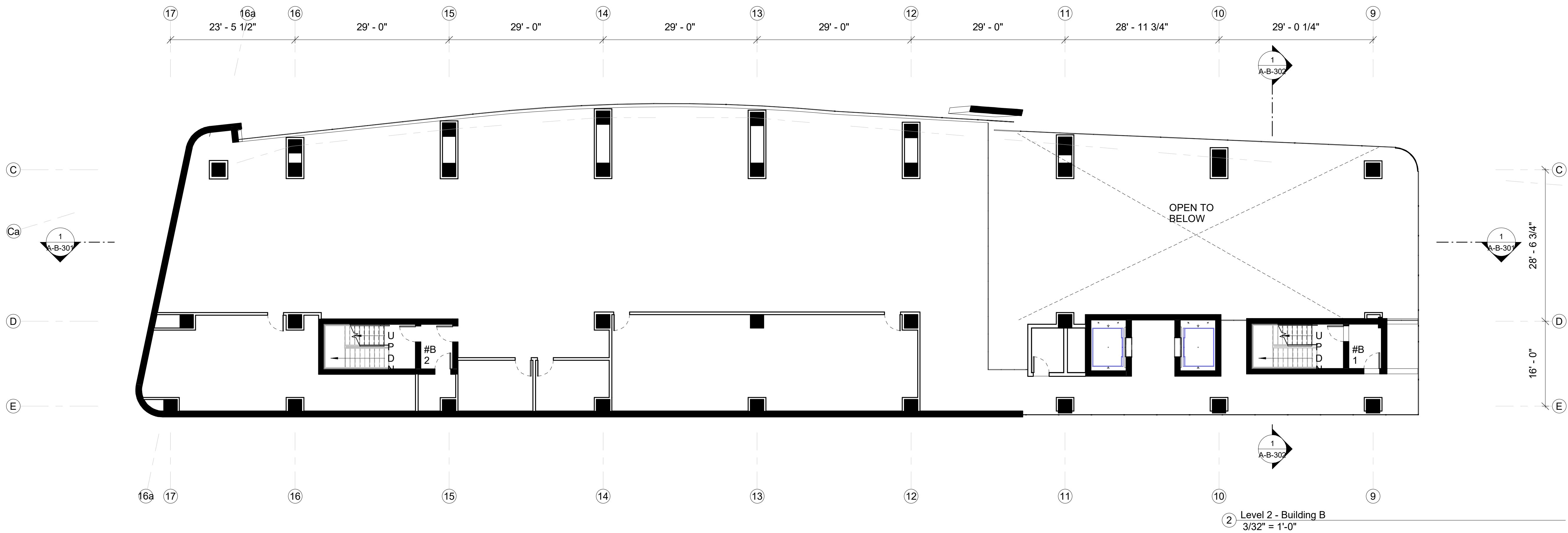
Sheet Number:

A-A-501

The Views - Residential
Site

525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

No.	Description	Date
1	Issued for Review	09/12/2014
2	Issued for Review	11/20/2014
3	Issued for Review	06/23/2015
4	Issued for Review	10/19/2015
5	Issued for Review	12/29/2015
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7	Issued for Review	12/05/2016
8	Issued for Review	08/24/2017
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10	Issued for Review	04/03/2018
11	Issued for Review	04/17/2018
12	Issued for Review	06/26/2018



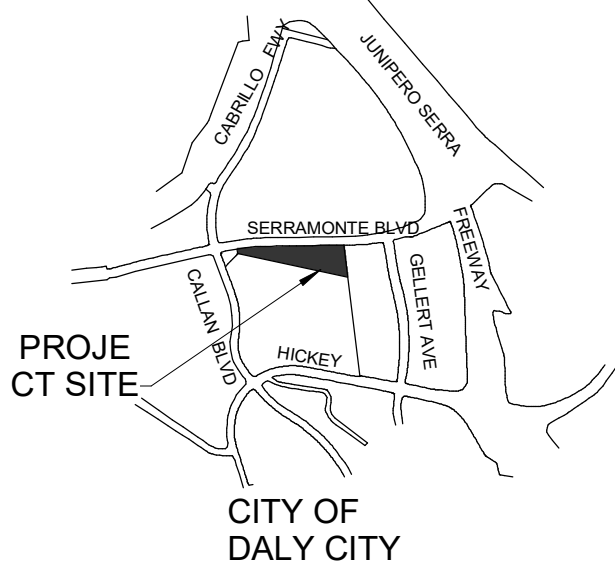
SITE LEGEND

01.8	Residential Terrace
01.18	Water Retention Planters
05.1	Building B - Elevators
05.2	Building B - Stair Core 1
05.3	Building B - Stair Core 2
05.4	Building B - Trash Room
05.5	Terrace Lounge

SITE LEGEND

05.6	Vending
05.7	Amenity Area
05.8	Business Center
05.9	Meeting Room
05.10	Unisex Bathroom
05.13	Storage

VICINITY MAP



ABBREVIATIONS

BAL	- BALCONY
BR	- BED ROOM
COR	- CORRIDOR
DS	- DENS
DT	- DATA
ELEV LB	- ELEVATOR LOBBY
JN	- JANITORIAL
K	- KITCHEN
LV	- LIVING ROOM
MR	- MASTER BEDROOM
TR RM	- TRASH ROOM

WALL LEGEND

FAÇADE	- FAÇADE
INTERIOR DEMISING WALL - 1 HR. RATED	- INTERIOR DEMISING WALL - 1 HR. RATED
INTERIOR WALL - NON RATED	- INTERIOR WALL - NON RATED
CORE - 2 HR RATED	- CORE - 2 HR RATED
BUILDING ABOVE	- BUILDING ABOVE
ACCESSIBILITY LEGEND	- ACCESSIBILITY LEGEND
NO PARKING - ACCESSIBLE PATH OF TRAVEL	- NO PARKING - ACCESSIBLE PATH OF TRAVEL
EXTERIOR ACCESSIBLE ROUTE	- EXTERIOR ACCESSIBLE ROUTE
EGRESS PATH	- EGRESS PATH
PROPERTY LINE	- PROPERTY LINE
ACCESSIBLE ENTRANCE	- ACCESSIBLE ENTRANCE
NOTE : ALL REQUIRED EXITS FOR BUILDING SHALL BE ACCESSIBLE	- NOTE : ALL REQUIRED EXITS FOR BUILDING SHALL BE ACCESSIBLE



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Date: 06/26/2018
Scale: As indicated

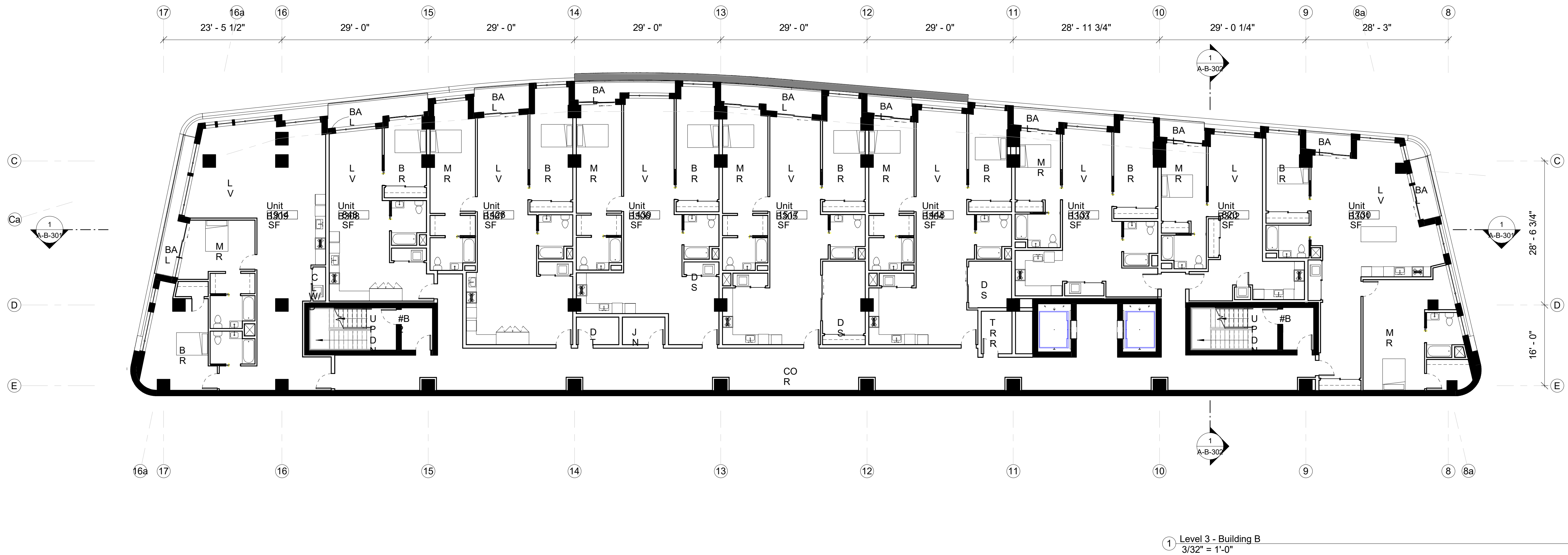
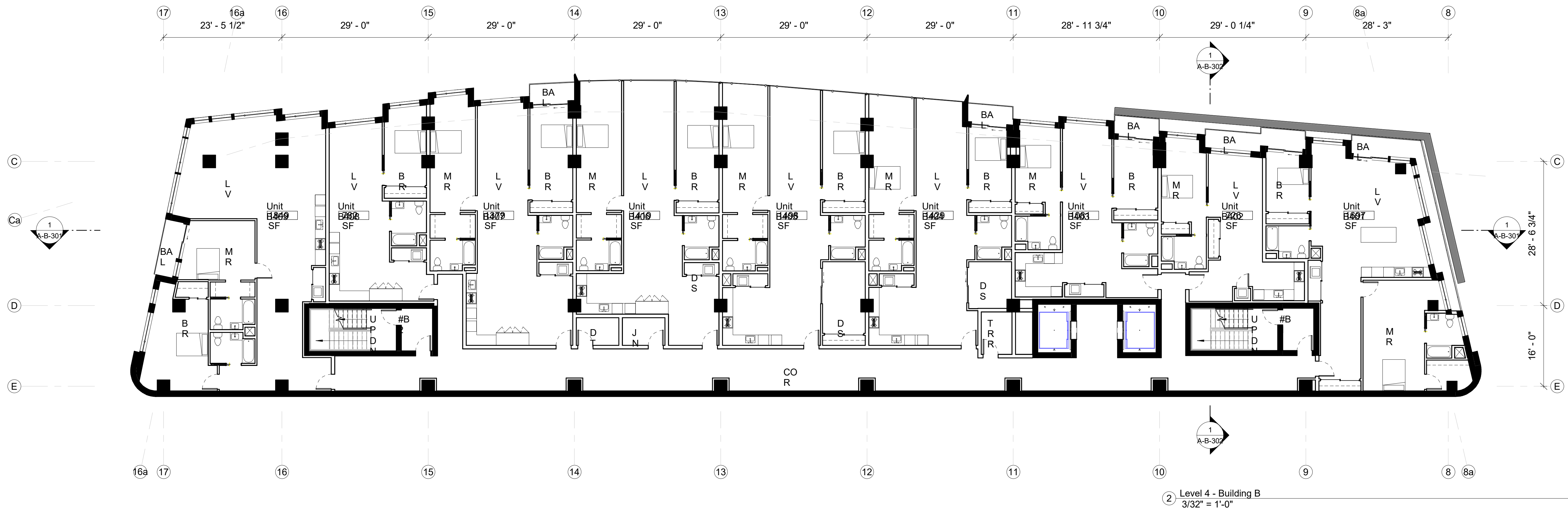
Description:
**BUILDING B - 1ST
AND 2ND FLOOR
PLANS**

Sheet Number:
A-B-101

The Views - Residential
Site

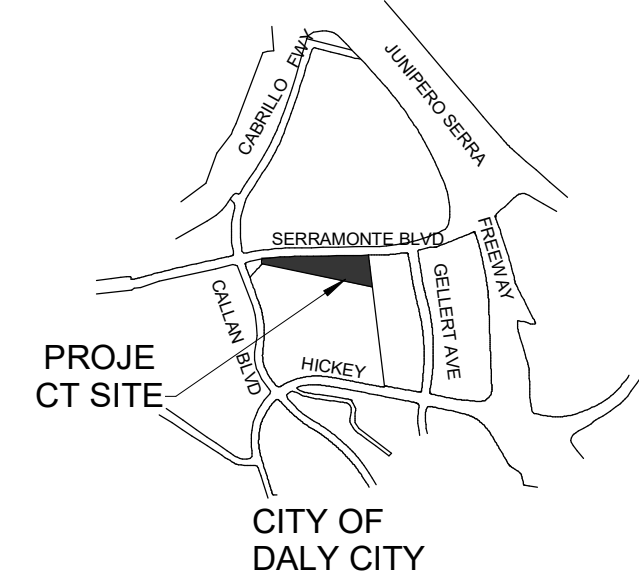
525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

No.	Description	Date
1	Issued for Review	09/12/2014
2	Issued for Review	11/20/2014
3	Issued for Review	06/23/2015
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8	Issued for Review	08/24/2017
9	Issued for Review	10/20/2017
10	Issued for Review	04/03/2018
11	Issued for Review	04/17/2018
12	Issued for Review	06/26/2018



SITE LEGEND

VICINITY MAP



ABBREVIATIONS

BAL - BALCONY
BR - BED ROOM
COR - CORRIDOR
DS - DENS
DT - DATA
ELEV LB - ELEVATOR LOBBY
JN - JANITORIAL
K - KITCHEN
LV - LIVING ROOM
MR - MASTER BEDROOM
TR RM - TRASH ROOM

WALL LEGEND

FAÇADE
INTERIOR DEMISING WALL - 1 HR. RATED
INTERIOR WALL - NON RATED
CORE - 2 HR RATED
BUILDING ABOVE
ACCESSIBILITY LEGEND
NO PARKING - ACCESSIBLE PATH OF TRAVEL
EXTERIOR ACCESSIBLE ROUTE
EGRESS PATH
PROPERTY LINE
ACCESSIBLE ENTRANCE
NOTE: ALL REQUIRED EXITS FOR BUILDING SHALL BE ACCESSIBLE



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Date: 06/26/2018
Scale: As indicated

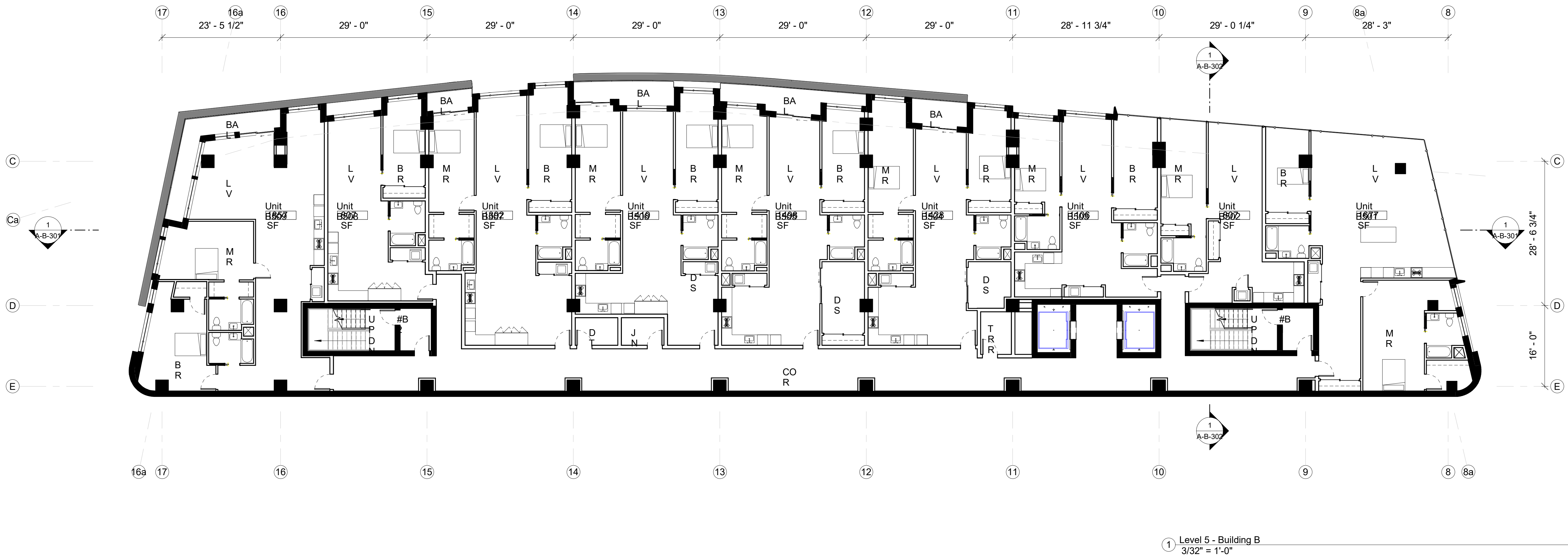
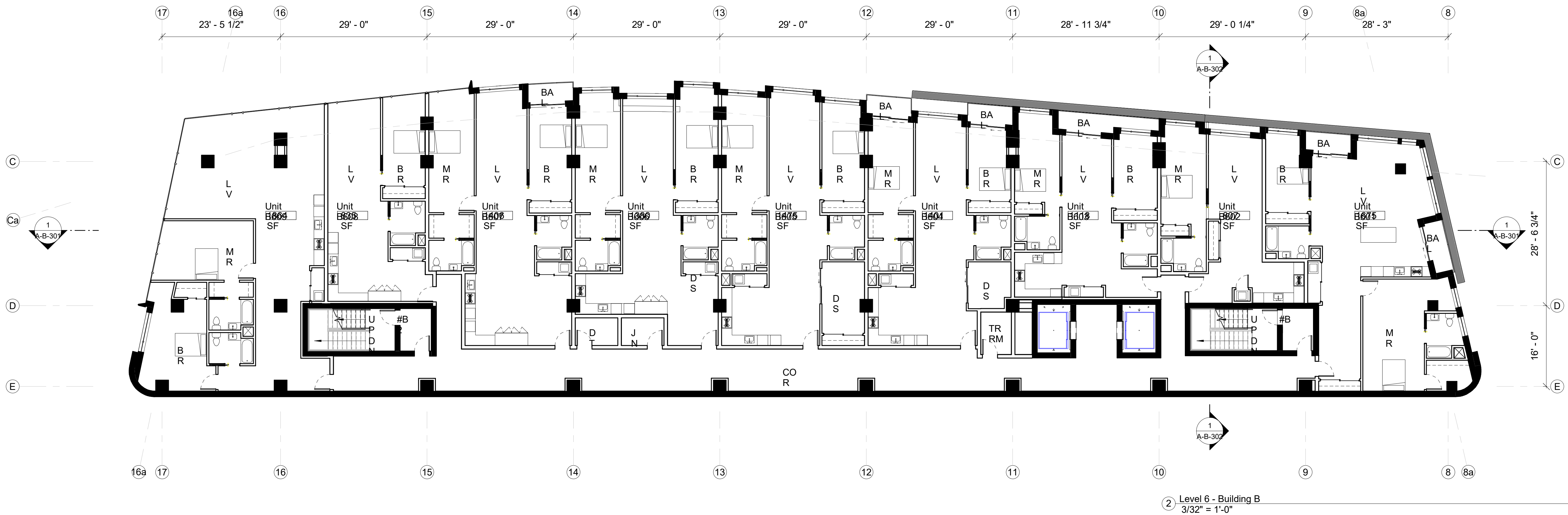
Description:
**BUILDING B - 3RD
AND 4TH FLOOR
PLANS**

Sheet Number:
A-B-102

The Views - Residential
Site

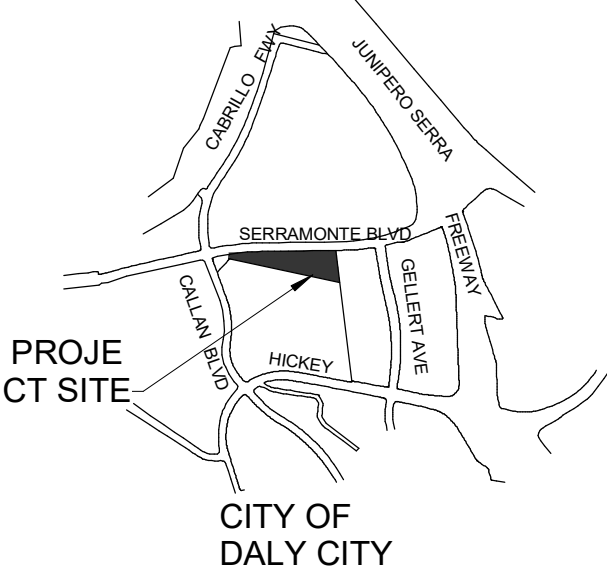
525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

No.	Description	Date
1	Issued for Review	09/12/2014
2	Issued for Review	11/20/2014
3	Issued for Review	06/23/2015
4	Issued for Review	10/19/2015
5	Issued for Review	12/29/2015
6	Issued for Review	07/11/2016
7	Issued for Review	12/05/2016
8	Issued for Review	08/24/2017
9	Issued for Review	10/20/2017
10	Issued for Review	04/03/2018
11	Issued for Review	04/17/2018
12	Issued for Review	06/26/2018



SITE LEGEND

VICINITY MAP



ABBREVIATIONS

BAL - BALCONY
BR - BED ROOM
COR - CORRIDOR
DS - DENS
DT - DATA
ELEV LB - ELEVATOR LOBBY
JN - JANITORIAL
K - KITCHEN
LV - LIVING ROOM
MR - MASTER BEDROOM
TR RM - TRASH ROOM

WALL LEGEND

FAÇADE
INTERIOR DEMISING WALL - 1 HR. RATED
INTERIOR WALL - NON RATED
CORE - 2 HR RATED
BUILDING ABOVE
ACCESSIBILITY LEGEND
NO PARKING - ACCESSIBLE PATH OF TRAVEL
EXTERIOR ACCESSIBLE ROUTE
EGRESS PATH
PROPERTY LINE
ACCESSIBLE ENTRANCE
NOTE : ALL REQUIRED EXITS FOR BUILDING SHALL BE ACCESSIBLE



Date: 06/26/2018

Scale: As indicated

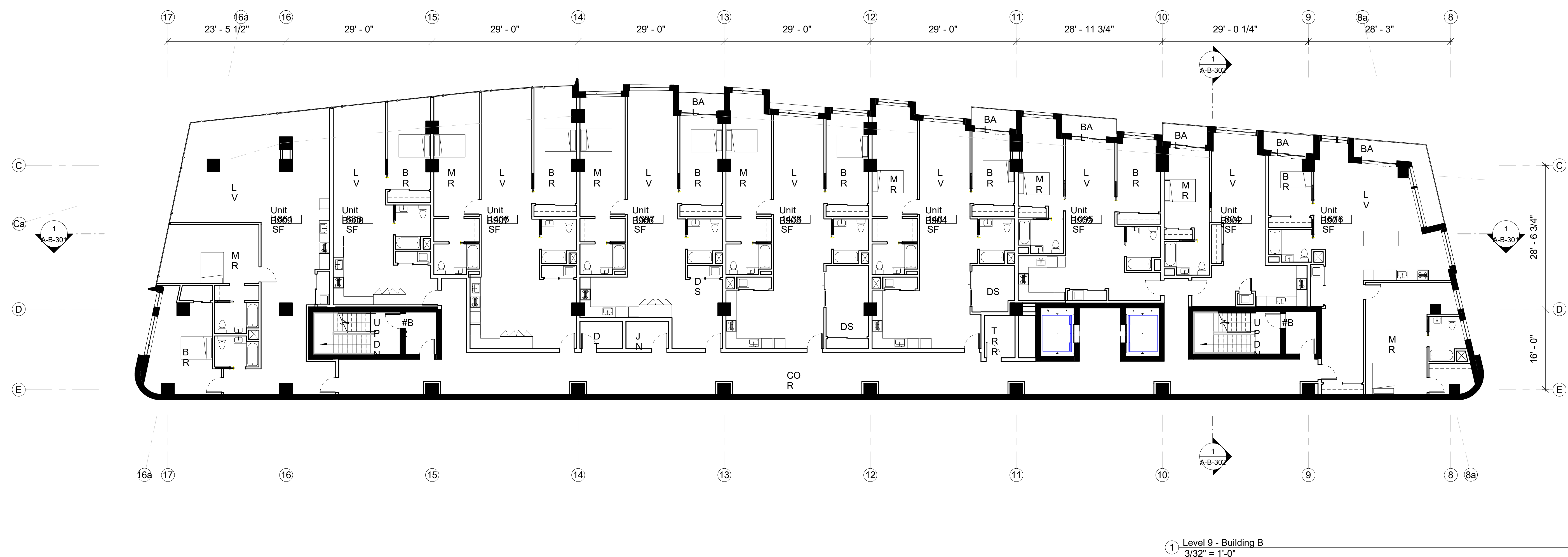
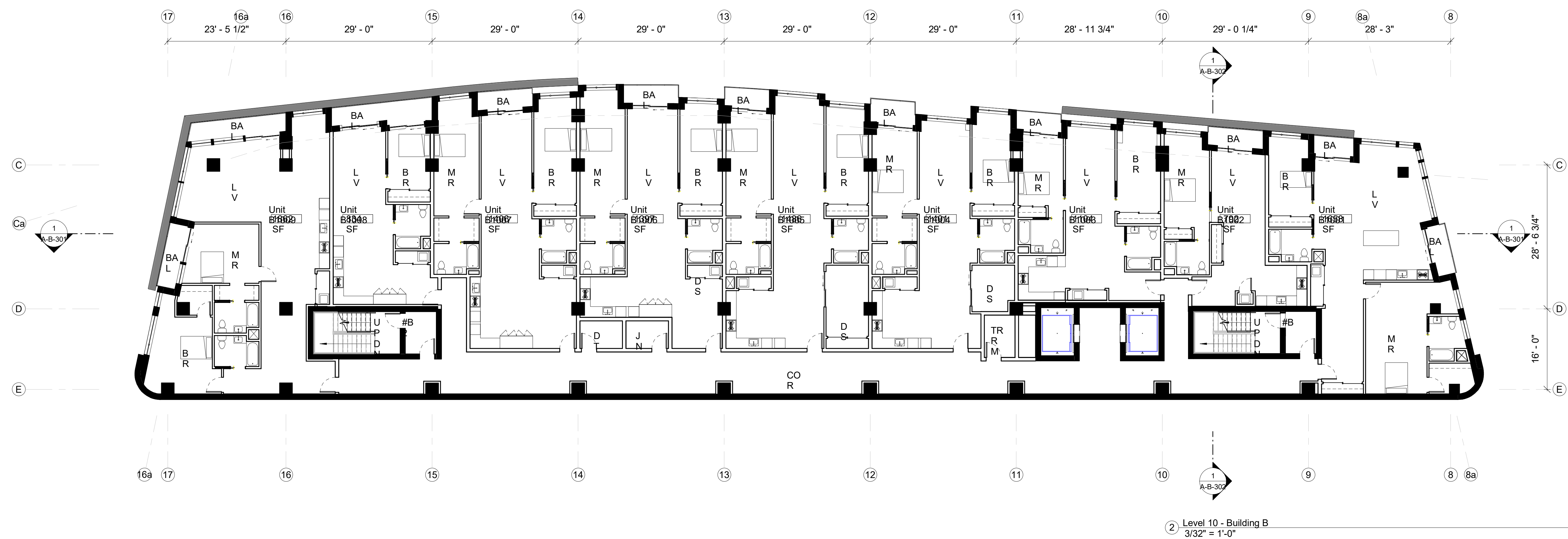
Description:
BUILDING B - 5TH
AND 6TH FLOOR
PLANS

Sheet Number:

A-B-103

525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

No.	Description	Date
1	Issued for Review	09/12/2014
2	Issued for Review	11/20/2014
3	Issued for Review	06/23/2015
4	Issued for Review	10/19/2015
5	Issued for Review	12/29/2015
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11	Issued for Review	04/17/2018
12	Issued for Review	06/26/2018



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Date: 06/26/2018

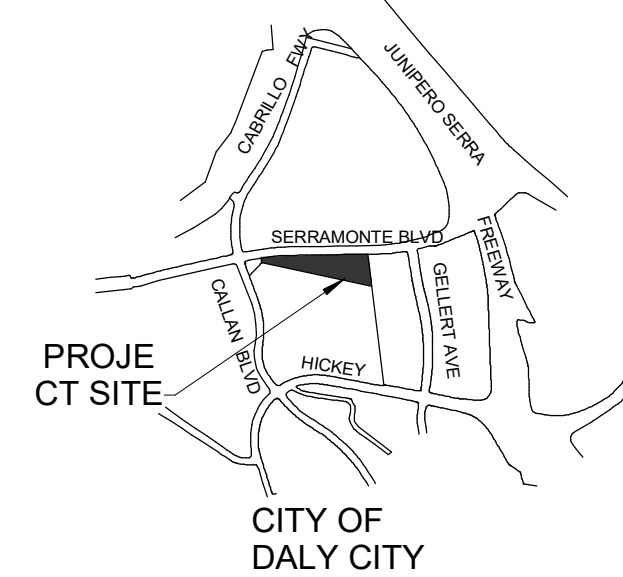
Description:

**BUILDING B - 9TH
AND 10TH FLOOR
PLANS**

Sheet Number: _____

A-B-105

VICINITY MAP



ABBREVIATIONS

BAL - BALCONY
BR - BED ROOM
COR - CORRIDOR
DS - DENS
DT - DATA
ELEV LB - ELEVATOR LOBBY
JN - JANITORIAL
K - KITCHEN
LV - LIVING ROOM
MR - MASTER BEDROOM
TR RM - TRASH ROOM

WALL LEGEND

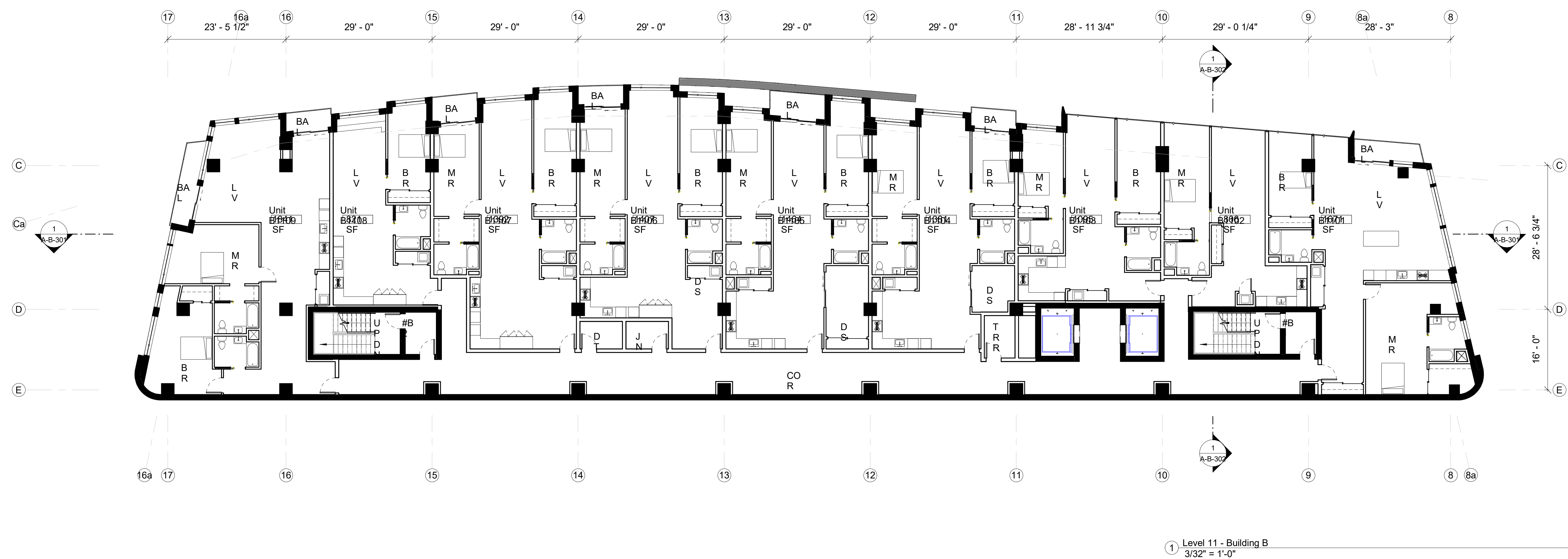
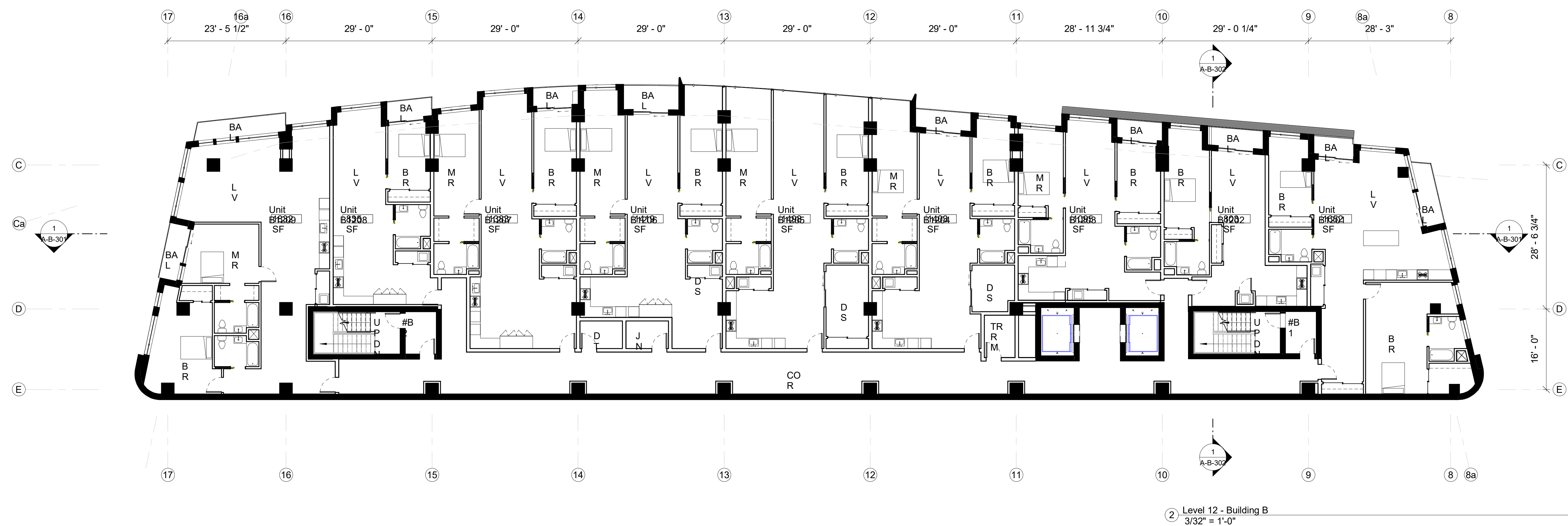
 FAÇADE
 INTERIOR DEMISING WALL - 1 HR. RATED
 INTERIOR WALL - NON RATED
 CORE - 2 HR RATED
 BUILDING ABOVE
ACCESSIBILITY LEGEND
 NO PARKING - ACCESSIBLE PATH OF TRAVEL
 EXTERIOR ACCESSIBLE ROUTE
 EGRESS PATH
 PROPERTY LINE
 ACCESSIBLE ENTRANCE

NOTE : ALL REQUIRED EXITS FOR BUILDING SHALL BE ACCESSIBLE

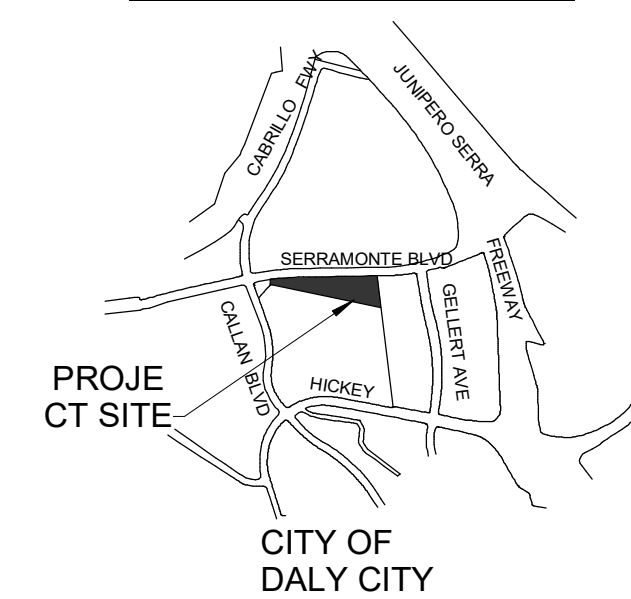
NOTE : ALL REQUIRED EXITS FOR
BUILDING SHALL BE ACCESSIBLE

525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

No.	Description	Date
1	Issued for Review	09/12/2014
2	Issued for Review	11/20/2014
3	Issued for Review	06/23/2015
4	Issued for Review	10/19/2015
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6	Issued for Review	07/11/2016
7	Issued for Review	12/05/2016
8	Issued for Review	08/24/2017
9	Issued for Review	10/20/2017
10	Issued for Review	04/03/2018
11	Issued for Review	04/17/2018
12	Issued for Review	06/26/2018



VICINITY MAP



BAL - BALCONY
BR - BED ROOM
COR - CORRIDOR
DS - DENS
DT - DATA
ELEV LB - ELEVATOR LOBBY
JN - JANITORIAL
K - KITCHEN
LV - LIVING ROOM
MR - MASTER BEDROOM
TR RM - TRASH ROOM

 FAÇADE
 INTERIOR DEMISING WALL - 1 HR. RATED
 INTERIOR WALL - NON RATED
 CORE - 2 HR RATED
 BUILDING ABOVE
 ACCESSIBILITY LEGEND
 NO PARKING - ACCESSIBLE PATH OF TRAVEL
 EXTERIOR ACCESSIBLE ROUTE
 EGRESS PATH
 PROPERTY LINE
 ACCESSIBLE ENTRANCE

NOTE : ALL REQUIRED EXITS FOR BUILDING SHALL BE ACCESSIBLE

Date: 06/26/2018

Scale: As indicated

Description:

BUILDING B - 11TH
AND 12TH FLOOR
PLANS

Sheet Number:

A-B-106

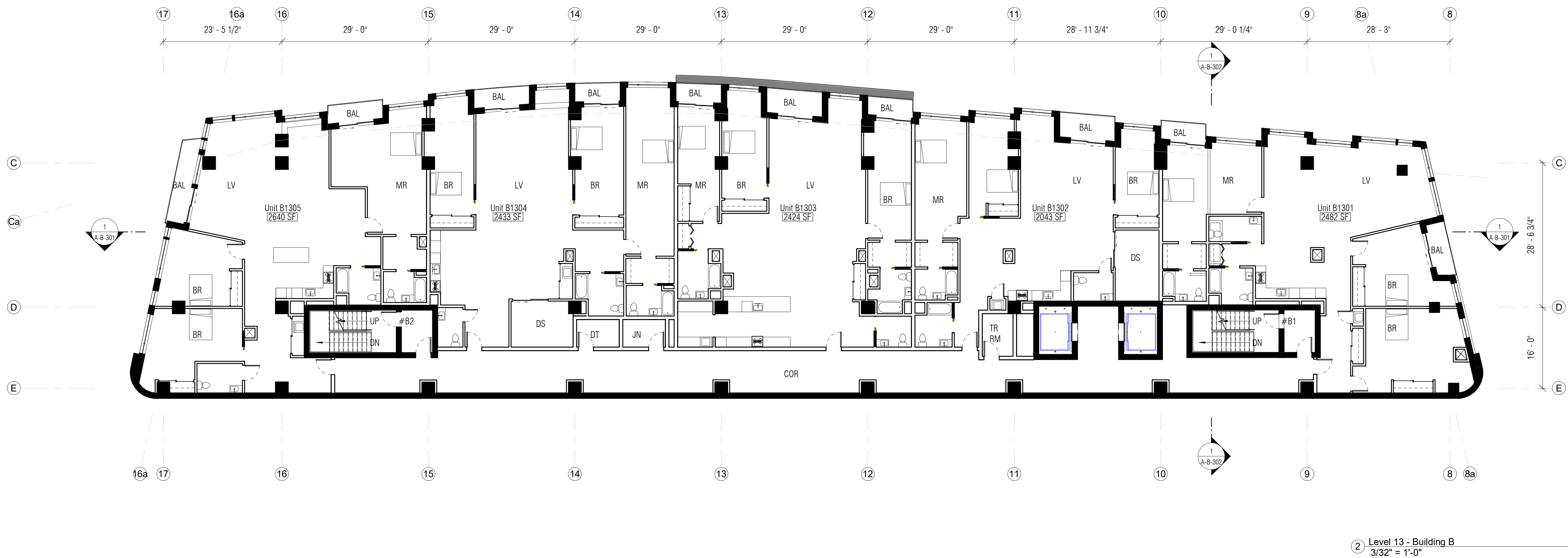
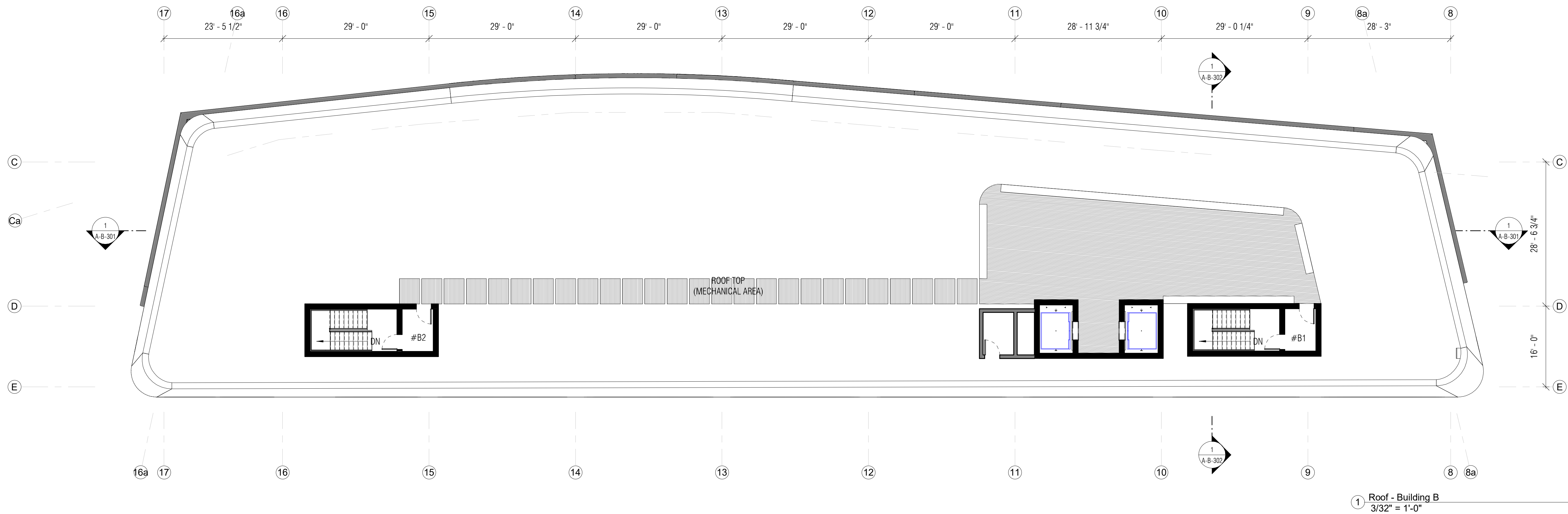


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The Views - Residential
Site

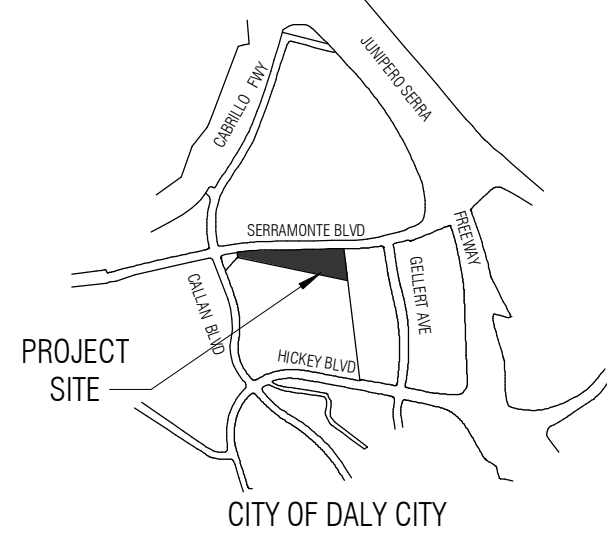
525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

No.	Description	Date
1	Issued for Review	09/12/2014
2	Issued for Review	11/20/2014
3	Issued for Review	06/23/2015
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11	Issued for Review	04/17/2018
12	Issued for Review	06/26/2018



SITE LEGEND

VICINITY MAP



ABBREVIATIONS

BAL - BALCONY
BR - BED ROOM
COR - CORRIDOR
DS - DENS
DT - DATA
ELEV LB - ELEVATOR LOBBY
JN - JANITORIAL
K - KITCHEN
LV - LIVING ROOM
MR - MASTER BEDROOM
TR RM - TRASH ROOM

WALL LEGEND

FAÇADE
INTERIOR DEMISING WALL - 1 HR. RATED
INTERIOR WALL - NON RATED
CORE - 2 HR RATED
BUILDING ABOVE
ACCESSIBILITY LEGEND
NO PARKING - ACCESSIBLE PATH OF TRAVEL
EXTERIOR ACCESSIBLE ROUTE
EGRESS PATH
PROPERTY LINE
ACCESSIBLE ENTRANCE
NOTE : ALL REQUIRED EXITS FOR BUILDING SHALL BE ACCESSIBLE

Date: 08/02/2018

Scale: As indicated

Description:

BUILDING B - 13TH
AND ROOF PLANS

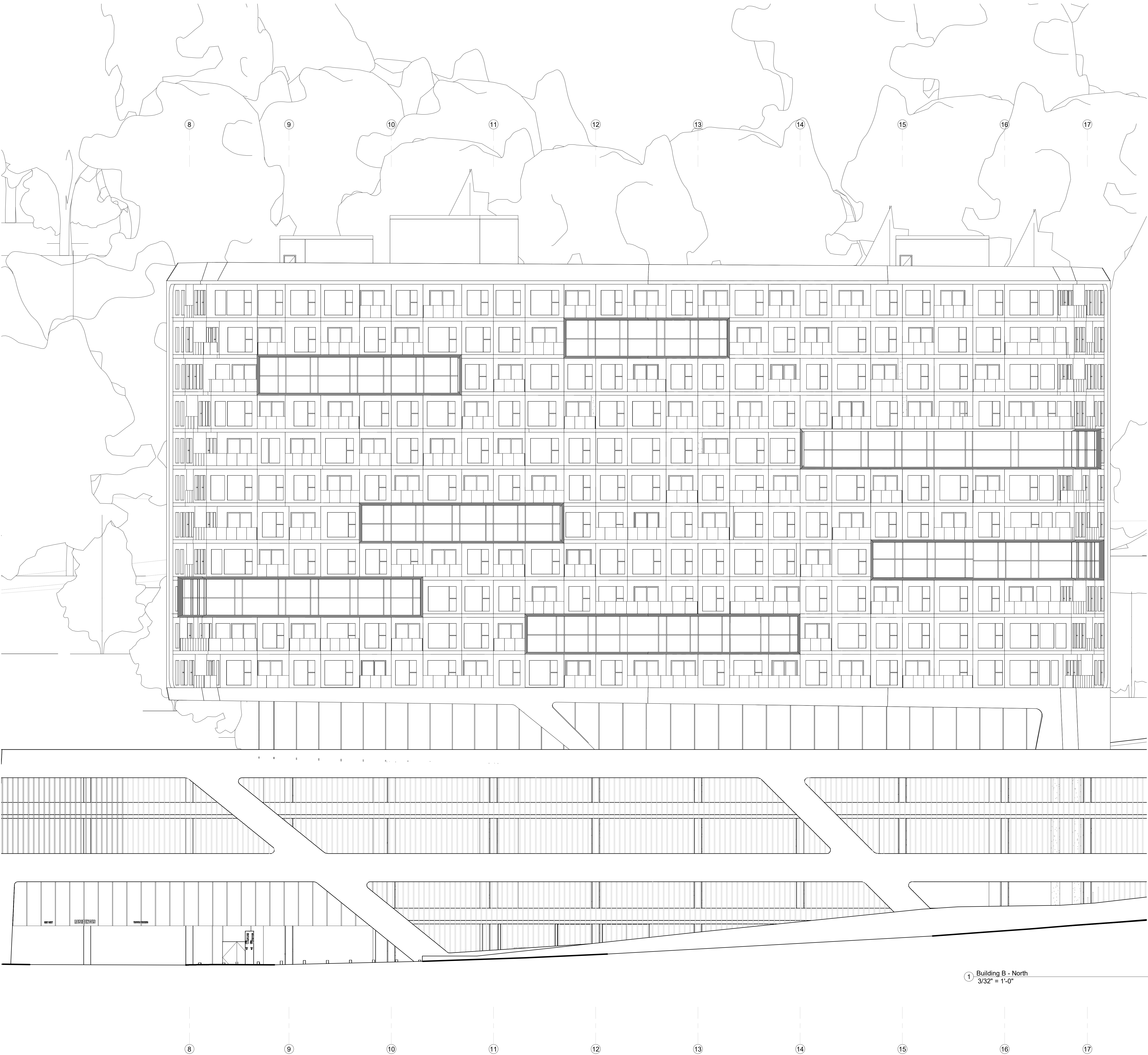
Sheet Number:

A-B-107

The Views - Residential
Site

525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

No.	Description	Date
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9	Issued for Review	10/20/2017
10	Issued for Review	04/03/2018
11	Issued for Review	04/17/2018
12	Issued for Review	06/26/2018



1 Building B - North
3/32" = 1'-0"



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Date: 06/26/2018

Scale: 3/32" = 1'-0"

Description:

BUILDING B -
NORTH ELEVATION

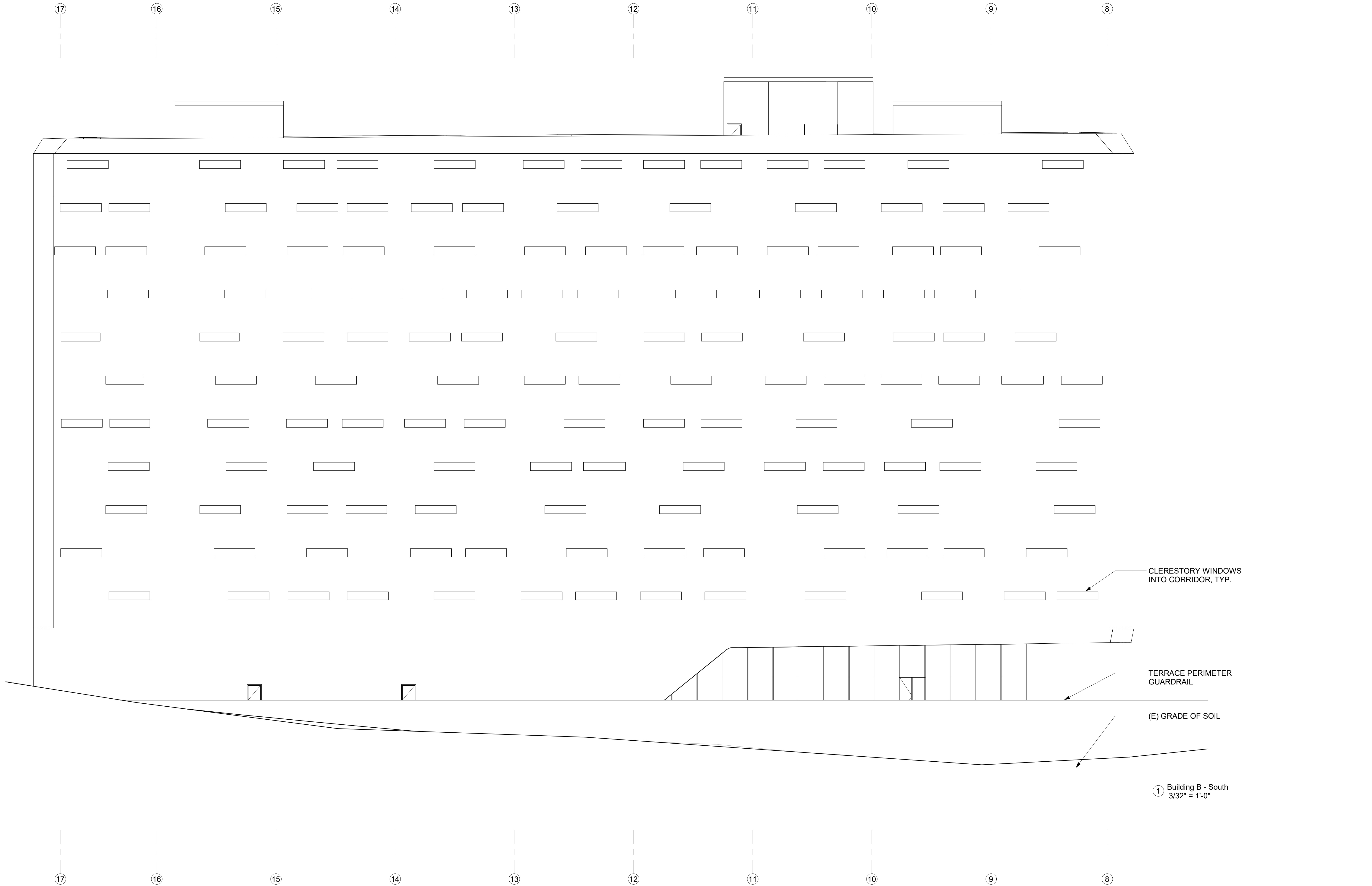
Sheet Number:

A-B-201

The Views - Residential
Site

525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

No.	Description	Date
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2	Issued for Review	11/20/2014
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12	Issued for Review	06/26/2018



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Date: 06/26/2018

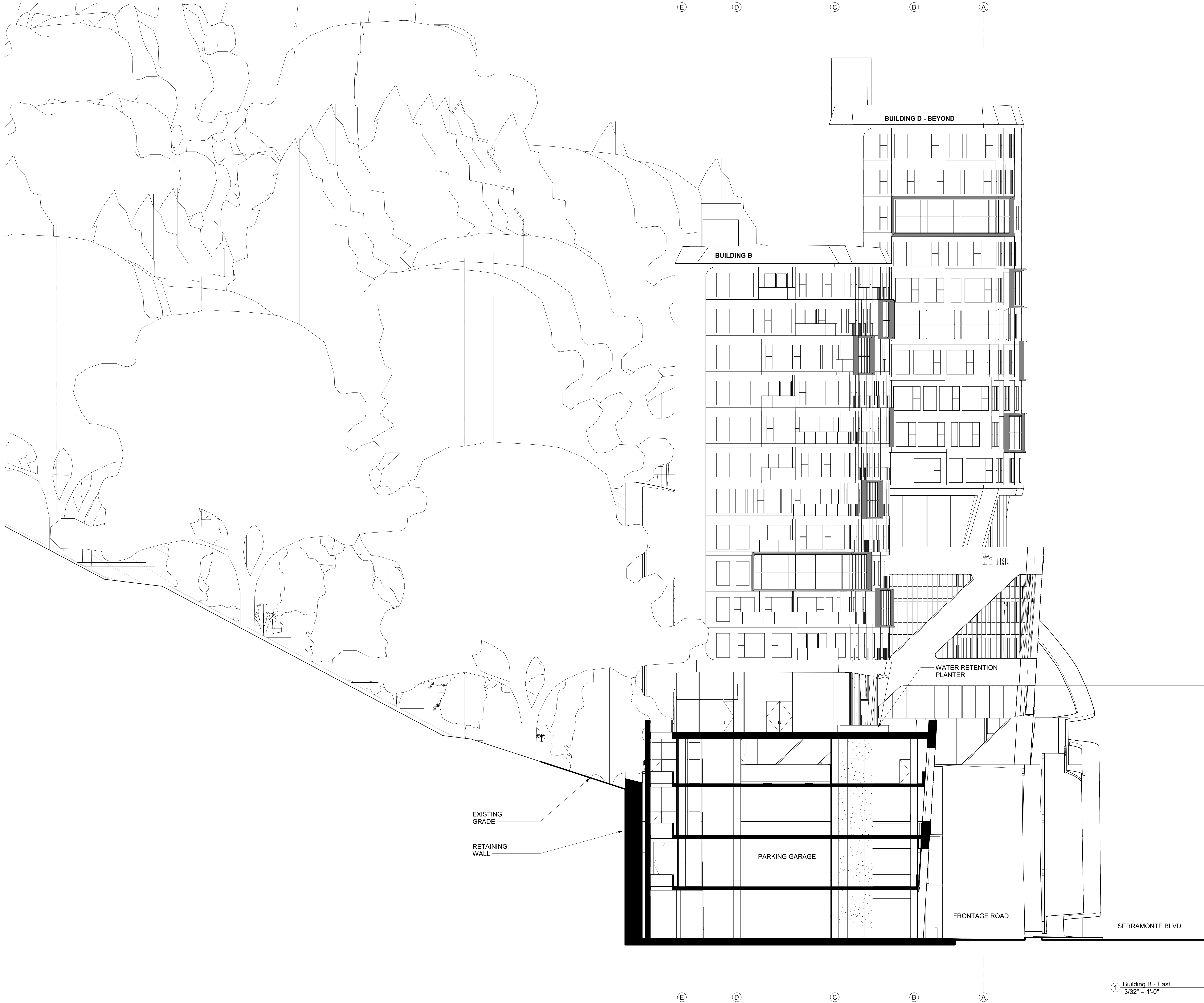
Scale: 3/32" = 1'-0"

Description:

BUILDING B -
SOUTH ELEVATION

Sheet Number:

A-B-202



The Views - Residential
Site

525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

No.	Description	Date
1	Issued for Review	09/12/2014
2	Issued for Review	11/20/2014
3	Issued for Review	06/23/2015
4	Issued for Review	10/19/2015
5	Issued for Review	12/29/2015
6	Issued for Review	07/11/2016
7	Issued for Review	12/05/2016
8	Issued for Review	08/24/2017
9	Issued for Review	10/20/2017
10	Issued for Review	04/03/2018
11	Issued for Review	04/17/2018
12	Issued for Review	06/26/2018



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Date: 06/26/2018

Scale: 3/32" = 1'-0"

Description:

BUILDING B - EAST
ELEVATION

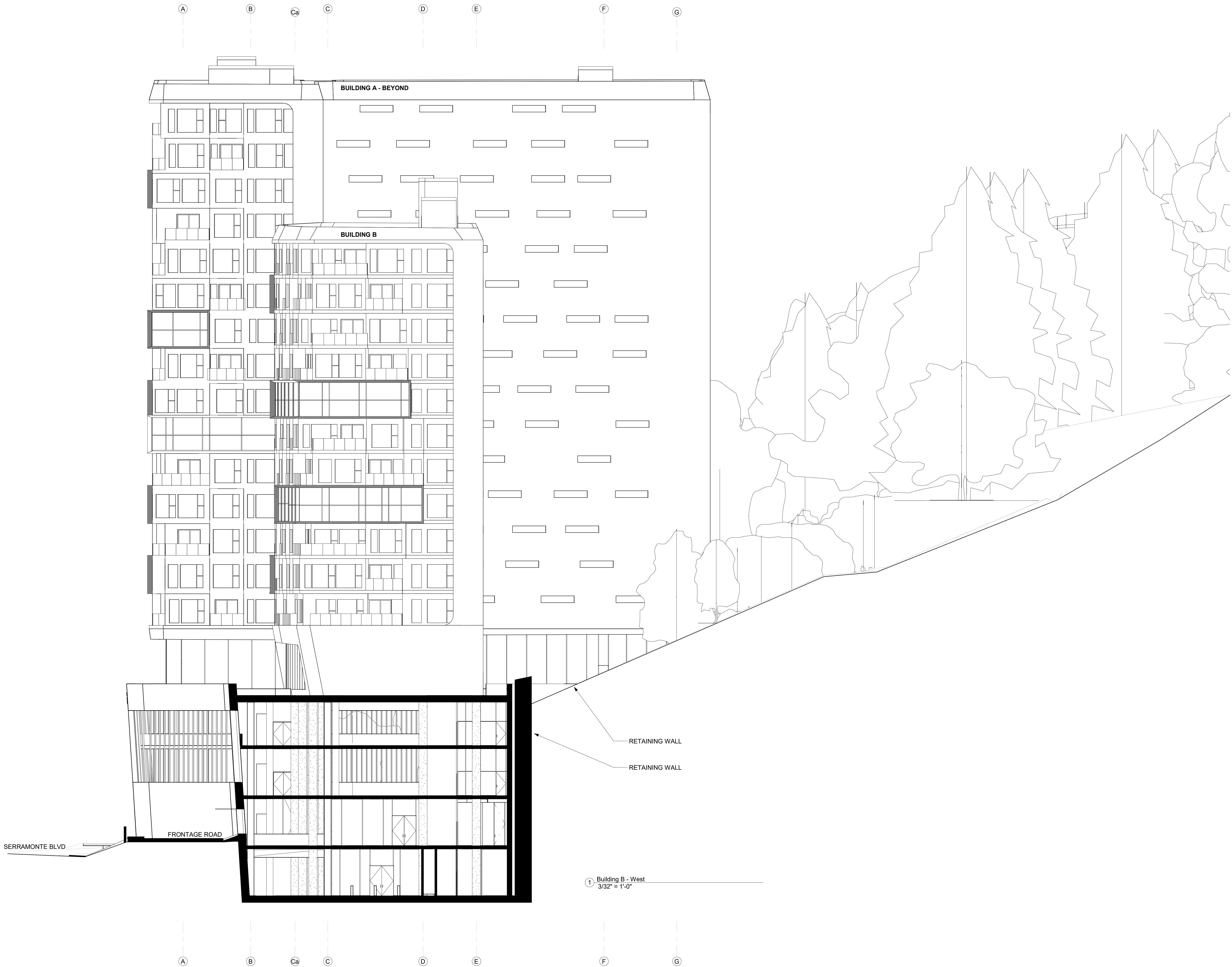
Sheet Number:

A-B-203

The Views - Residential
Site

525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

No.	Description	Date
1	Issued for Review	09/12/2014
2	Issued for Review	11/20/2014
3	Issued for Review	06/23/2015
4	Issued for Review	10/19/2015
5	Issued for Review	12/29/2015
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7	Issued for Review	12/05/2016
8	Issued for Review	08/24/2017
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11	Issued for Review	04/17/2018
12	Issued for Review	06/26/2018



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Date: 06/26/2018

Scale: 3/32" = 1'-0"

Description:

BUILDING B - WEST
ELEVATION

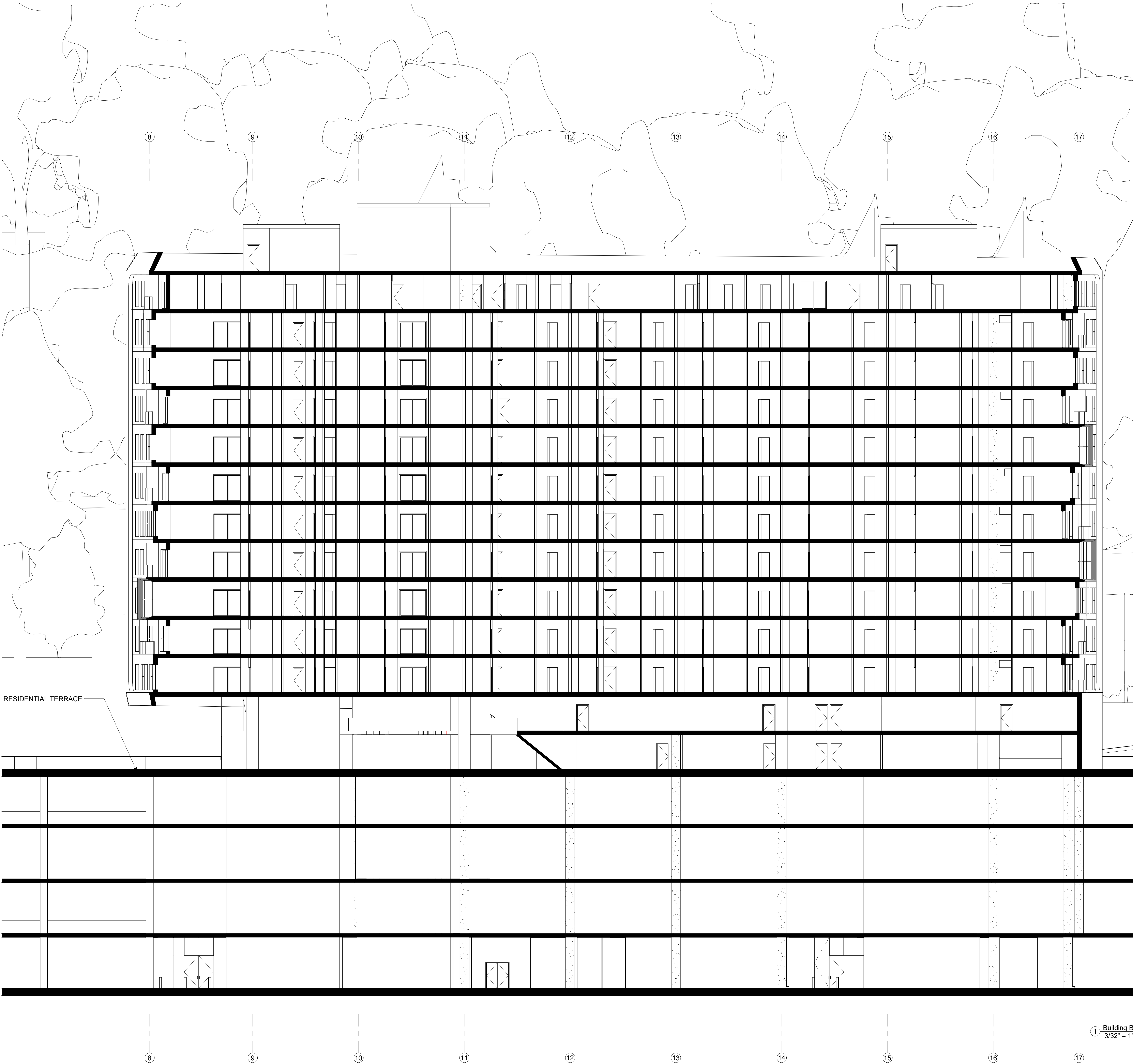
Sheet Number:

A-B-204

The Views - Residential
Site

525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

No.	Description	Date
1	Issued for Review	09/12/2014
2	Issued for Review	11/20/2014
3	Issued for Review	06/23/2015
4	Issued for Review	10/19/2015
5	Issued for Review	12/29/2015
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10	Issued for Review	04/03/2018
11	Issued for Review	04/17/2018
12	Issued for Review	06/26/2018



1 Building B - Long Section
3/32" = 1'-0"



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Date: 06/26/2018

Scale: 3/32" = 1'-0"

Description:

BUILDING B - LONG
SECTIONS

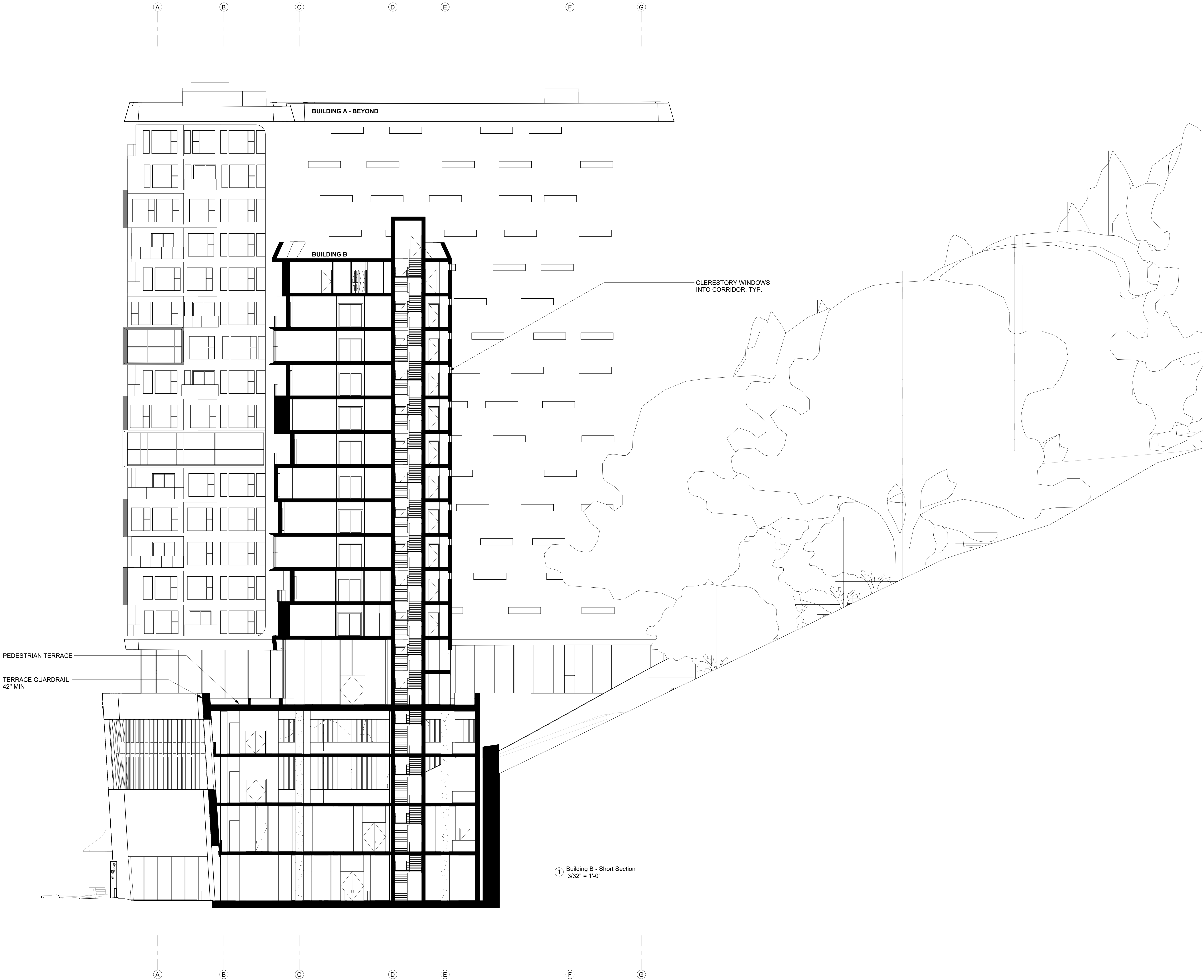
Sheet Number:

A-B-301

The Views - Residential
Site

525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

No.	Description	Date
1	Issued for Review	09/12/2014
2	Issued for Review	11/20/2014
3	Issued for Review	06/23/2015
4	Issued for Review	10/19/2015
5	Issued for Review	12/29/2015
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9	Issued for Review	10/20/2017
10	Issued for Review	04/03/2018
11	Issued for Review	04/17/2018
12	Issued for Review	06/26/2018



1 Building B - Short Section
3/32" = 1'-0"



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Date: 06/26/2018

Scale: 3/32" = 1'-0"

Description:

BUILDING B -
SHORT SECTION

Sheet Number:

A-B-302

The Views - Residential
Site

525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

No.	Description	Date
1	Issued for Review	09/12/2014
2	Issued for Review	11/20/2014
3	Issued for Review	06/23/2015
4	Issued for Review	10/19/2015
5	Issued for Review	12/29/2015
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8	Issued for Review	08/24/2017
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11	Issued for Review	04/17/2018
12	Issued for Review	06/26/2018

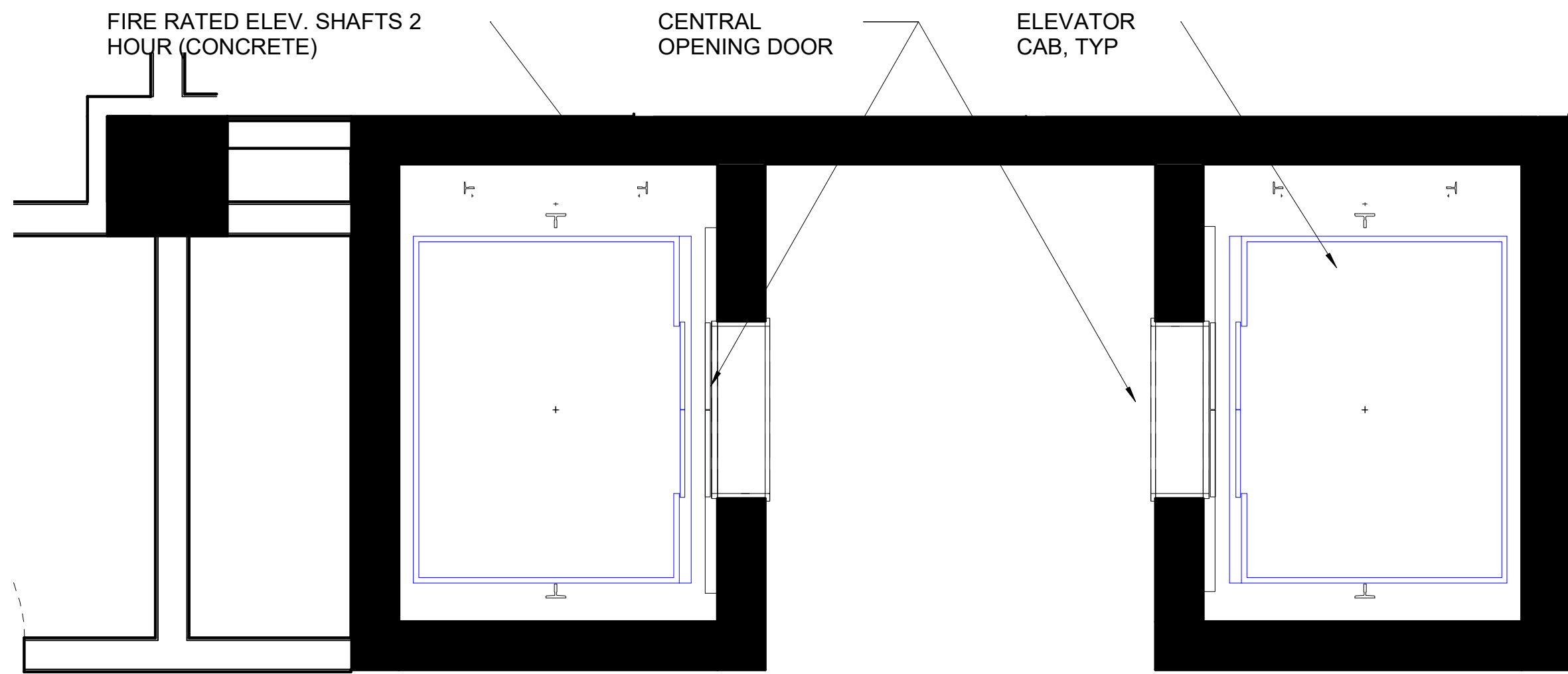


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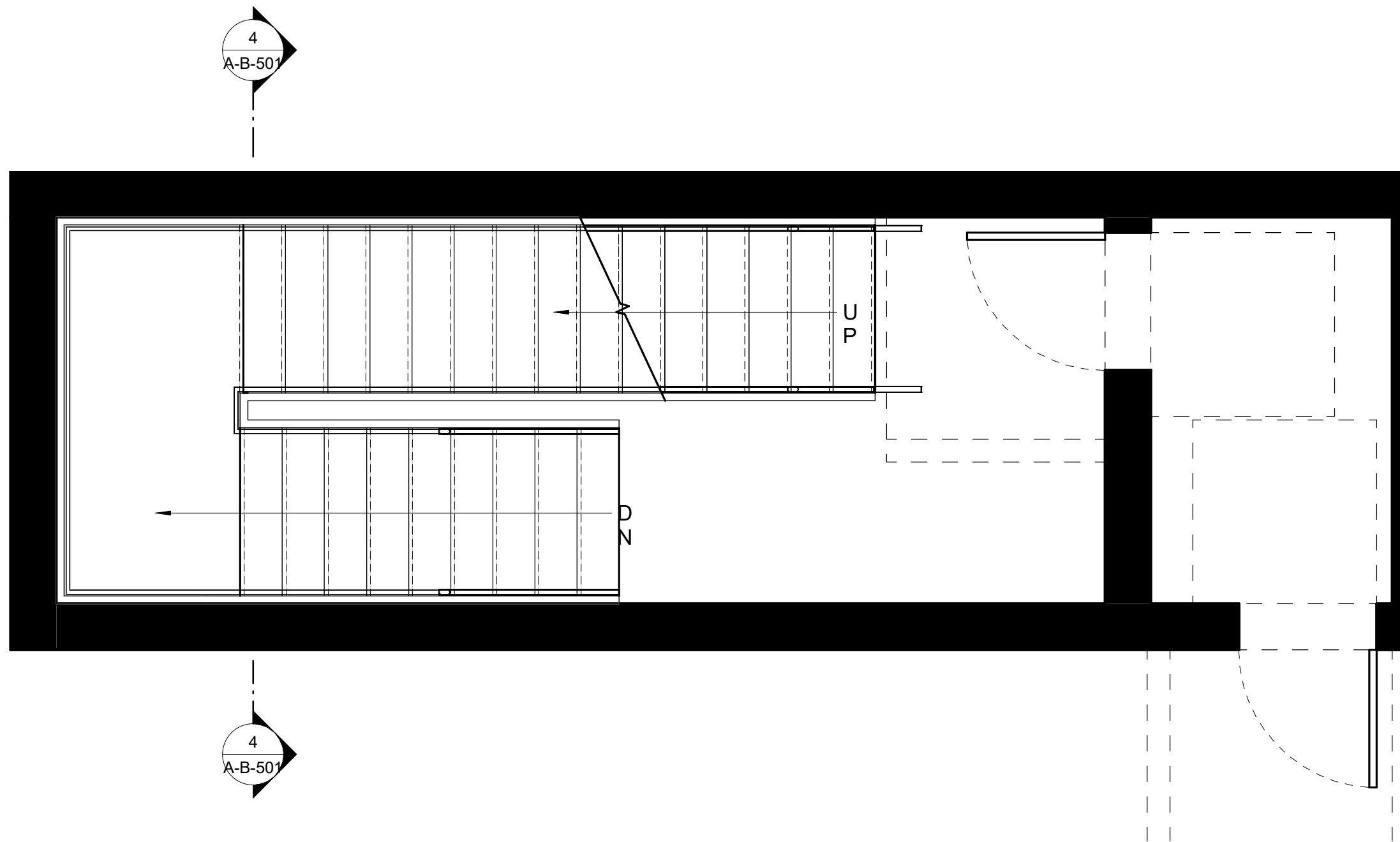
Date: 06/26/2018
Scale: As indicated

BUILDING B AND C
STAIR CORE PLANS

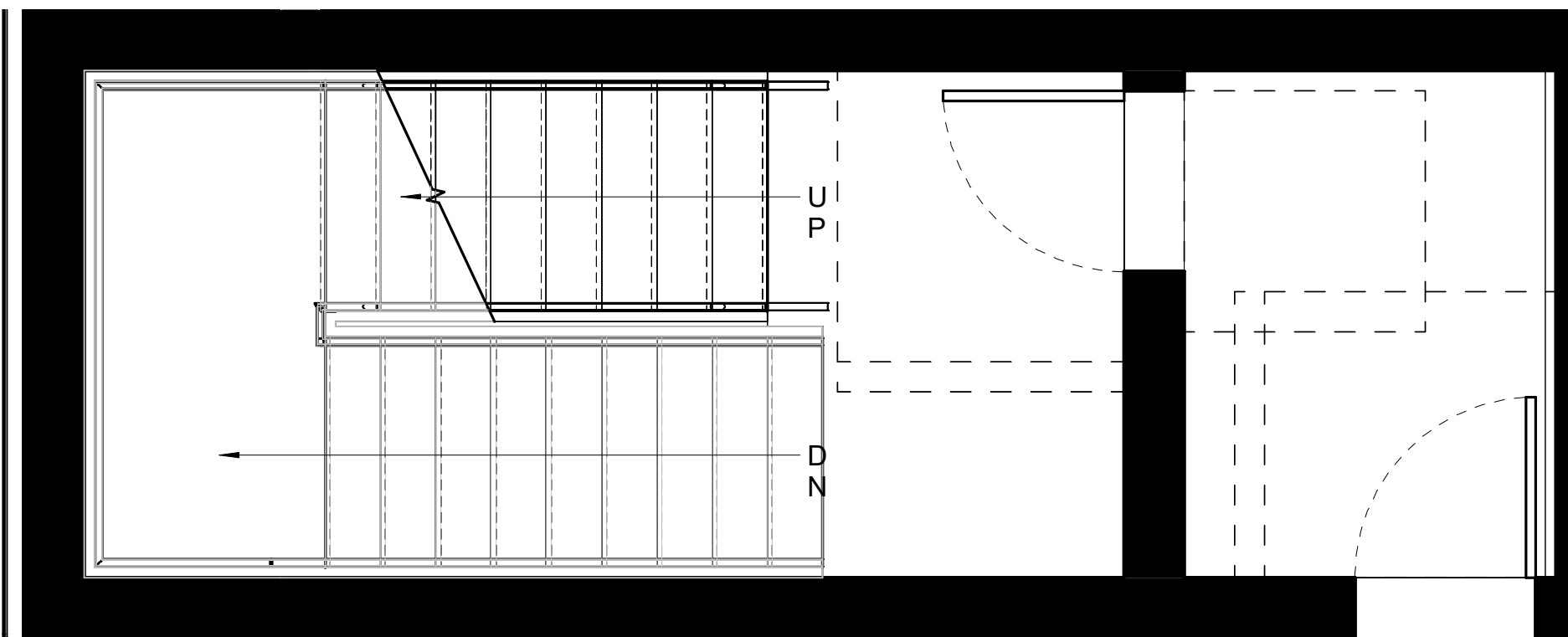
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A-B-501



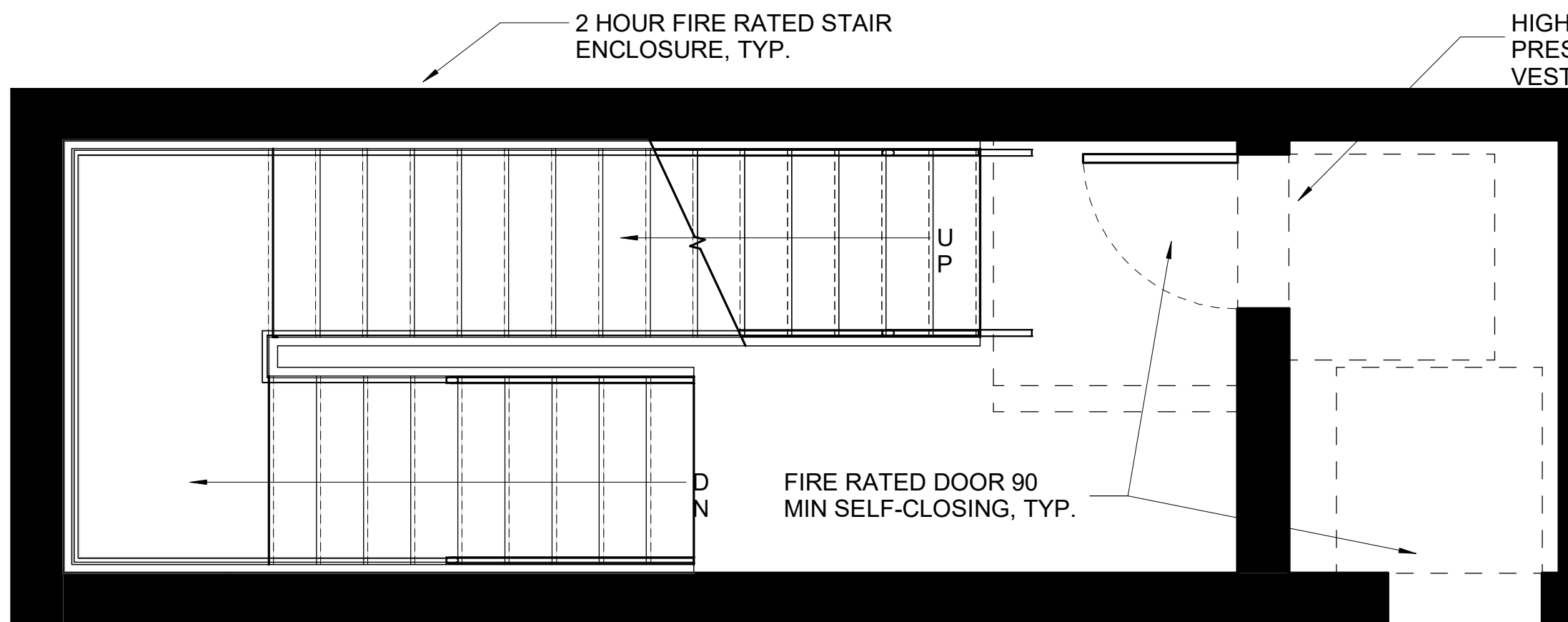
7 Elevator Core
3/8" = 1'-0"



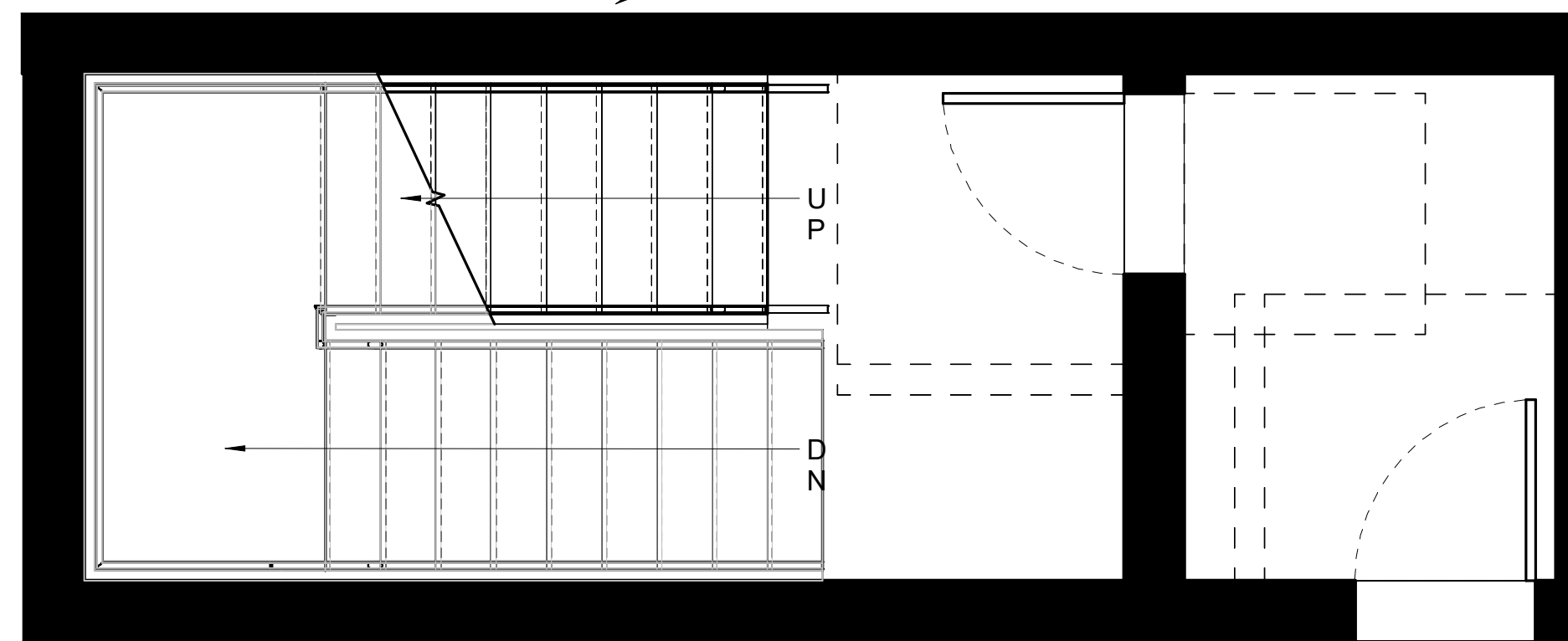
5 Stair Core Garage, #B2, #C2
3/8" = 1'-0"



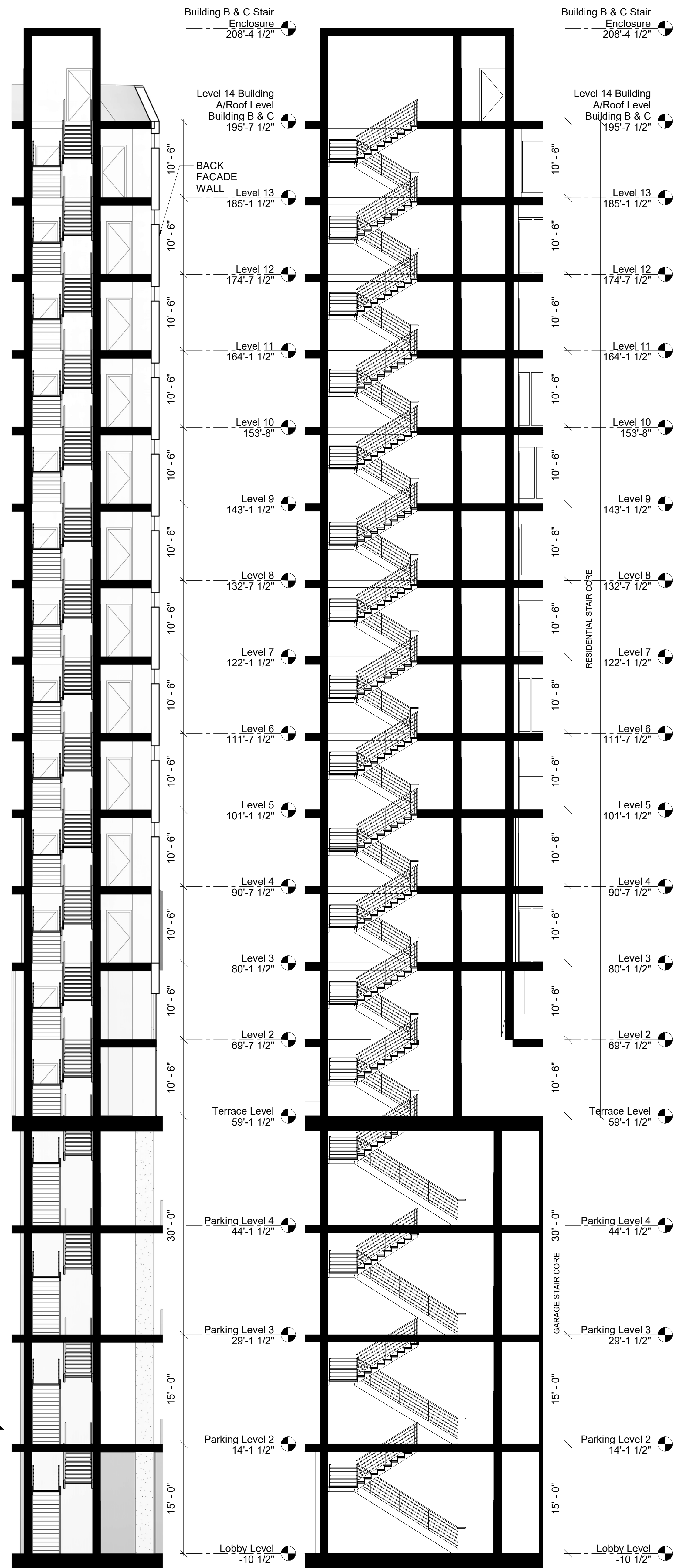
1 Stair Core #B2, C2
3/8" = 1'-0"



6 Stair Core Garage, #B1, #C1
3/8" = 1'-0"



2 Stair Core #B1, #C1
3/8" = 1'-0"



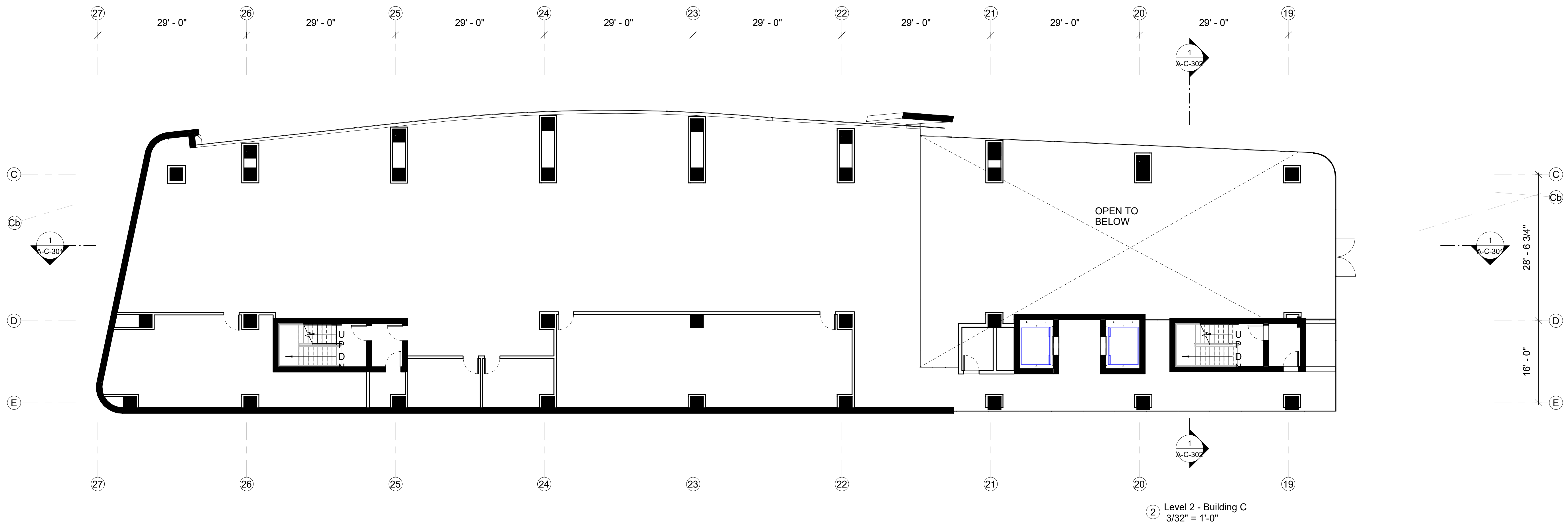
4 Stair Core Section East 2
1/8" = 1'-0"

3 Stair Core Section East 1
1/8" = 1'-0"

The Views - Residential
Site

525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

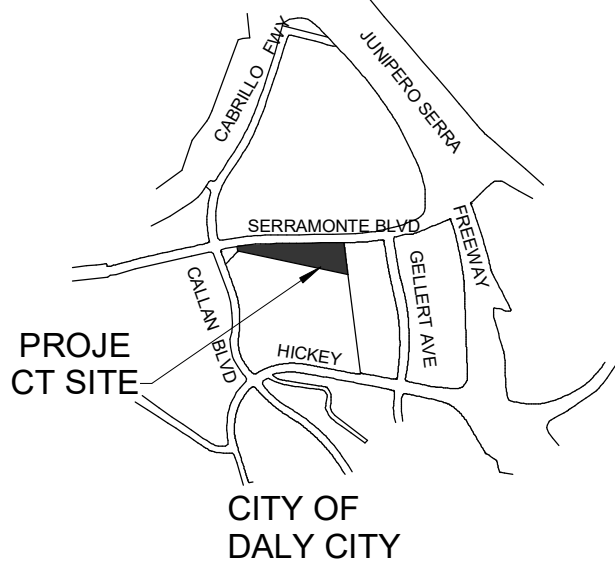
No.	Description	Date
1	Issued for Review	09/12/2014
2	Issued for Review	11/20/2014
3	Issued for Review	06/23/2015
4	Issued for Review	10/19/2015
5	Issued for Review	12/29/2015
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7	Issued for Review	12/05/2016
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10	Issued for Review	04/03/2018
11	Issued for Review	04/17/2018
12	Issued for Review	06/26/2018



SITE LEGEND

01.8	Residential Terrace
01.18	Water Retention Planters
06.1	Building C - Elevators
06.2	Building C - Stair Core 1
06.3	Building C - Stair Core 2
06.4	Building C - Trash Room
06.5	Terrace Lounge
06.6	Vending
06.7	Amenity Area
06.8	Business Center
06.9	Meeting Room
06.10	Unisex Bathroom
06.11	Mechanical / Storage

VICINITY MAP



ABBREVIATIONS

BAL - BALCONY
BR - BED ROOM
COR - CORRIDOR
DS - DENS
DT - DATA
ELEV LB - ELEVATOR LOBBY
JN - JANITORIAL
K - KITCHEN
LV - LIVING ROOM
MR - MASTER BEDROOM
TR RM - TRASH ROOM

WALL LEGEND

FAÇADE
INTERIOR DEMISING WALL - 1 HR. RATED
INTERIOR WALL - NON RATED
CORE - 2 HR RATED
BUILDING ABOVE
NO PARKING - ACCESSIBLE PATH OF TRAVEL
EXTERIOR ACCESSIBLE ROUTE
EGRESS PATH
PROPERTY LINE
ACCESSIBLE ENTRANCE

NOTE : ALL REQUIRED EXITS FOR BUILDING SHALL BE ACCESSIBLE



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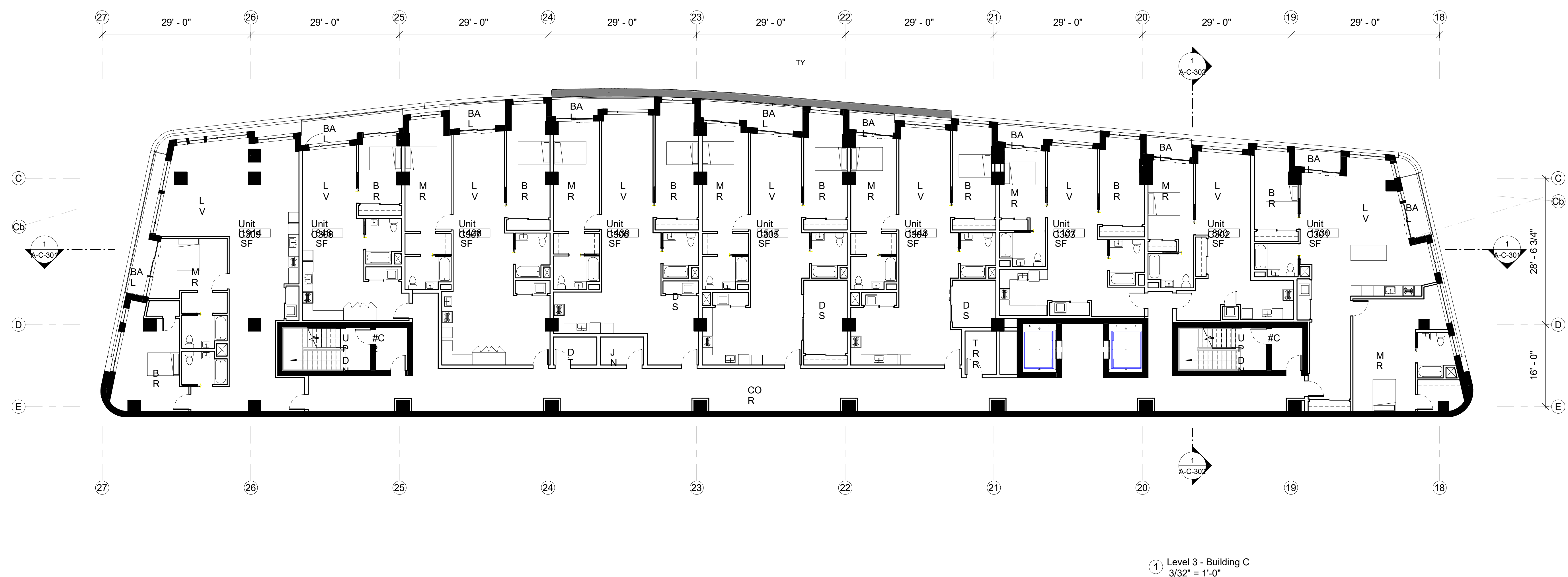
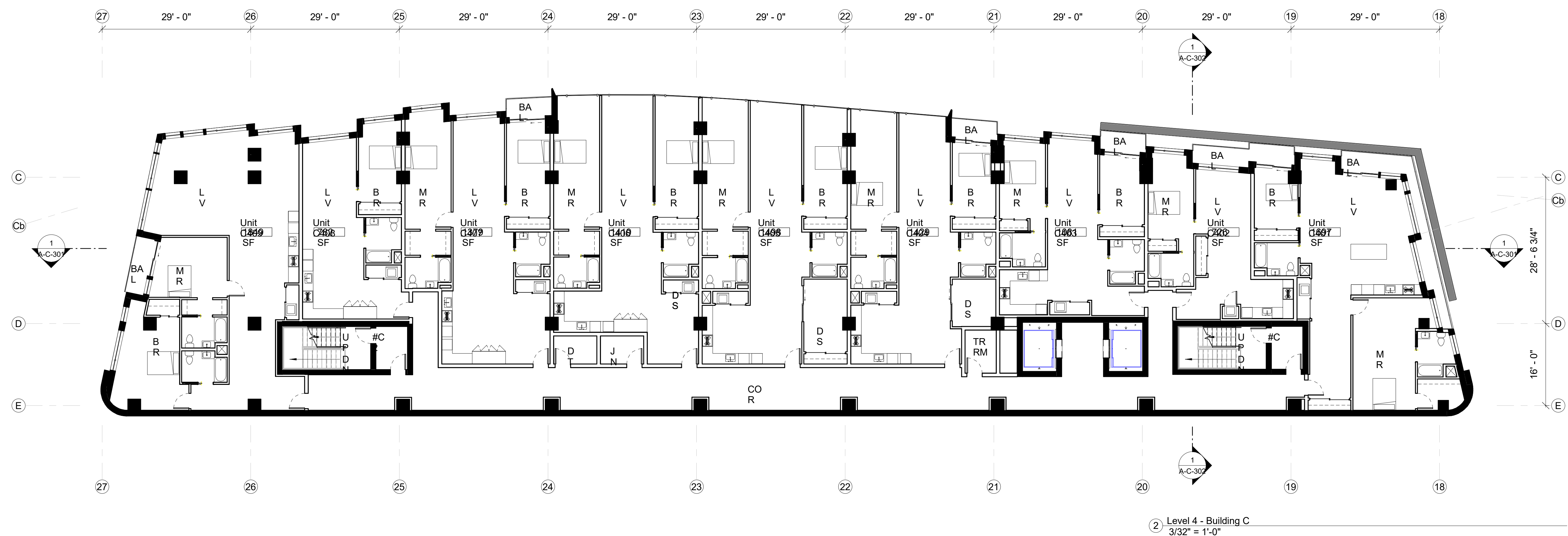
Date: 06/26/2018
Scale: As indicated

Description:
**BUILDING C - 1ST
AND 2ND FLOOR
PLANS**

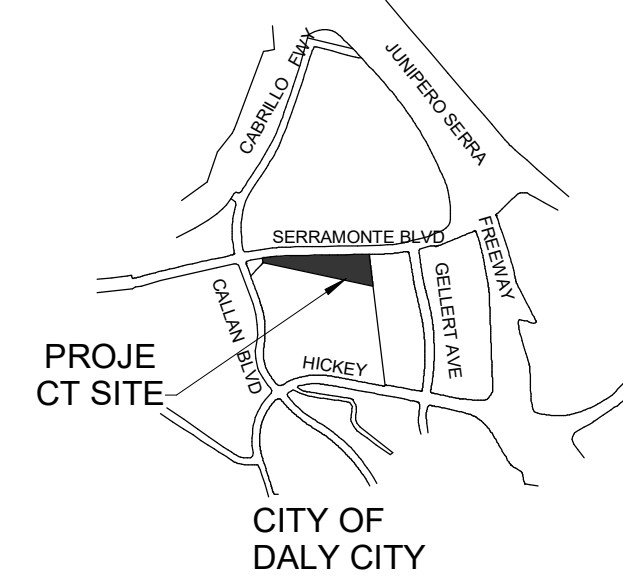
Sheet Number:
A-C-101

525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

No.	Description	Date
1	Issued for Review	09/12/2014
2	Issued for Review	11/20/2014
3	Issued for Review	06/23/2015
4	Issued for Review	10/19/2015
5	Issued for Review	12/29/2015
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10	Issued for Review	04/03/2018
11	Issued for Review	04/17/2018
12	Issued for Review	06/26/2018



VICINITY MAP



BAL - BALCONY
BR - BED ROOM
COR - CORRIDOR
DS - DENS
DT - DATA
ELEV LB - ELEVATOR LOBBY
JN - JANITORIAL
K - KITCHEN
LV - LIVING ROOM
MR - MASTER BEDROOM
TR RM - TRASH ROOM

 FAÇADE
 INTERIOR DEMISING WALL - 1 HR. RATED
 INTERIOR WALL - NON RATED
 CORE - 2 HR RATED
 BUILDING ABOVE
ACCESSIBILITY LEGEND
 NO PARKING - ACCESSIBLE PATH OF TRAVEL
 EXTERIOR ACCESSIBLE ROUTE
 EGRESS PATH
 PROPERTY LINE
 ACCESSIBLE ENTRANCE

NOTE : ALL REQUIRED EXITS FOR BUILDING SHALL BE ACCESSIBLE

Date: 06/26/2018

Scale: As indicated

Description:

BUILDING C - 3RD
AND 4TH FLOOR
PLANS

Sheet Number:

A-C-102

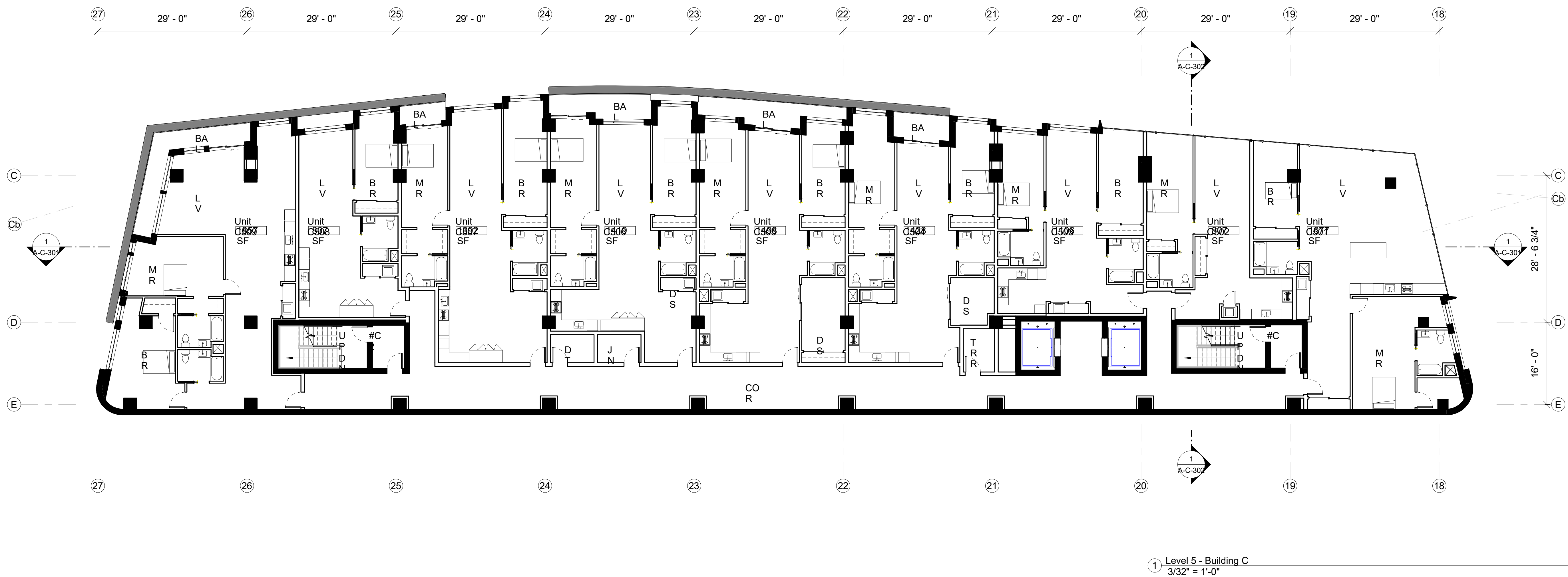
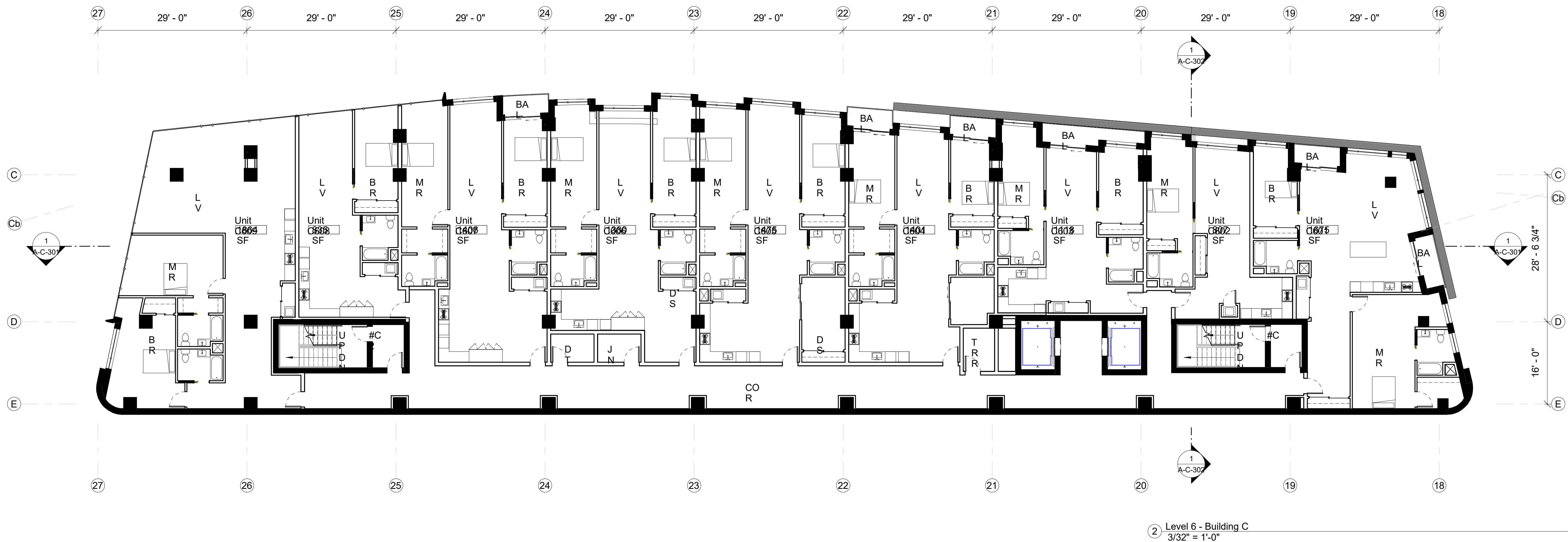


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The Views - Residential
Site

525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

No.	Description	Date
1	Issued for Review	09/12/2014
2	Issued for Review	11/20/2014
3	Issued for Review	06/23/2015
4	Issued for Review	10/19/2015
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9	Issued for Review	10/20/2017
10	Issued for Review	04/03/2018
11	Issued for Review	04/17/2018
12	Issued for Review	06/26/2018

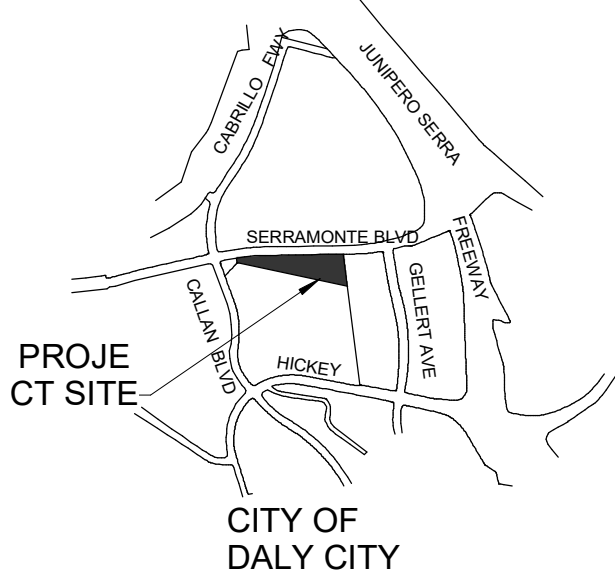


SITE LEGEND

VICINITY MAP

ABBREVIATIONS

WALL LEGEND



- BAL - BALCONY
BR - BED ROOM
COR - CORRIDOR
DS - DENS
DT - DATA
ELEV LB - ELEVATOR LOBBY
JN - JANITORIAL
K - KITCHEN
LV - LIVING ROOM
MR - MASTER BEDROOM
TR RM - TRASH ROOM

- FAÇADE
INTERIOR DEMISING WALL - 1 HR. RATED
INTERIOR WALL - NON RATED
CORE - 2 HR RATED
BUILDING ABOVE
ACCESSIBILITY LEGEND
NO PARKING - ACCESSIBLE PATH OF TRAVEL
EXTERIOR ACCESSIBLE ROUTE
EGRESS PATH
PROPERTY LINE
ACCESSIBLE ENTRANCE
NOTE : ALL REQUIRED EXITS FOR BUILDING SHALL BE ACCESSIBLE

Date: 06/26/2018

Scale: As indicated

Description:
**BUILDING C - 5TH
AND 6TH FLOOR
PLANS**

Sheet Number:

A-C-103

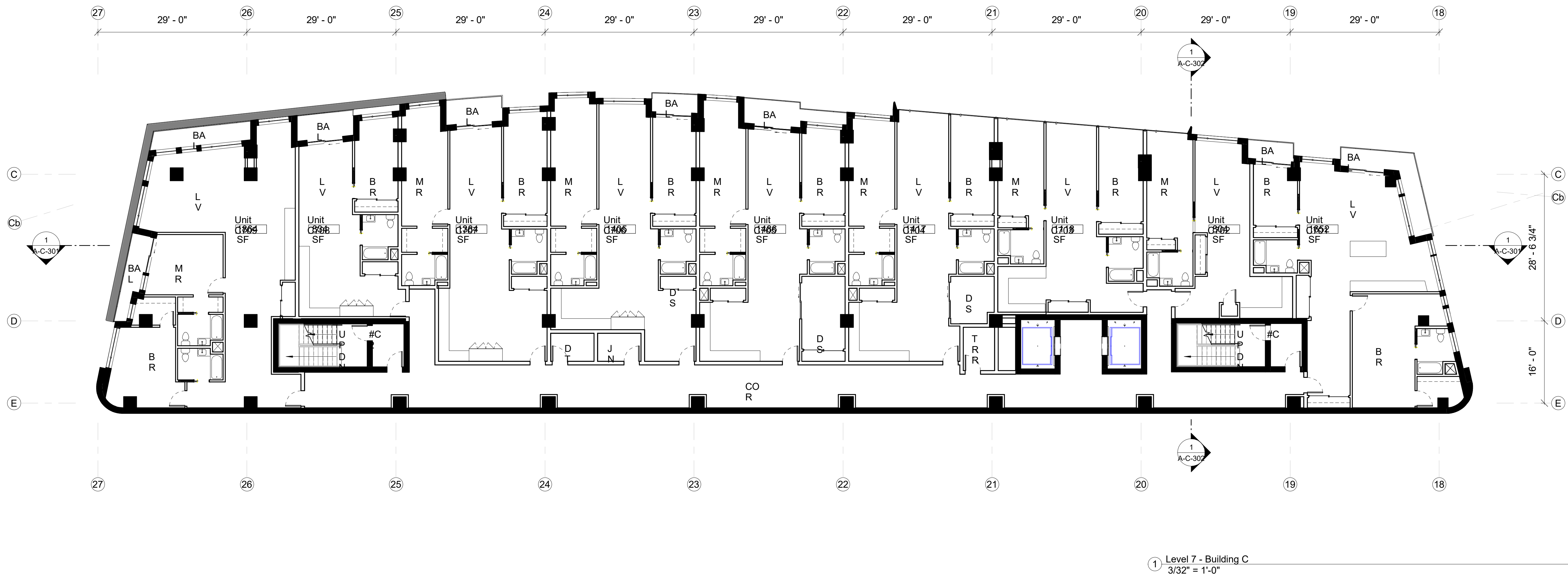
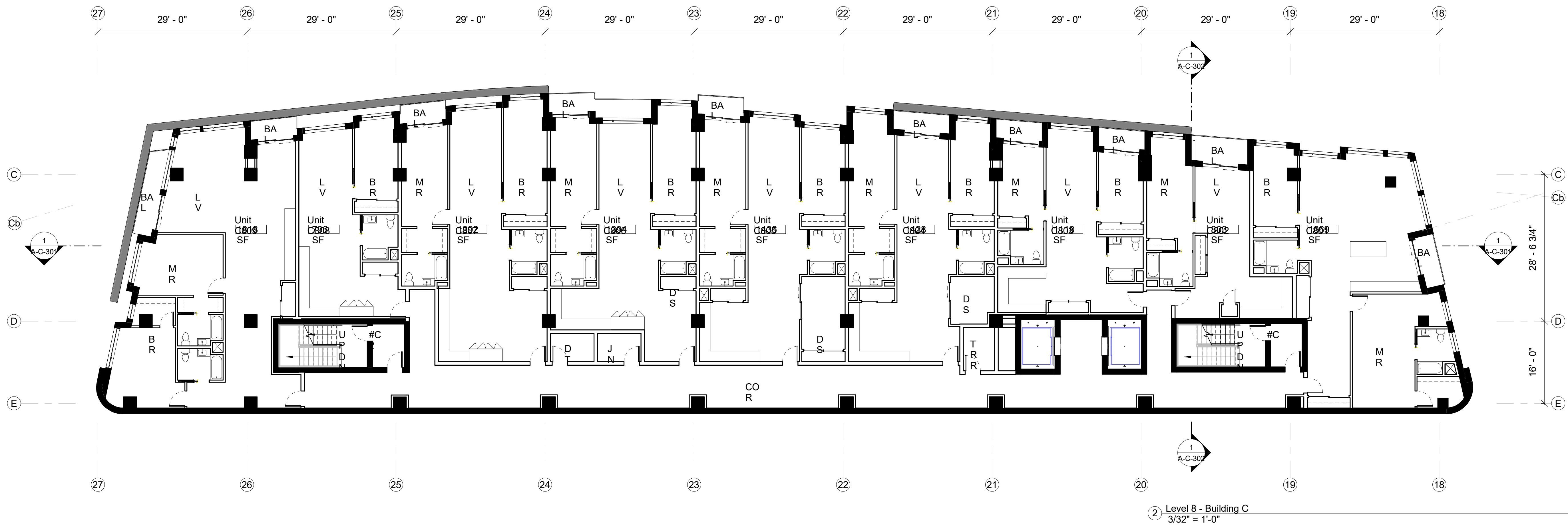


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The Views - Residential
Site

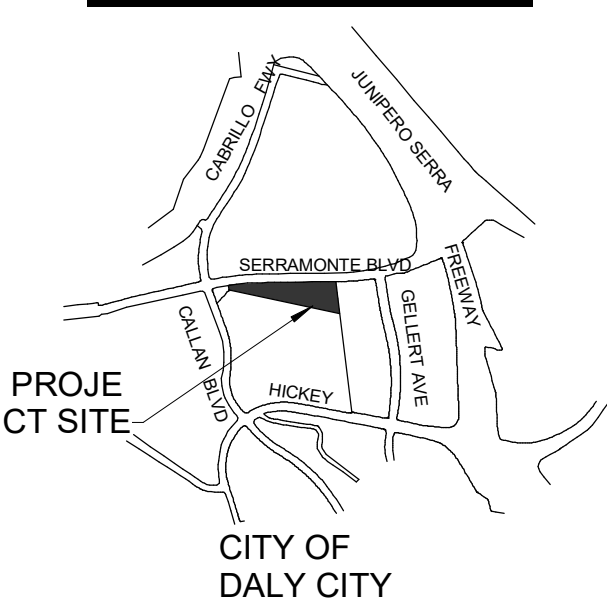
525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

No.	Description	Date
1	Issued for Review	09/12/2014
2	Issued for Review	11/20/2014
3	Issued for Review	06/23/2015
4	Issued for Review	10/19/2015
5	Issued for Review	12/29/2015
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8	Issued for Review	08/24/2017
9	Issued for Review	10/20/2017
10	Issued for Review	04/03/2018
11	Issued for Review	04/17/2018
12	Issued for Review	06/26/2018



SITE LEGEND

VICINITY MAP



ABBREVIATIONS

BAL - BALCONY
BR - BED ROOM
COR - CORRIDOR
DS - DENS
DT - DATA
ELEV LB - ELEVATOR LOBBY
JN - JANITORIAL
K - KITCHEN
LV - LIVING ROOM
MR - MASTER BEDROOM
TR RM - TRASH ROOM

WALL LEGEND

FAÇADE
INTERIOR DEMISING WALL - 1 HR. RATED
INTERIOR WALL - NON RATED
CORE - 2 HR RATED
BUILDING ABOVE
ACCESSIBILITY LEGEND
NO PARKING - ACCESSIBLE PATH OF TRAVEL
EXTERIOR ACCESSIBLE ROUTE
EGRESS PATH
PROPERTY LINE
ACCESSIBLE ENTRANCE
NOTE : ALL REQUIRED EXITS FOR BUILDING SHALL BE ACCESSIBLE



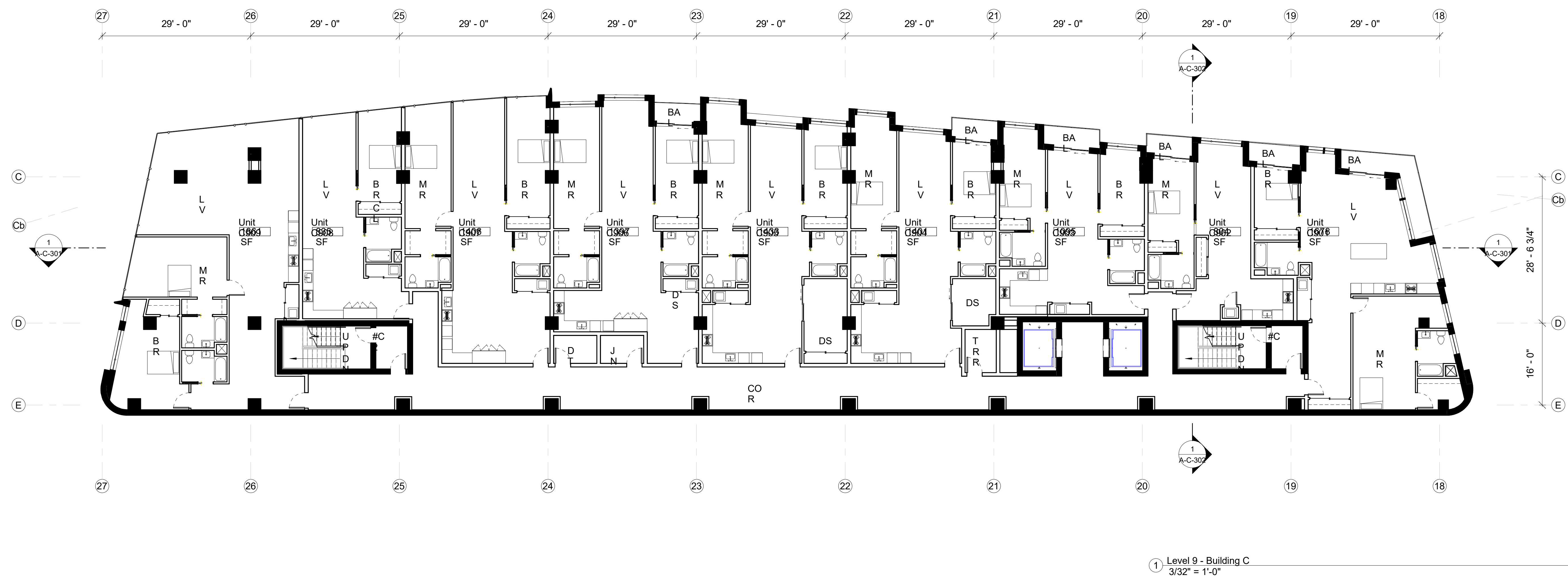
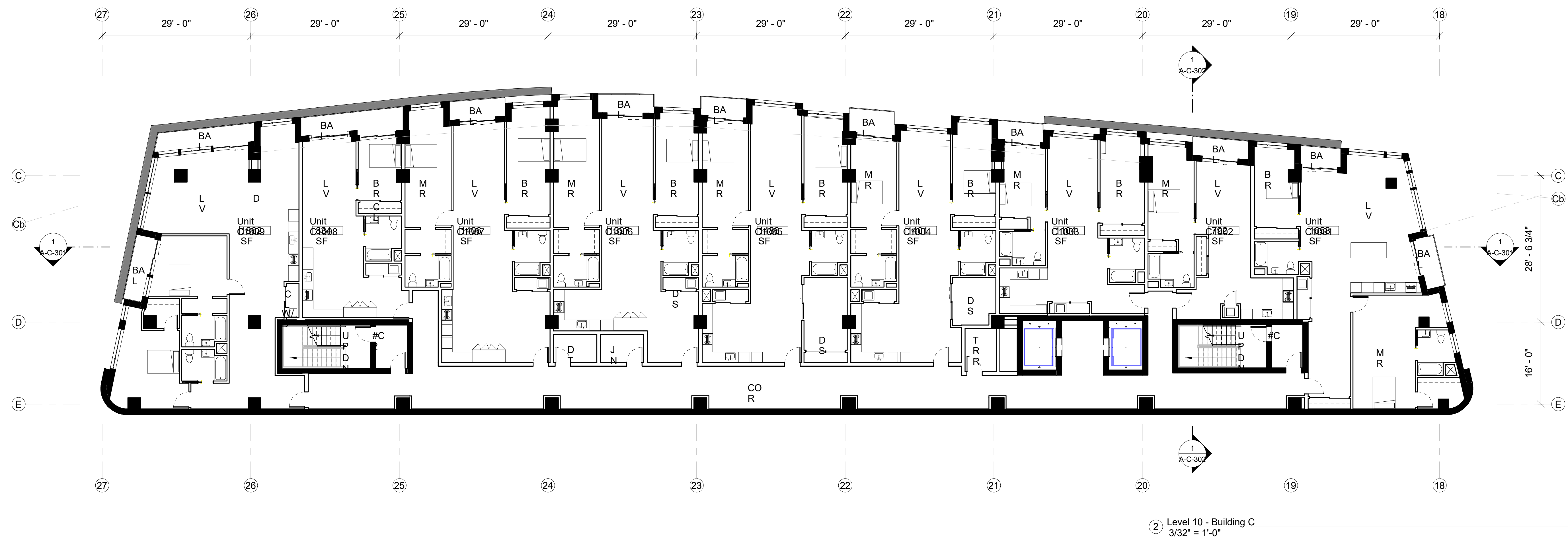
Date: 06/26/2018
Scale: As indicated

Building C - 7TH
AND 8TH FLOOR
PLANS

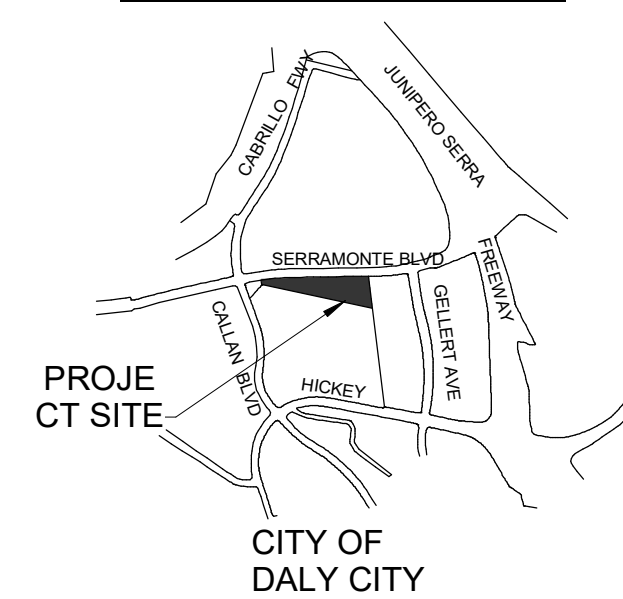
Sheet Number:
A-C-104

525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

No.	Description	Date
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2	Issued for Review	11/20/2014
3	Issued for Review	06/23/2015
4	Issued for Review	10/19/2015
5	Issued for Review	12/29/2015
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9	Issued for Review	10/20/2017
10	Issued for Review	04/03/2018
11	Issued for Review	04/17/2018
12	Issued for Review	06/26/2018



VICINITY MAP



ABBREVIATIONS

BAL - BALCONY
BR - BED ROOM
COR - CORRIDOR
DS - DENS
DT - DATA
ELEV LB - ELEVATOR LOBBY
JN - JANITORIAL
K - KITCHEN
LV - LIVING ROOM
MR - MASTER BEDROOM
TR RM - TRASH ROOM

WALL LEGEND

 FAÇADE
 INTERIOR DEMISING WALL - 1 HR. RATED
 INTERIOR WALL - NON RATED
 CORE - 2 HR RATED
 BUILDING ABOVE
 ACCESSIBILITY LEGEND
 NO PARKING - ACCESSIBLE PATH OF TRAVEL
 EXTERIOR ACCESSIBLE ROUTE
 EGRESS PATH
 PROPERTY LINE
 ACCESSIBLE ENTRANCE

NOTE : ALL REQUIRED EXITS FOR BUILDING SHALL BE ACCESSIBLE



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Date: 06/26/2018

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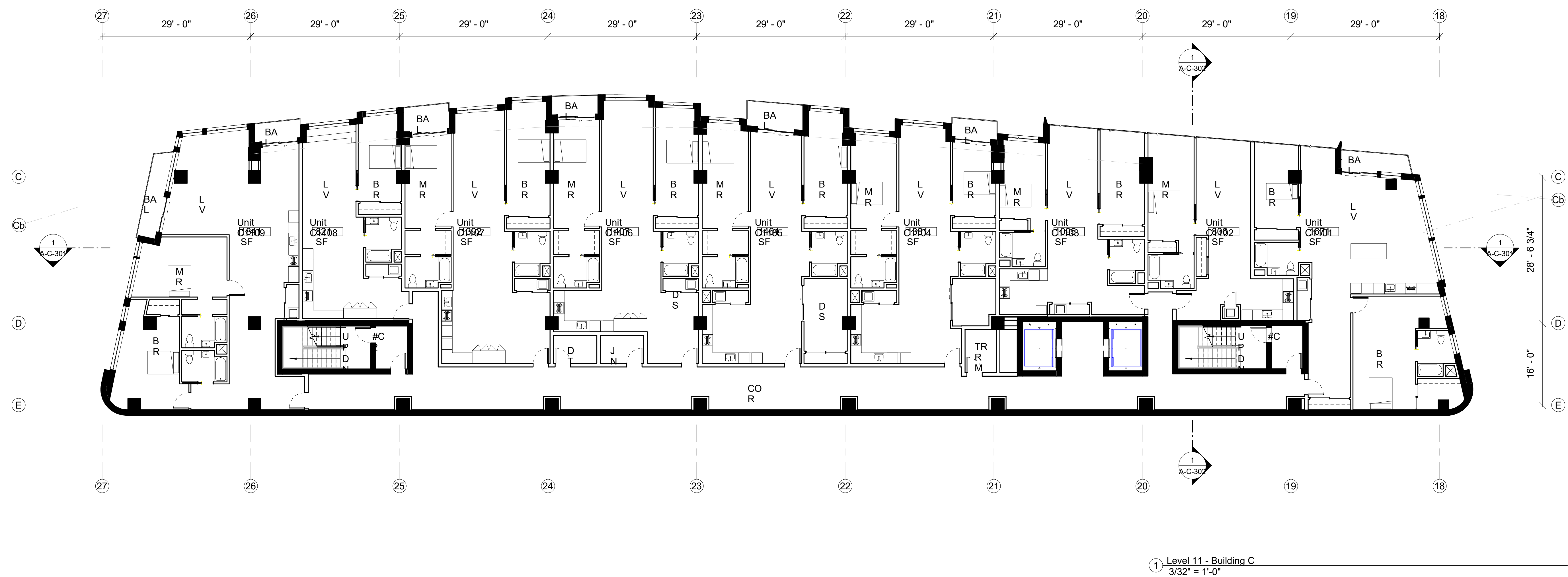
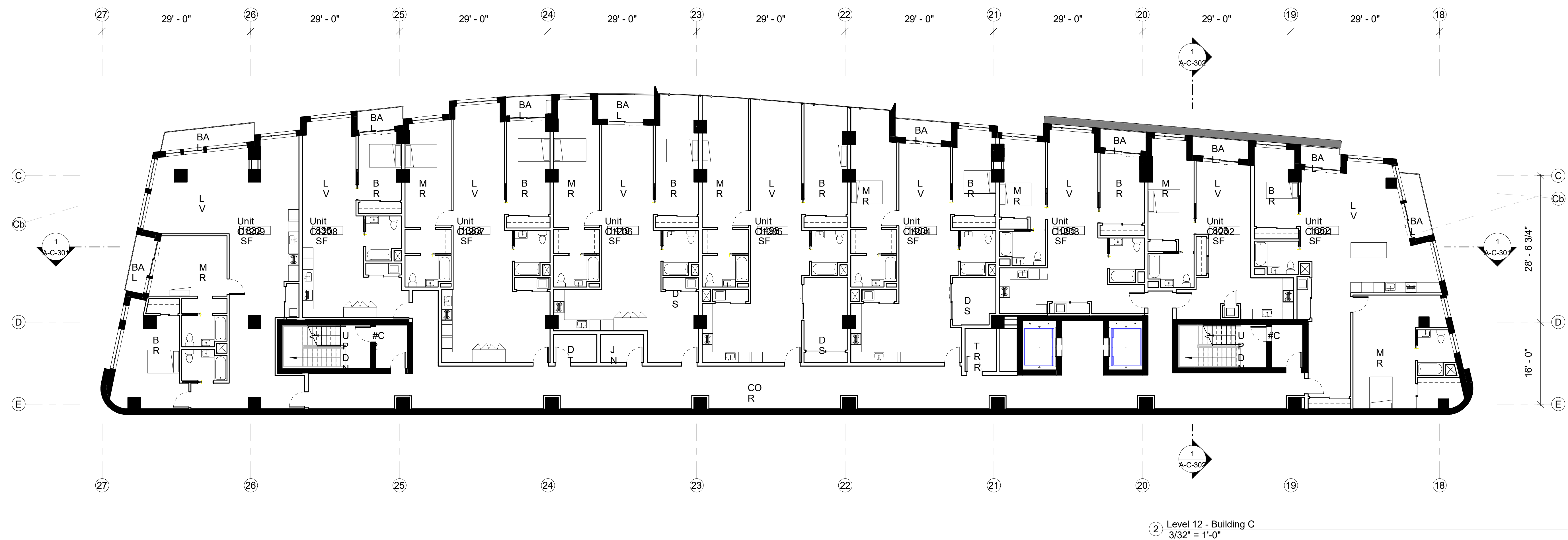
**BUILDING C - 9TH
AND 10TH FLOOR
PLANS**

Sheet Number:

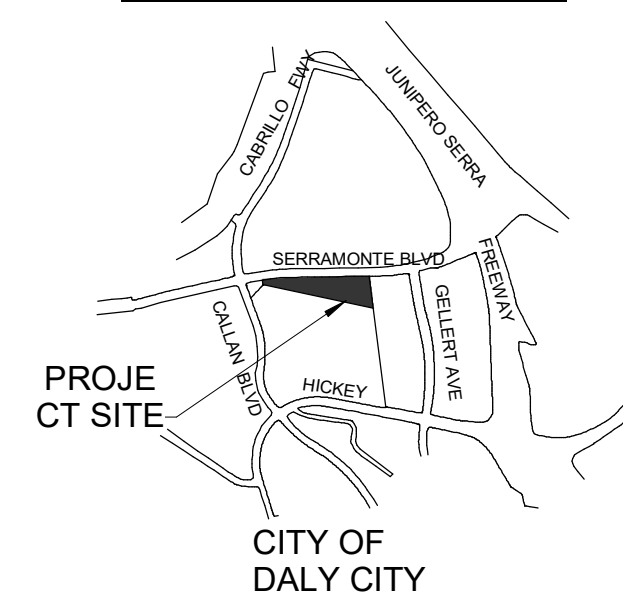
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525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

No.	Description	Date
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3	Issued for Review	06/23/2015
4	Issued for Review	10/19/2015
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10	Issued for Review	04/03/2018
11	Issued for Review	04/17/2018
12	Issued for Review	06/26/2018



VICINITY MAP



BAL - BALCONY
BR - BED ROOM
COR - CORRIDOR
DS - DENS
DT - DATA
ELEV LB - ELEVATOR LOBBY
JN - JANITORIAL
K - KITCHEN
LV - LIVING ROOM
MR - MASTER BEDROOM
TR RM - TRASH ROOM

 FAÇADE
 INTERIOR DEMISING WALL - 1 HR. RATED
 INTERIOR WALL - NON RATED
 CORE - 2 HR RATED
 BUILDING ABOVE
ACCESSIBILITY LEGEND
 NO PARKING - ACCESSIBLE PATH OF TRAVEL
 EXTERIOR ACCESSIBLE ROUTE
 EGRESS PATH
 PROPERTY LINE
 ACCESSIBLE ENTRANCE

NOTE : ALL REQUIRED EXITS FOR BUILDING SHALL BE ACCESSIBLE

Date: 06/26/2018

Scale: As indicated

Description:

BUILDING C - 11TH
AND 12TH FLOOR
PLANS

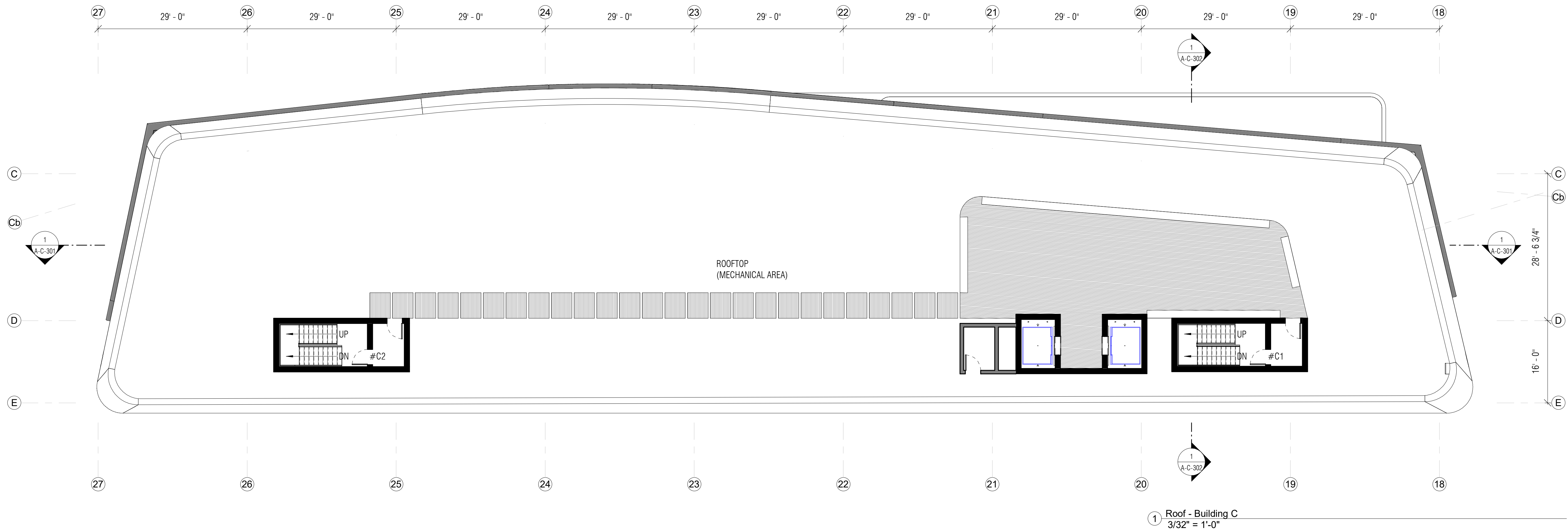
Sheet Number:

A-C-106

The Views - Residential
Site

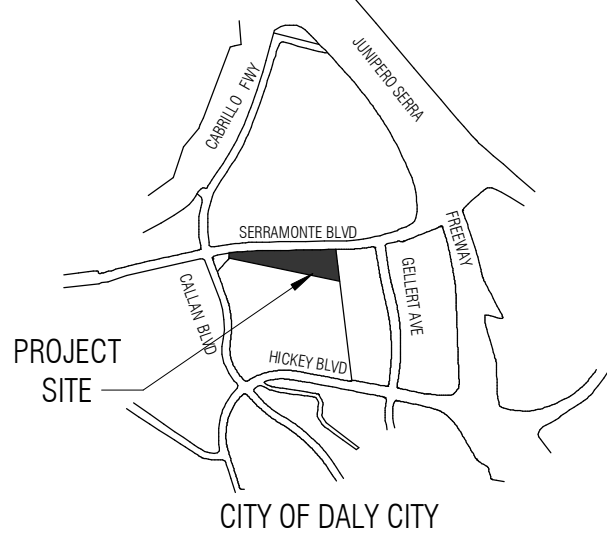
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Job Number: 14020

No.	Description	Date
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3	Issued for Review	06/23/2015
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8	Issued for Review	08/24/2017
9	Issued for Review	10/20/2017
10	Issued for Review	04/03/2018
11	Issued for Review	04/17/2018
12	Issued for Review	06/26/2018



SITE LEGEND

VICINITY MAP



ABBREVIATIONS

BAL - BALCONY
BR - BED ROOM
COR - CORRIDOR
DS - DENS
DT - DATA
ELEV LB - ELEVATOR LOBBY
JN - JANITORIAL
K - KITCHEN
LV - LIVING ROOM
MR - MASTER BEDROOM
TR RM - TRASH ROOM

WALL LEGEND

FAÇADE
INTERIOR DEMISING WALL - 1 HR. RATED
INTERIOR WALL - NON RATED
CORE - 2 HR RATED
BUILDING ABOVE
ACCESSIBILITY LEGEND
NO PARKING - ACCESSIBLE PATH OF TRAVEL
EXTERIOR ACCESSIBLE ROUTE
EGRESS PATH
PROPERTY LINE
ACCESSIBLE ENTRANCE
NOTE : ALL REQUIRED EXITS FOR BUILDING SHALL BE ACCESSIBLE



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Date: 08/02/2018

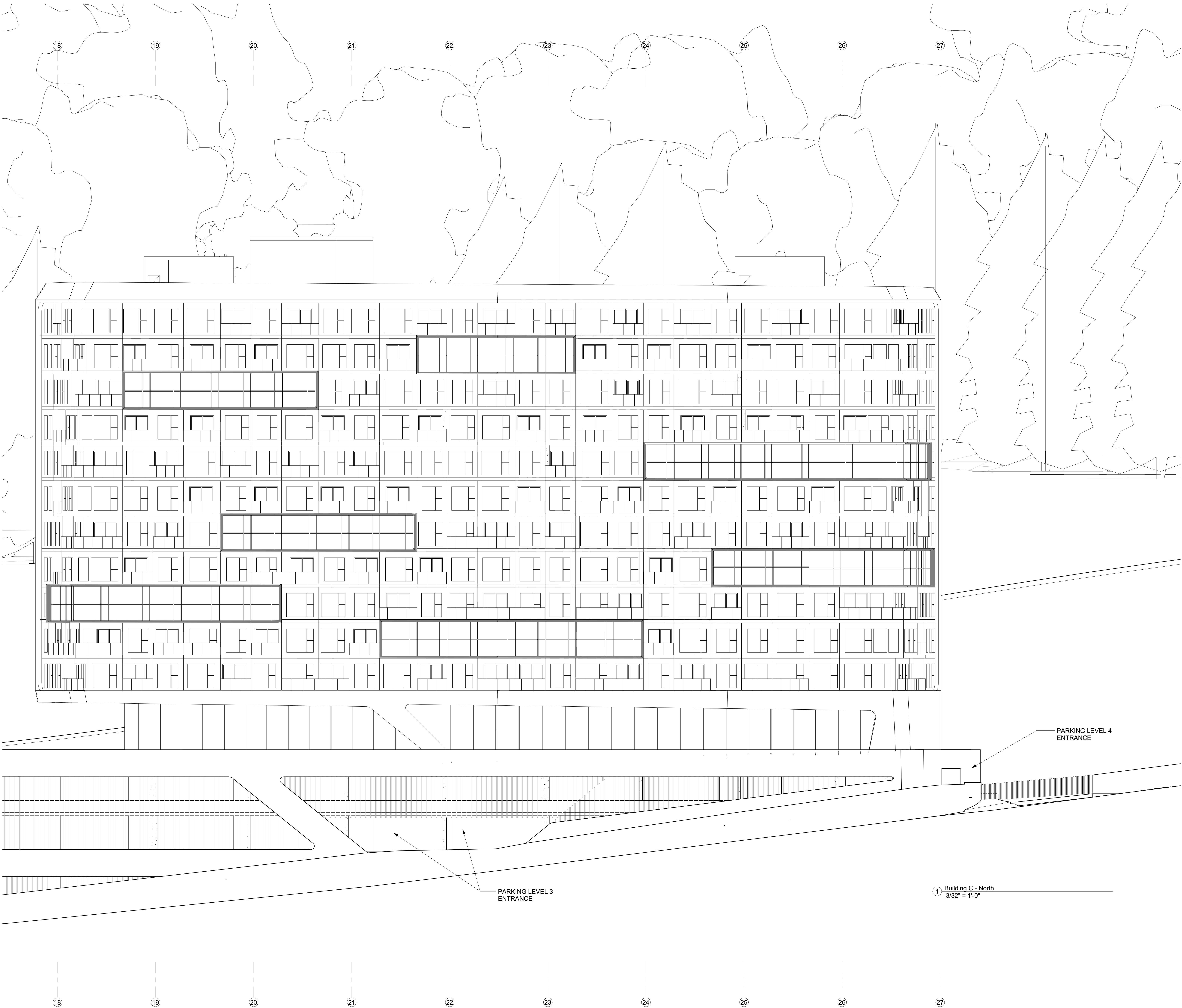
Scale: As indicated

Description:

BUILDING C - 13TH
AND ROOF PLAN

Sheet Number:

A-C-107



The Views - Residential
Site

525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

No.	Description	Date
1	Issued for Review	09/12/2014
2	Issued for Review	11/20/2014
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11	Issued for Review	04/17/2018
12	Issued for Review	06/26/2018



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Date: 06/26/2018

Scale: 3/32" = 1'-0"

Description:

BUILDING C -
NORTH ELEVATION

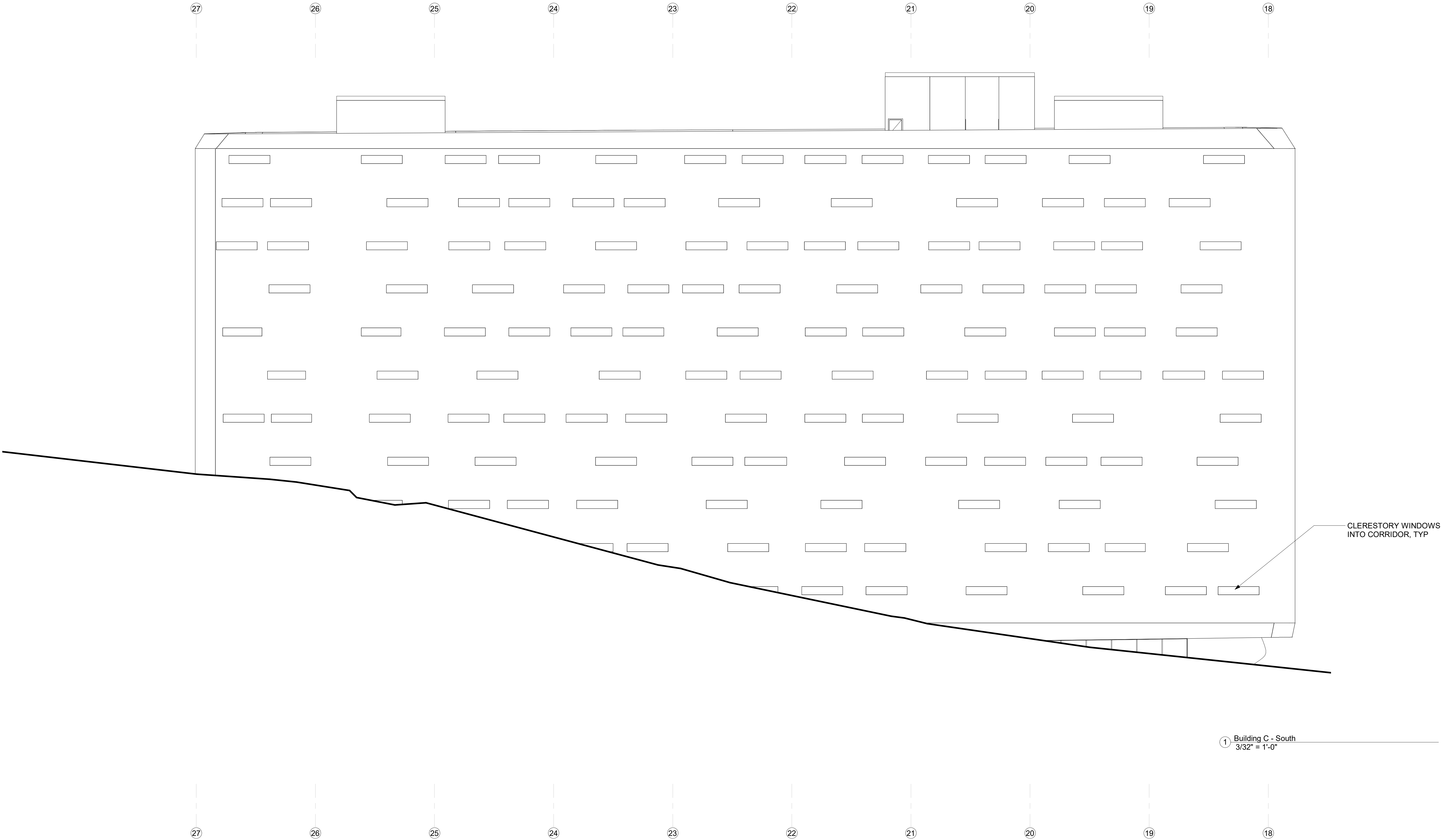
Sheet Number:

A-C-201

The Views - Residential
Site

525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

No.	Description	Date
1	Issued for Review	09/12/2014
2	Issued for Review	11/20/2014
3	Issued for Review	06/23/2015
4	Issued for Review	10/19/2015
5	Issued for Review	12/29/2015
6	Issued for Review	07/11/2016
7	Issued for Review	12/05/2016
8	Issued for Review	08/24/2017
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11	Issued for Review	04/17/2018
12	Issued for Review	06/26/2018



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Date: 06/26/2018
Scale: 3/32" = 1'-0"

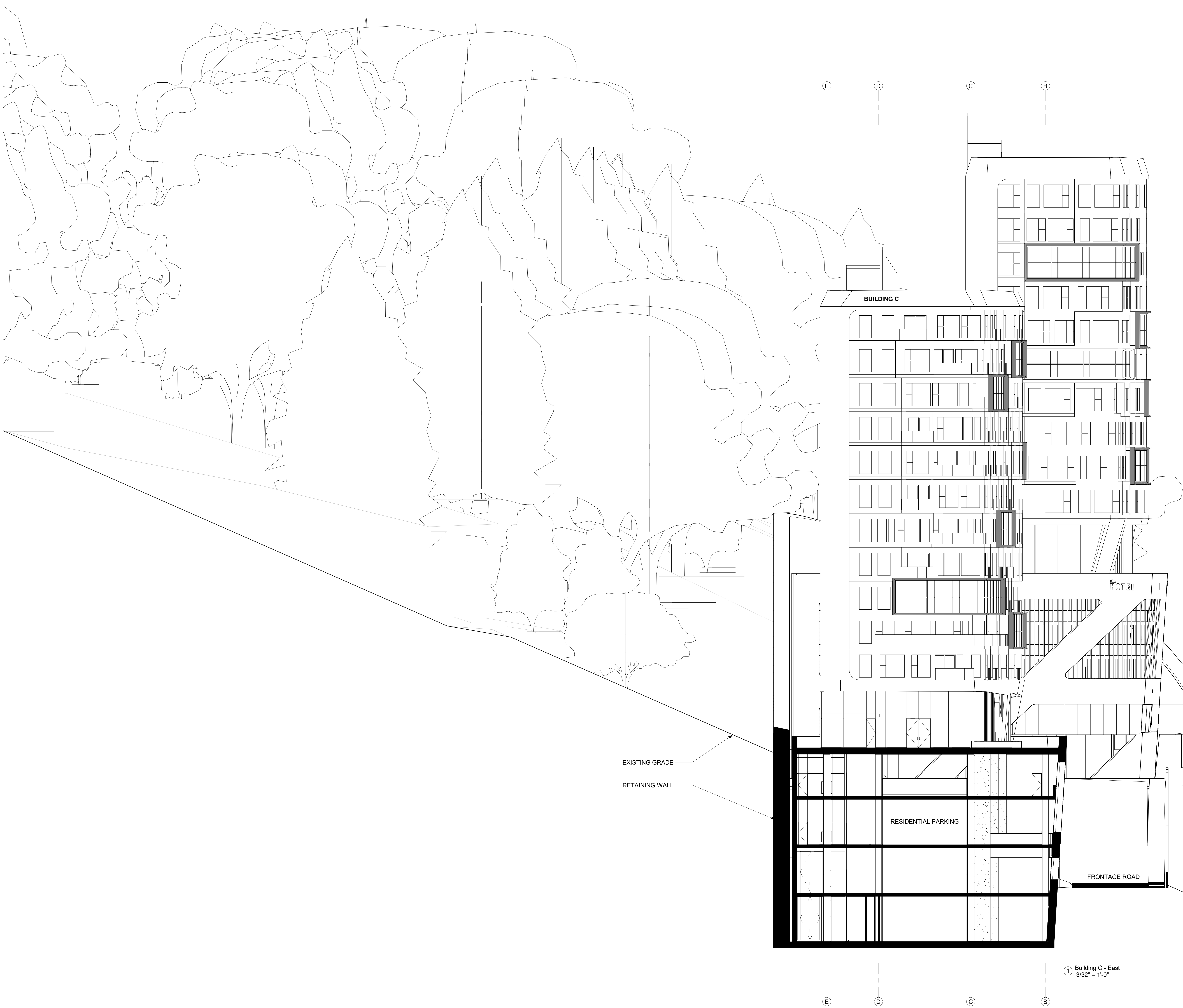
Description:
**BUILDING C -
SOUTH ELEVATION**

Sheet Number:
A-C-202

The Views - Residential
Site

525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

No.	Description	Date
1	Issued for Review	09/12/2014
2	Issued for Review	11/20/2014
3	Issued for Review	06/23/2015
4	Issued for Review	10/19/2015
5	Issued for Review	12/29/2015
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Date: 06/26/2018

Scale: 3/32" = 1'-0"

Description:

BUILDING C - EAST
ELEVATION

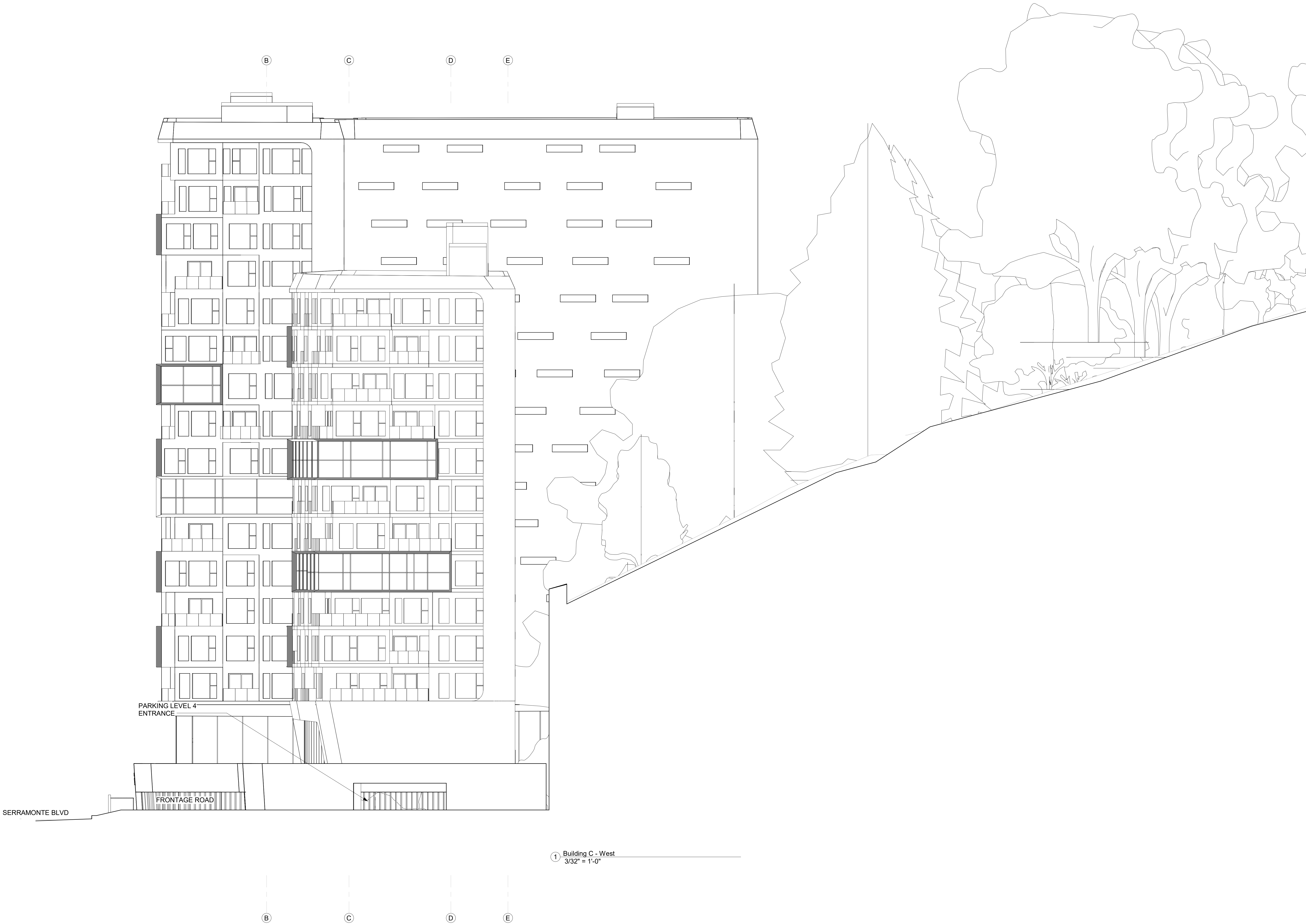
Sheet Number:

A-C-203

The Views - Residential
Site

525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

No.	Description	Date
1	Issued for Review	09/12/2014
2	Issued for Review	11/20/2014
3	Issued for Review	06/23/2015
4	Issued for Review	10/19/2015
5	Issued for Review	12/29/2015
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11	Issued for Review	04/17/2018
12	Issued for Review	06/26/2018



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Date: 06/26/2018

Scale: 3/32" = 1'-0"

Description:

BUILDING C - WEST
ELEVATION

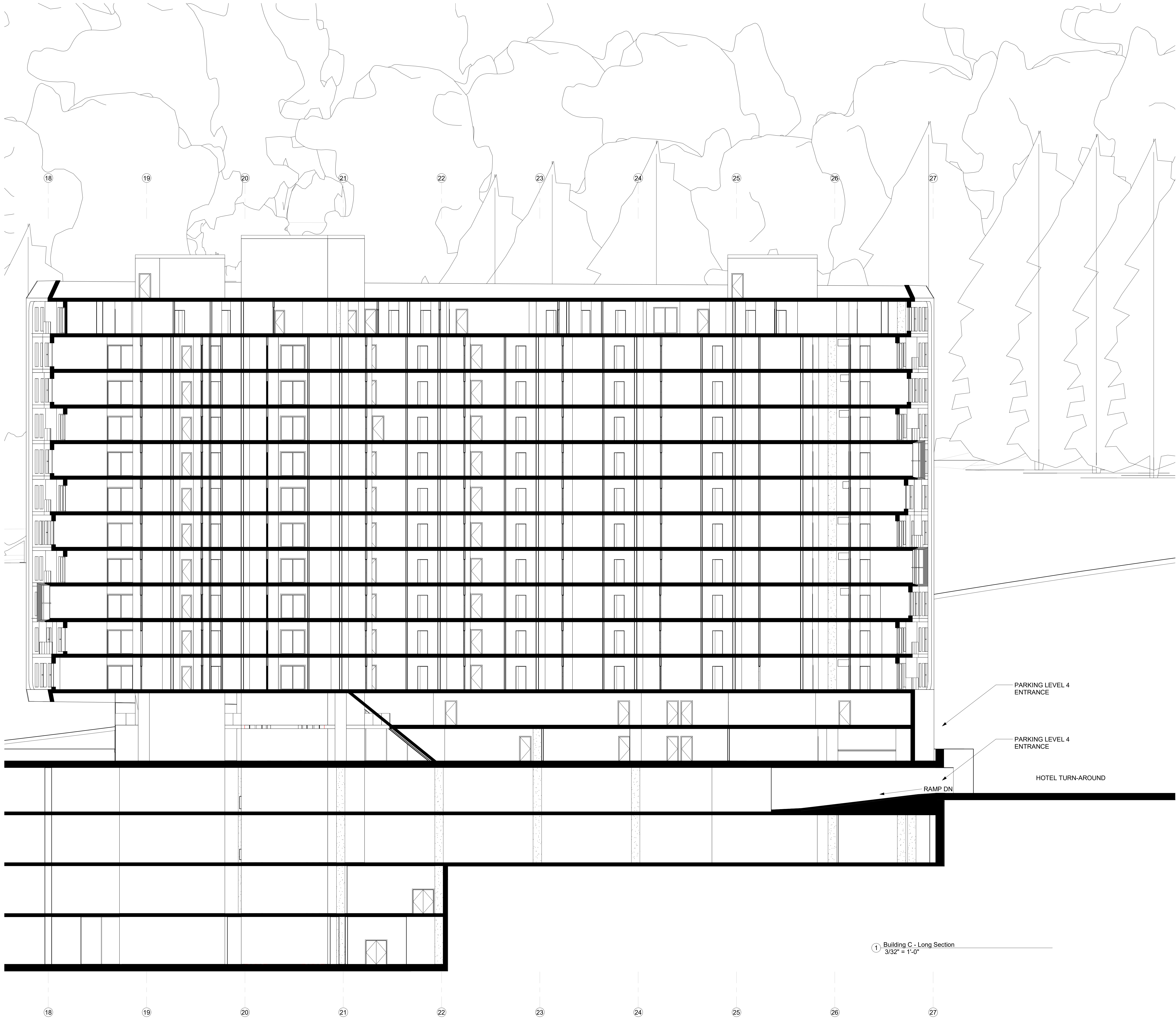
Sheet Number:

A-C-204

The Views - Residential
Site

525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

No.	Description	Date
1	Issued for Review	09/12/2014
2	Issued for Review	11/20/2014
3	Issued for Review	06/23/2015
4	Issued for Review	10/19/2015
5	Issued for Review	12/29/2015
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8	Issued for Review	08/24/2017
9	Issued for Review	10/20/2017
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12	Issued for Review	06/26/2018



① Building C - Long Section
3/32" = 1'-0"



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Date: 06/26/2018

Scale: 3/32" = 1'-0"

Description:

BUILDING C - LONG
SECTION

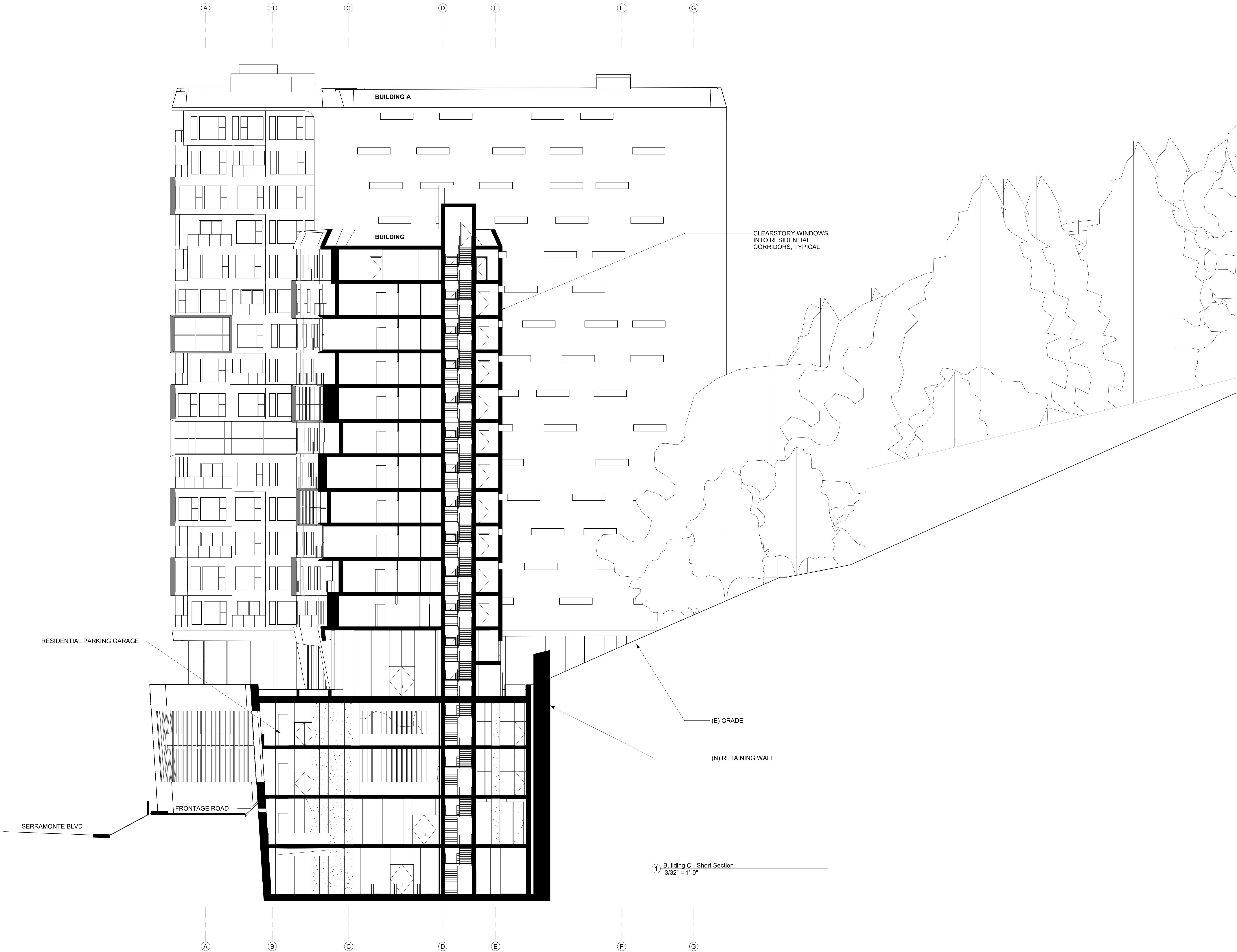
Sheet Number:

A-C-301

The Views - Residential
Site

525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

No.	Description	Date
1	Issued for Review	09/12/2014
2	Issued for Review	11/20/2014
3	Issued for Review	06/23/2015
4	Issued for Review	10/19/2015
5	Issued for Review	12/29/2015
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Date: 06/26/2018

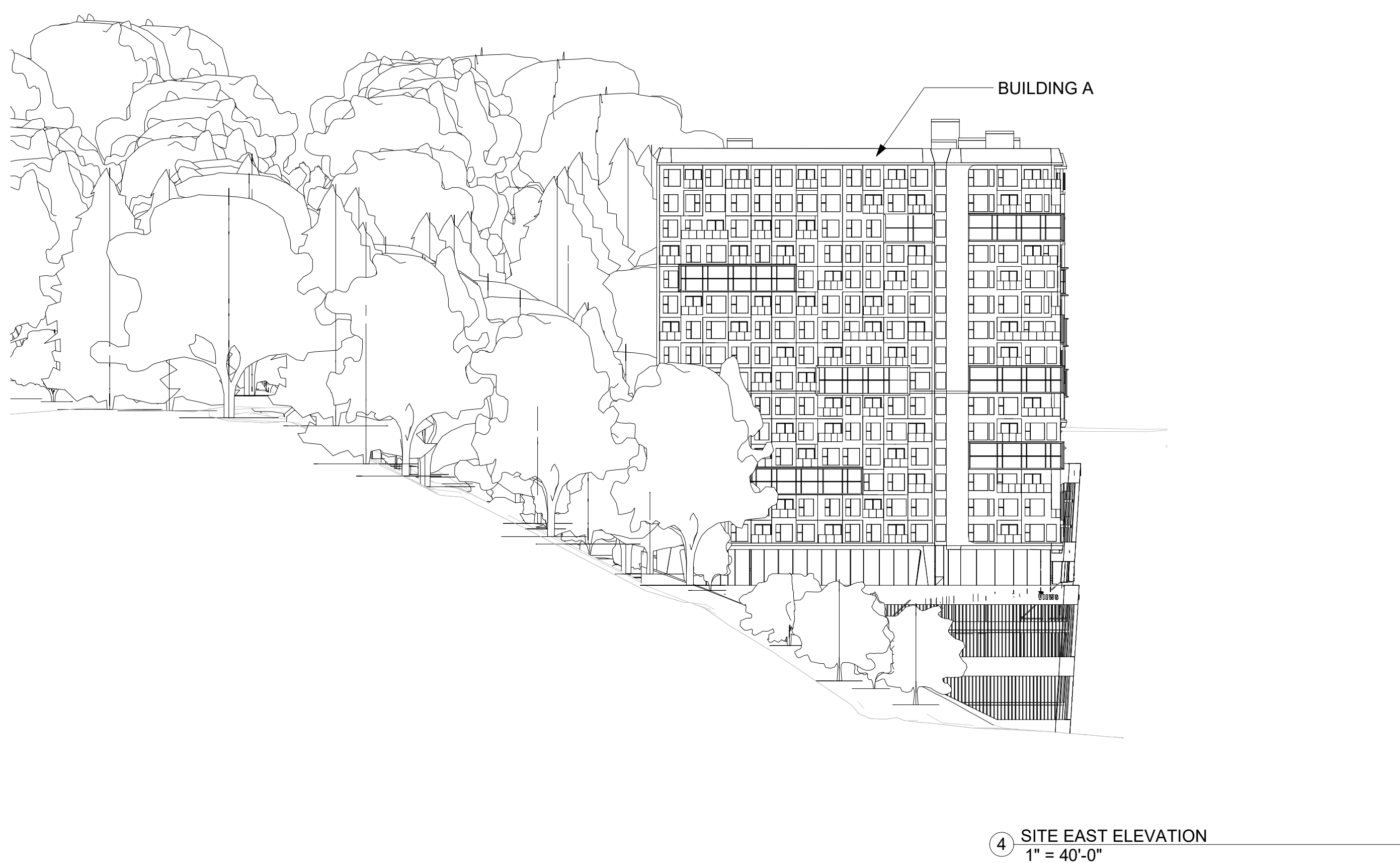
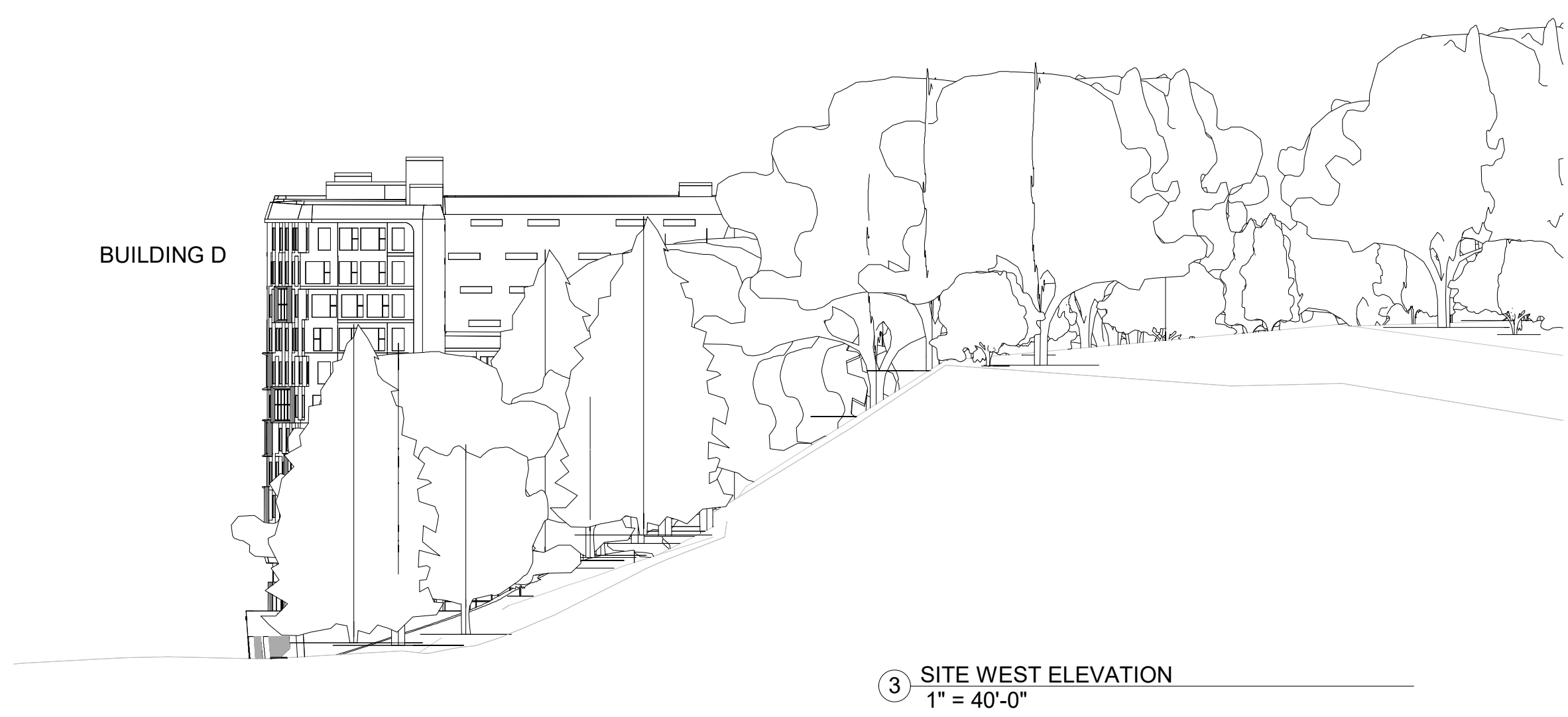
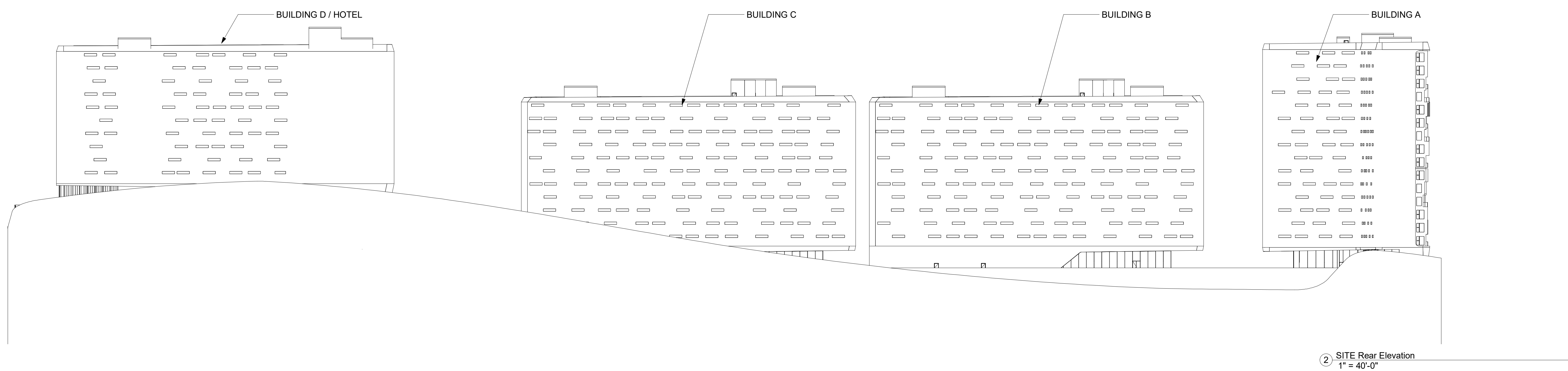
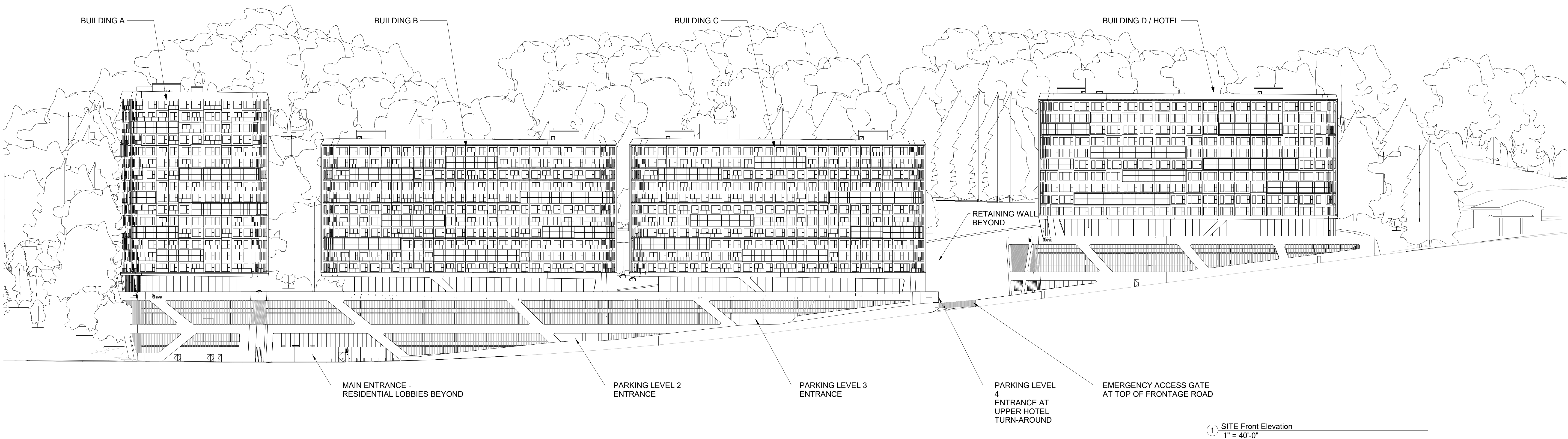
Scale: 3/32" = 1'-0"

Description:

BUILDING C -
SHORT SECTION

Sheet Number:

A-C-302



The Views - Residential
Site

525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

No.	Description	Date
1	Issued for Review	09/12/2014
2	Issued for Review	11/20/2014
3	Issued for Review	06/23/2015
4	Issued for Review	10/19/2015
5	Issued for Review	12/29/2015
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Date: 06/26/2018

Scale: 1" = 40'-0"

Description:

SITE ELEVATIONS

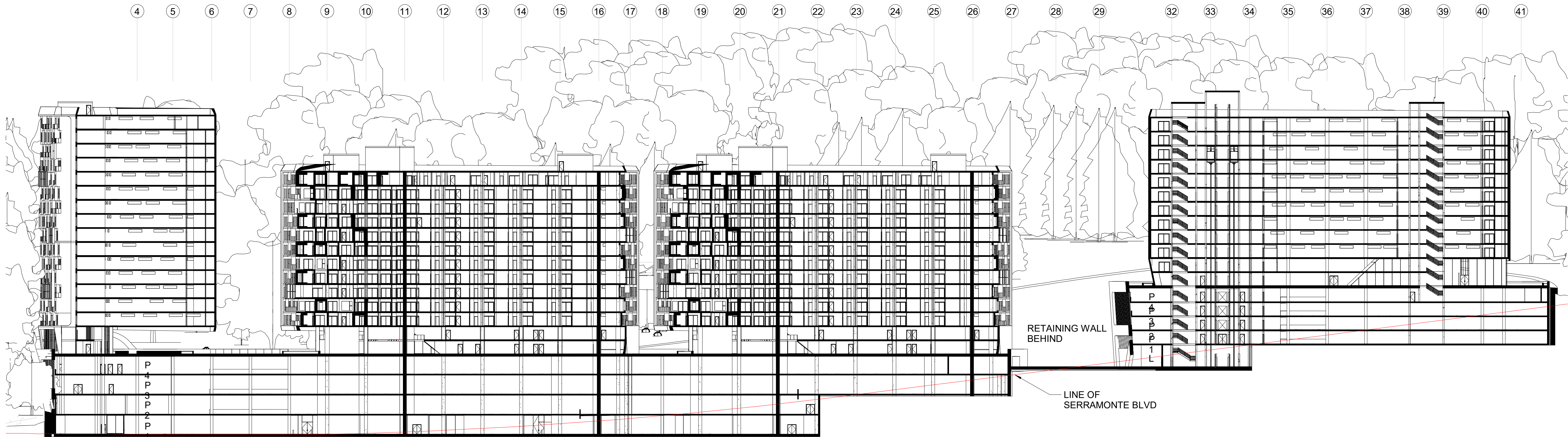
Sheet Number:

A-S-201

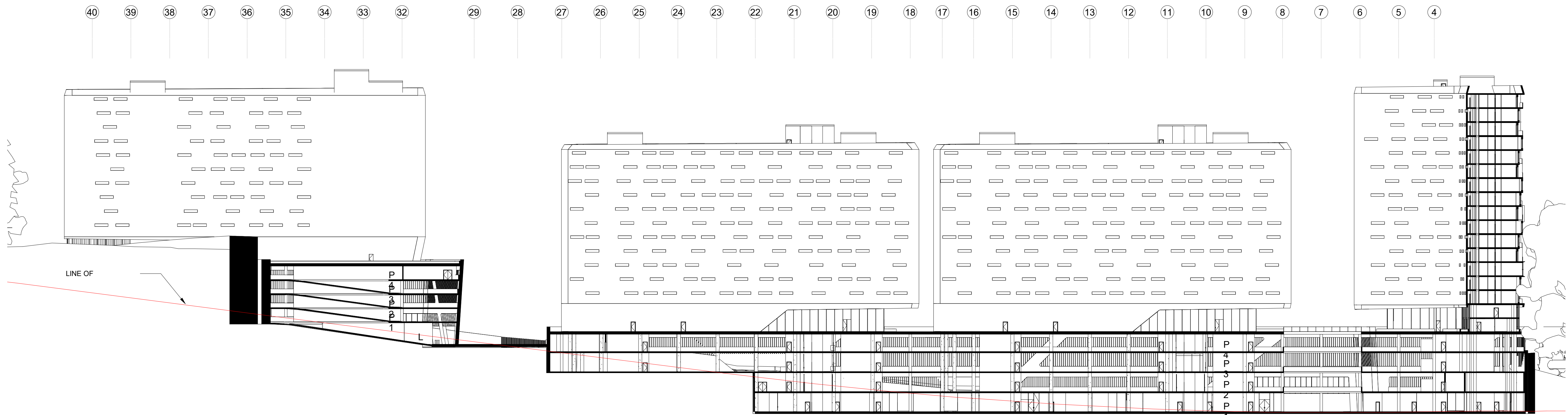
The Views - Residential
Site

525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

No.	Description	Date
1	Issued for Review	09/12/2014
2	Issued for Review	11/20/2014
3	Issued for Review	06/23/2015
4	Issued for Review	10/19/2015
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9	Issued for Review	10/20/2017
10	Issued for Review	04/03/2018
11	Issued for Review	04/17/2018
12	Issued for Review	06/26/2018



① SITE SECTION - NORTH
1" = 40'-0"



② SITE SECTION - SOUTH
1" = 40'-0"



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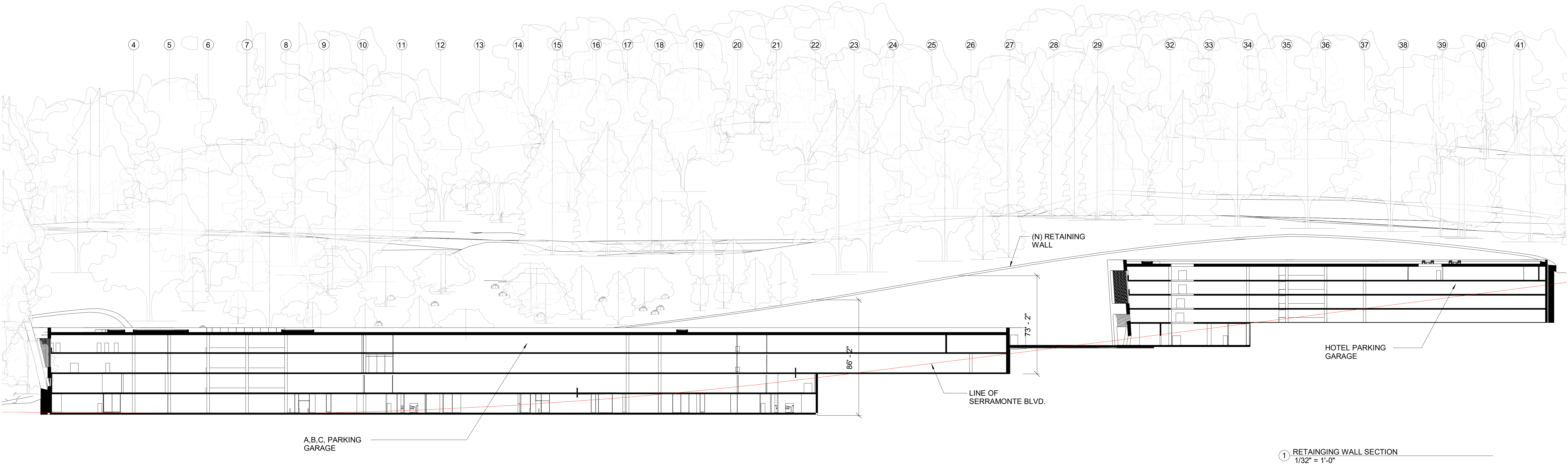
Date: 06/26/2018
Scale: 1" = 40'-0"
Description:

SITE SECTIONS

The Views - Residential
Site

525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

No.	Description	Date
1	Issued for Review	09/12/2014
2	Issued for Review	11/20/2014
3	Issued for Review	06/23/2015
4	Issued for Review	10/19/2015
5	Issued for Review	12/29/2015
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Date: 06/26/2018

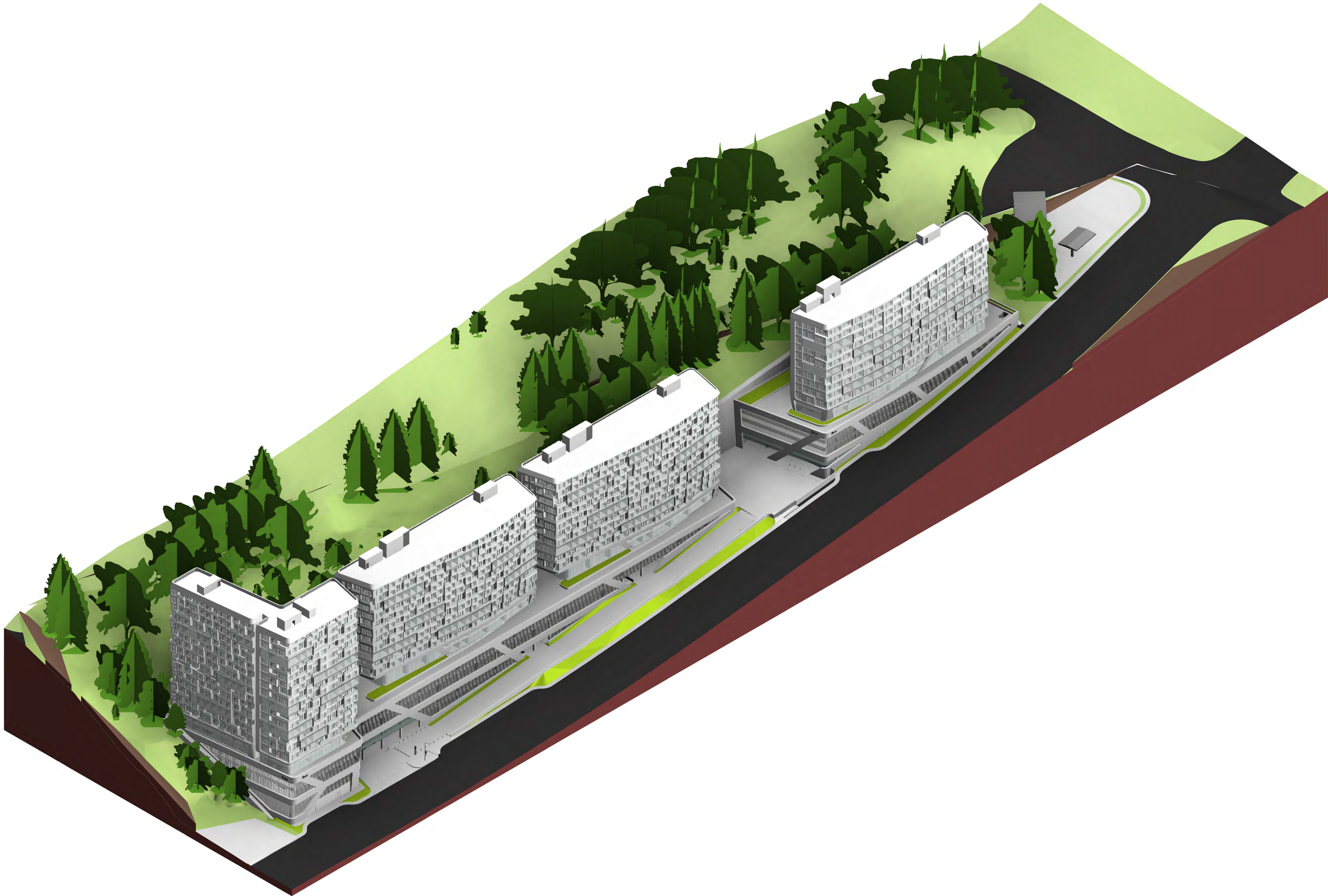
Scale: 1/32" = 1'-0"

Description:

RETAINING WALL
SECTION

Sheet Number:

A-S-302



The Views - Residential
Site

525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

No.	Description	Date
1	Issued for Review	09/12/2014
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Date: 06/26/2018

Scale:

Description:

SITE AXONOMETRIC

Sheet Number:

A-S-901

The Views - Residential
Site

525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

No.	Description	Date
1	Issued for Review	09/12/2014
2	Issued for Review	11/20/2014
3	Issued for Review	06/23/2015
4	Issued for Review	10/19/2015
5	Issued for Review	12/29/2015
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Date: 06/26/2018

Scale:

Description:

SIMULATION -
GELLERT ST
INTERSECTION

Sheet Number:

A-S-902



The Views - Residential
Site

525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

No.	Description	Date
1	Issued for Review	09/12/2014
2	Issued for Review	11/20/2014
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Date: 06/26/2018

Scale:

Description:

SIMULATION - MAIN
ENTRANCE

Sheet Number:

A-S-903



The Views - Residential
Site

525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

No.	Description	Date
1	Issued for Review	09/12/2014
2	Issued for Review	11/20/2014
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12	Issued for Review	06/26/2018



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Date: 06/26/2018

Scale:

Description:

SIMULATION -
BUILDING A

Sheet Number:

A-S-904

The Views - Residential
Site

525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

No.	Description	Date
1	Issued for Review	09/12/2014
2	Issued for Review	11/20/2014
3	Issued for Review	06/23/2015
4	Issued for Review	10/19/2015
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Date: 06/26/2018

Scale:

Description:

SIMULATION -
CALHAN
INTERSECTION

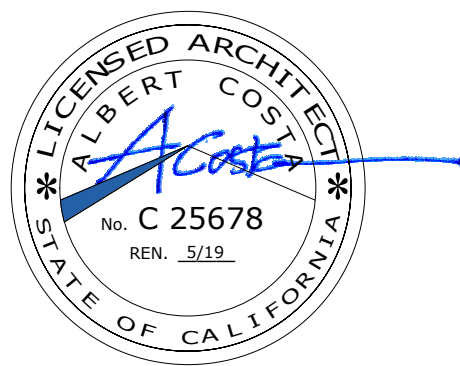
Sheet Number:

A-S-905

The Views

525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

No.	Description	Date
8	Issued for Review	08/24/2017
9	Issued for Review	10/20/2017
10	Issued for Review	04/03/2018
11	Issued for Review	04/17/2018
12	Issued for Review	06/26/2018



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Date: 06/26/2018

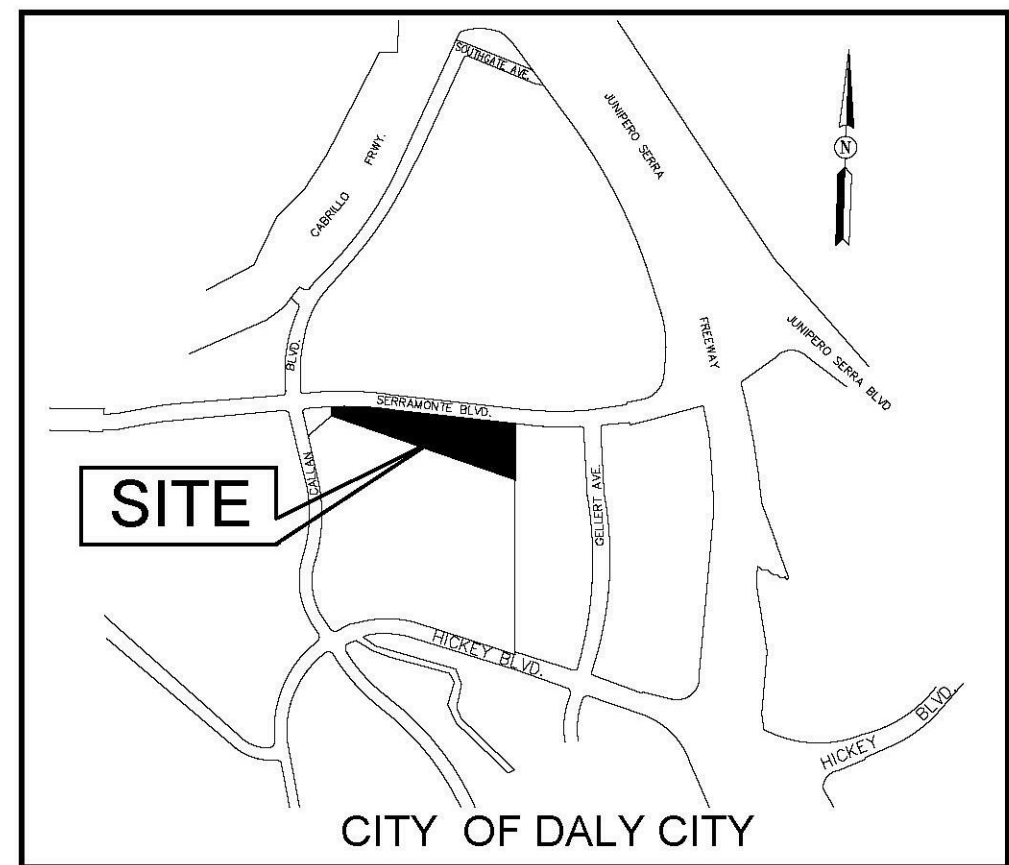
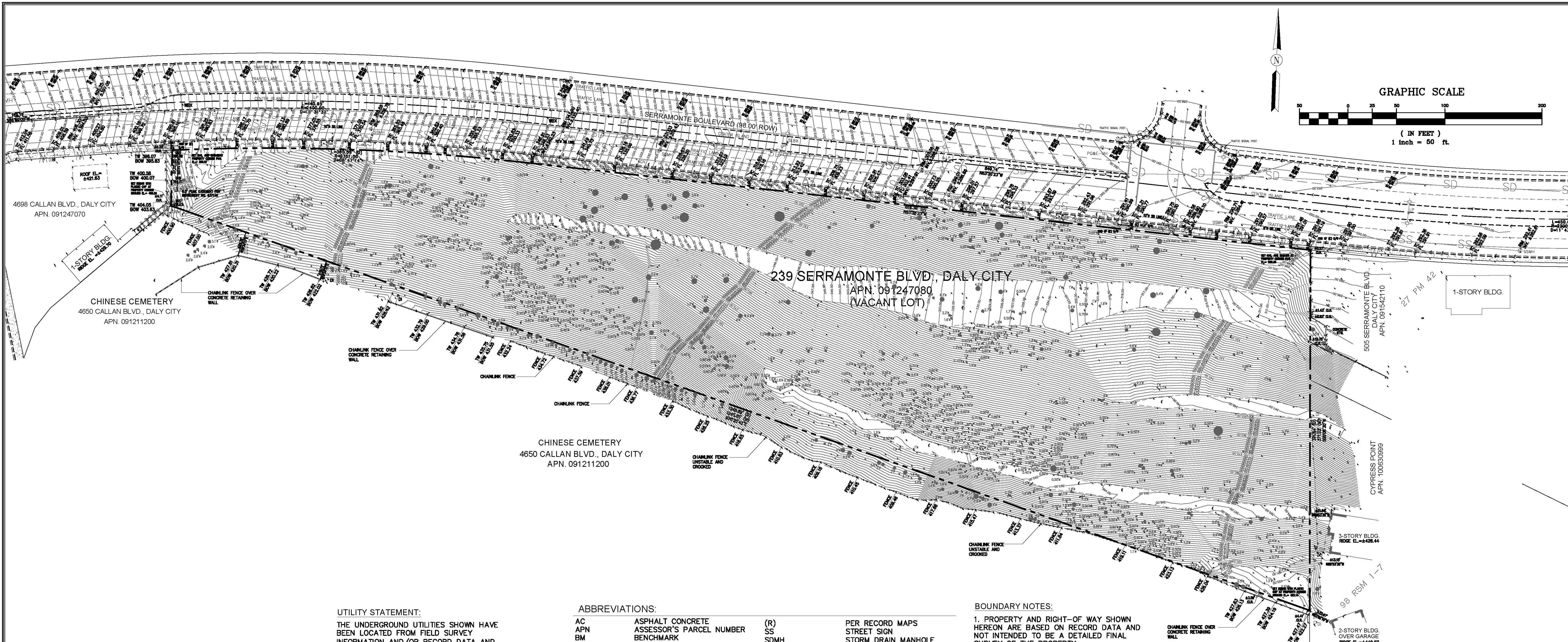
Scale:

Description:

SIMULATION - FULL SITE

Sheet Number:

A-S-906



VICINITY MAP

UTILITY STATEMENT:
THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND/OR RECORD DATA AND ARE APPROXIMATE ONLY. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. ACTUAL LOCATION AND SIZE, TOGETHER WITH THE PRESENCE OF ANY ADDITIONAL UTILITY LINES NOT SHOWN ON THIS PLAN, SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR DURING CONSTRUCTION. PRIOR TO ANY DIGGING, CALL U.S.A. (1-800-642-2444) AT LEAST 48 HOURS IN ADVANCE TO HAVE EXISTING UNDERGROUND UTILITIES MARKED.

DATE OF SURVEY:
TOPOGRAPHIC INFORMATION SHOWN HERE IS BASED UPON A FIELD SURVEY PERFORMED ON MAY 10, 2014.

OWNER / CLIENT:
HENRY LAM
AGH MANAGEMENT CORP.
888 BRANNAN STREET, SUITE 155
SAN FRANCISCO, CA. 94103

ABBREVIATIONS:			
AC	ASPHALT CONCRETE	(R)	PER RECORD MAPS
APN	ASSESSOR'S PARCEL NUMBER	SS	STREET SIGN
BM	BENCHMARK	SDMH	STORM DRAIN MANHOLE
BC	BUILDING CORNER	SLBX	STREET LIGHTING BOX
BL	BUILDING LINE	SSMH	SANITARY SEWER MANHOLE
BOW	BOTTOM OF WALL	S/W	SIDEWALK
BP	BACKFLOW PREVENTER	TC	TOP OF CURB
BW	BACK OF WALK	TR	TREE
CLR.	CLEAR	TSBX	TRAFFIC SIGNAL BOX
(D)	PER RECORDED DEED	TSP	TRAFFIC SIGNAL POLE
DI	DRAIN INLET	TW	TOP OF WALL
D/W	DRIVEWAY	TYP.	TYPICAL
EL./ELEV.	ELEVATION	(T)	TOTAL
(E)/EX.	EXISTING	WBX	WATER BOX
FH	FIRE HYDRANT	WV	WATER VALVE
FL	FLOW LINE		
GND	GROUND		
GV	GAS VALVE		
LG	LIP OF GUTTER		
LP	LIGHT POLE		
MIN	MINIMUM		
(M)/MEAS.	MEASURED		
MH	MANHOLE		
NIS	NOT TO SCALE		
PAV.	PAVEMENT		
PB-MH	PACIFIC BELL MANHOLE		
PL	PROPERTY LINE		
PP	POWER POLE		
ROW	RIGHT OF WAY		
RTW	RETAINING WALL		

LEGEND:	
---	PROPERTY LINE
---	EXISTING LINE
---	BUILDING LIMITS
---	BENCHMARK REFERENCE
---	CHAINLINK FENCE
---	STORM DRAIN LINE (APPROXIMATE)
---	SANITARY SEWER LINE (APPROXIMATE)
---	WATER LINE (APPROXIMATE)

BOUNDARY NOTES:

1. PROPERTY AND RIGHT-OF WAY SHOWN HEREON ARE BASED ON RECORD DATA AND NOT INTENDED TO BE A DETAILED FINAL SURVEY OF THE PROPERTY.
2. ALL ANGLES ARE 90° UNLESS OTHERWISE NOTED.
3. ALL DISTANCES ARE MEASURED IN FEET AND DECIMALS THEREOF.
4. PROPERTY LINE TO MONUMENT LINE MEASURED DISTANCES WERE BASED UPON FOUND SURVEY MARKS, CURB SPLITS AND BUILDING OCCUPATIONS.
5. ENCROACHMENT FROM/ONTO THE ADJOINING PROPERTIES THAT MAY EXIST OR MAY BE CONSTRUCTED IS HEREBY ACKNOWLEDGED AND IT SHALL THE RESPONSIBILITY SOLELY OF THE PROPERTY OWNERS INVOLVED TO RESOLVE ANY ISSUES WHICH MAY ARISE THERE FROM. THIS MAP DOES NOT CONVEY ANY INTEREST IN SUCH ENCROACHMENT AREAS TO THE PROPERTY OWNER(S).
6. RECORDED MAP REFERENCES: 66 RSM 8-11, 76 PM 24-25, 27 PM 42, 24 PM 08, AND 72 RSM 02, SAN MATEO COUNTY.
7. RECORD OWNERSHIP INFORMATION WAS TAKEN FROM GRANT DEED, INSTRUMENT NO. 2014-008431, DATED JANUARY 31, 2014.
8. BUILDING FOOTPRINTS SHOWN ARE ALL TAKEN ON THE GROUND LEVEL.
9. ALL EXISTING TREES WERE APPROXIMATELY LOCATED AND SIZE SHOWN WERE MEASURED AT TRUNK MORE OR LESS THREE (3) FEET ABOVE THE GROUND.
10. SANITARY SEWER LINE WERE BASED ON UTILITY MAP ENTITLED "NORTH SAN MATEO COUNTY SANITATION DISTRICT", DATED JUNE 1999 (REVISED JUNE 2008). STORM DRAIN LINE WERE BASED ON UTILITY MAP ENTITLED "DALY CITY STORM DRAIN SYSTEM", FEB. 2000 (REVISED APRIL 2014). WATER LINE WERE BASED ON UTILITY MAP ENTITLED "DALY CITY WATER SYSTEM" DATED JULY 1999 (REVISED FEB. 2011).

BENCHMARK AT INTERSECTION OF SERRAMONTE BLVD. & CALLAN BLVD.
MONUMENT AG20 IS A CAST IRON DALY CITY MONUMENT AT THE SOUTHWESTERLY SIDE OF SERRAMONTE SHOPPING CENTER WITH NGVD ELEVATION = 415.472' GR.
BASIS OF BEARINGS
FOUND CITY MONUMENTS WITH A BEARING OF N83°38'23"W AT THE CENTERLINE OF SERRAMONTE BOULEVARD SHOWN ON MAP ENTITLED "MAP OF SERRAMONTE UNIT NO. 7", RECORDED IN BOOK 66 OF MAPS AT PAGE 10, FILED IN THE OFFICE OF THE RECORDER OF SAN MATEO COUNTY, STATE OF CALIFORNIA, WAS USED AS BASIS OF BEARING FOR THIS SURVEY.

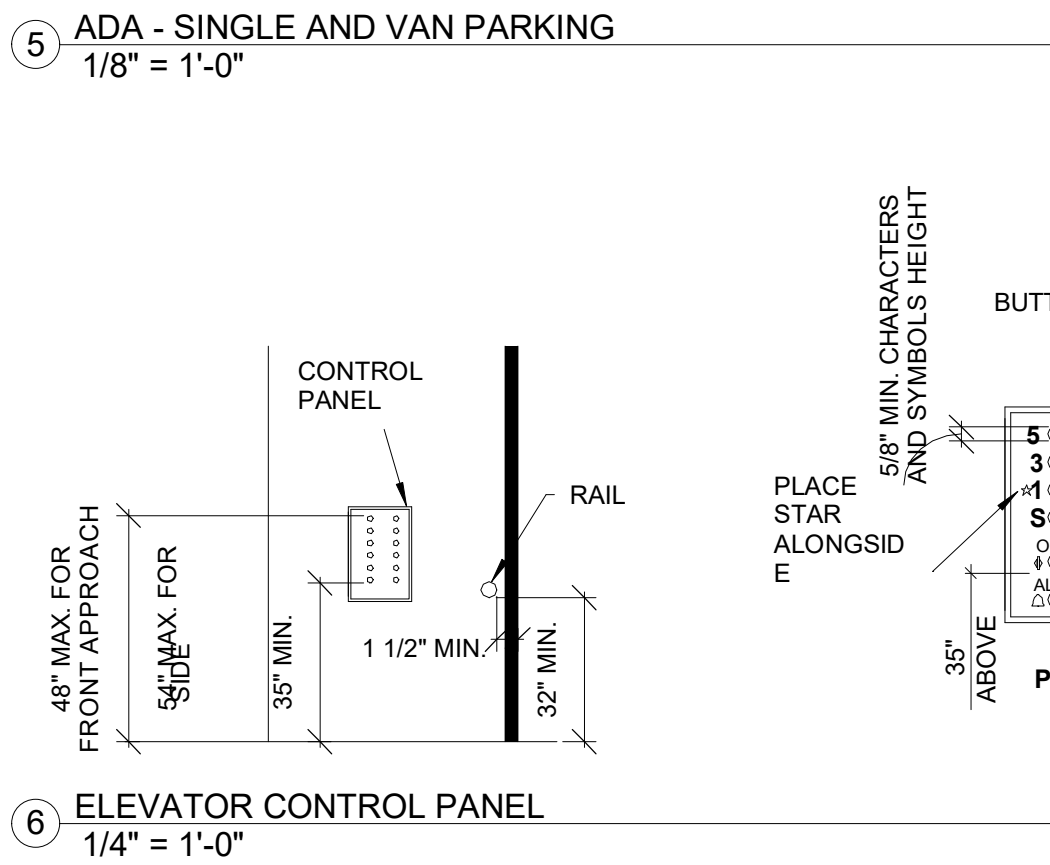
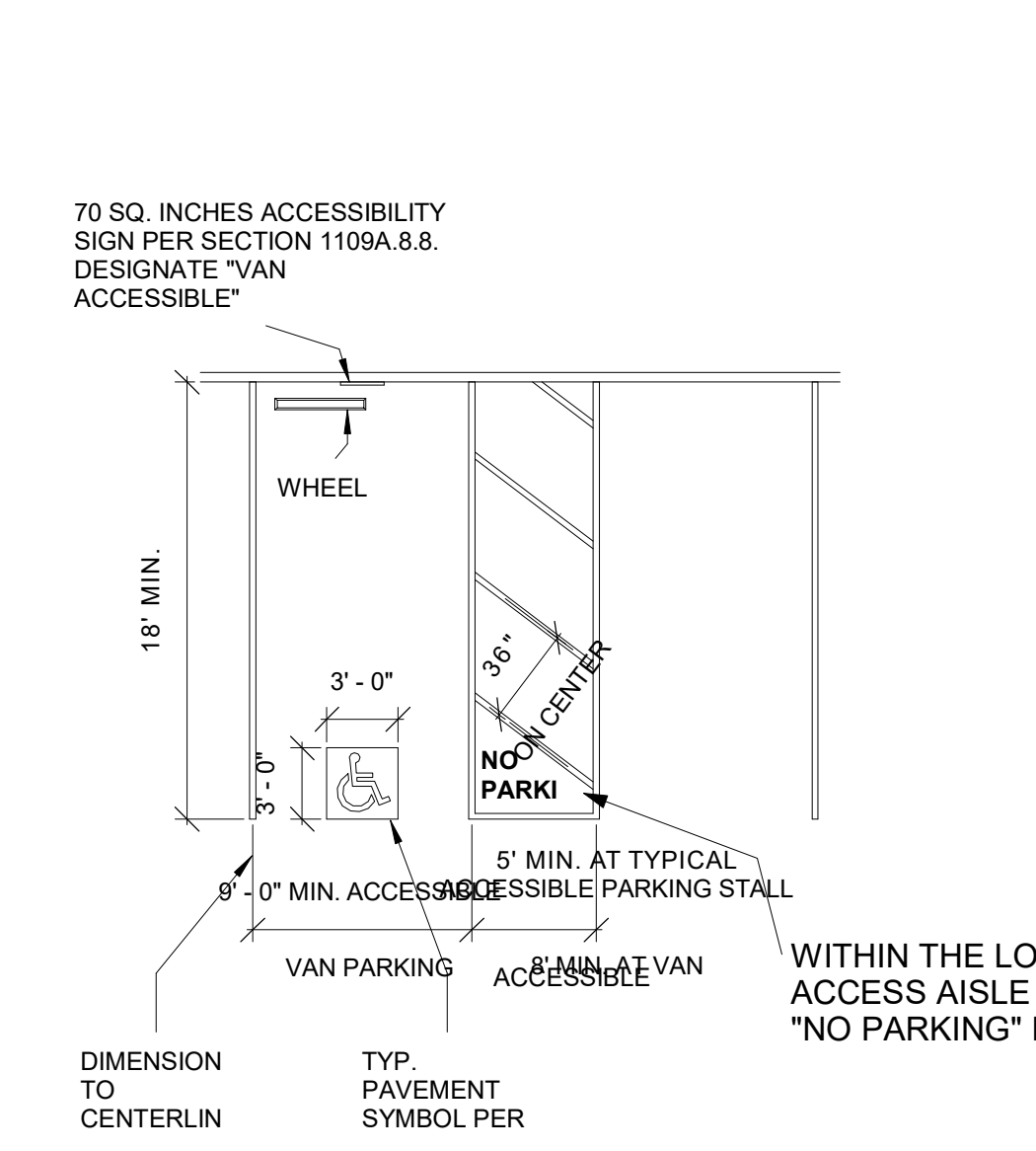
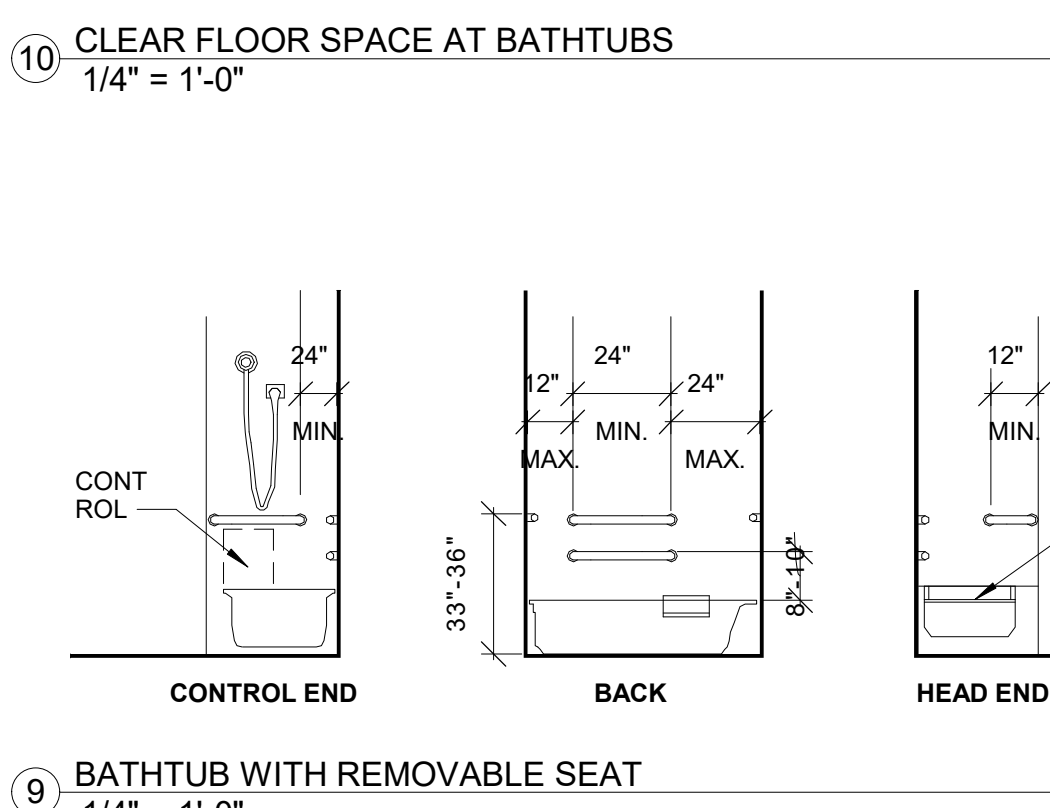
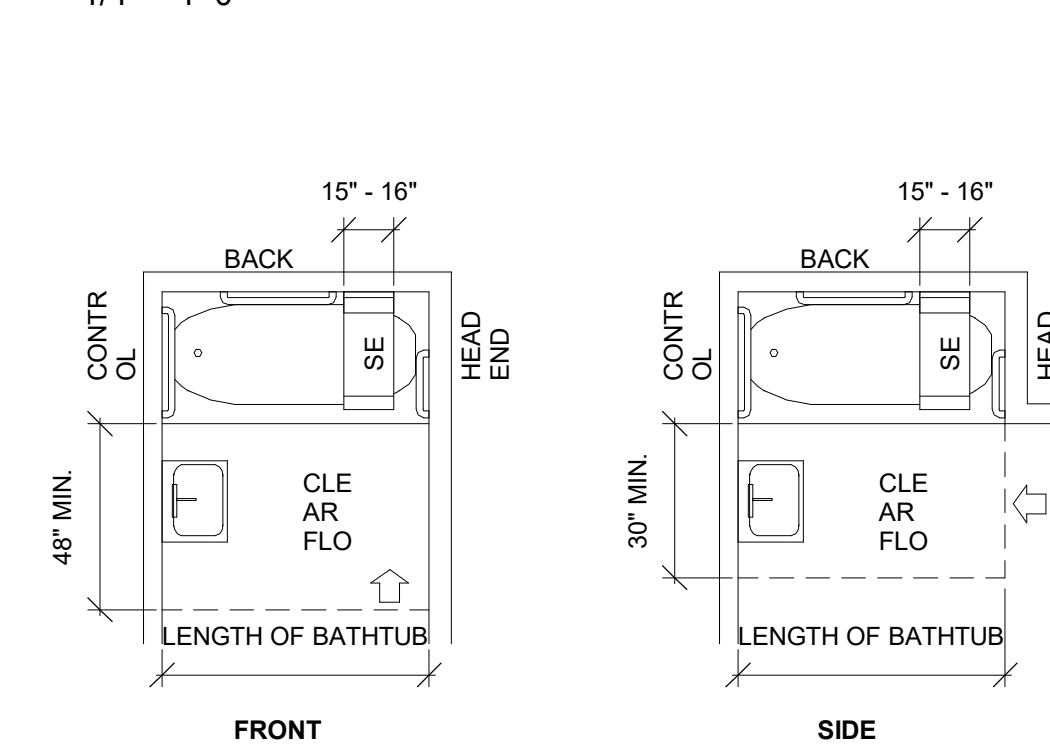
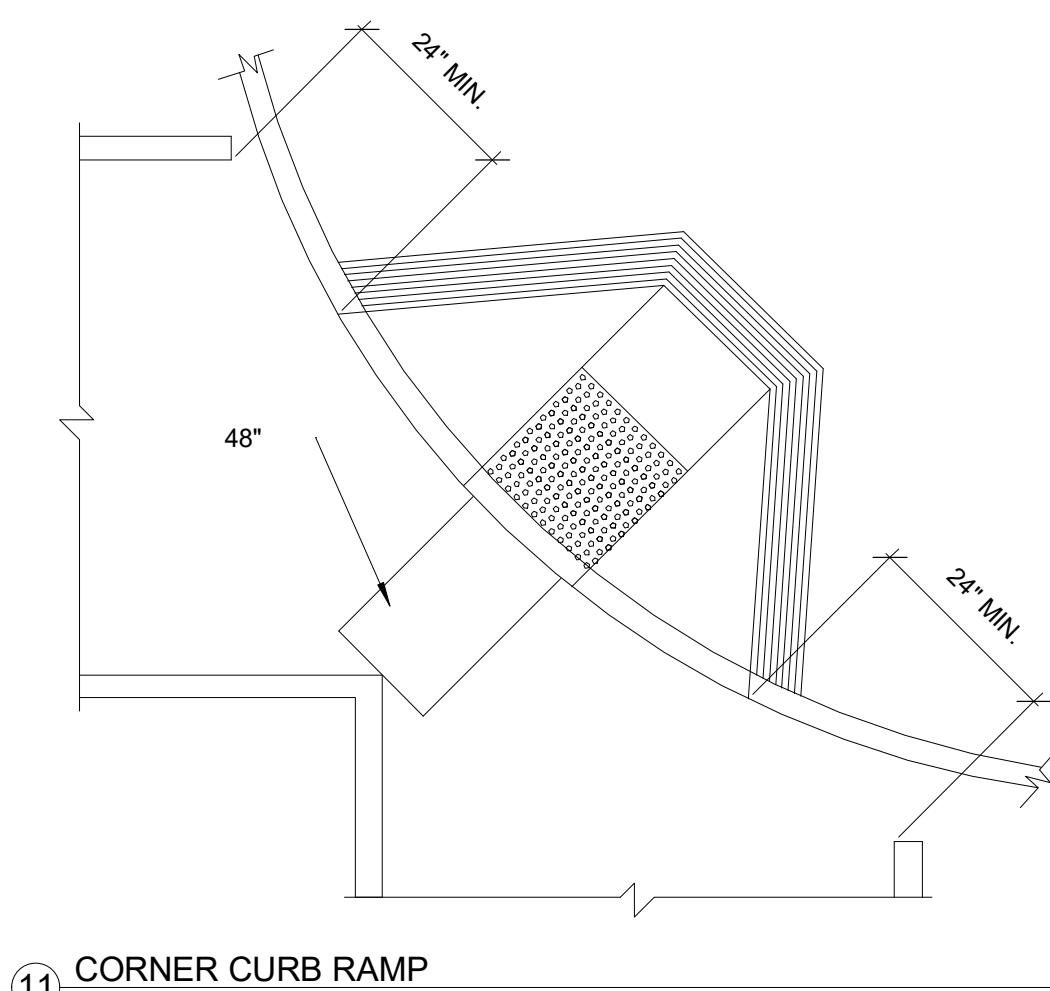
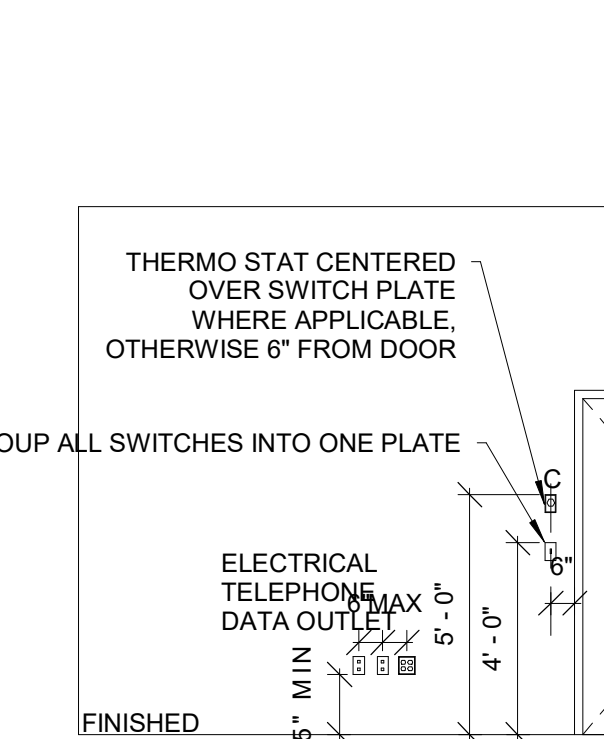
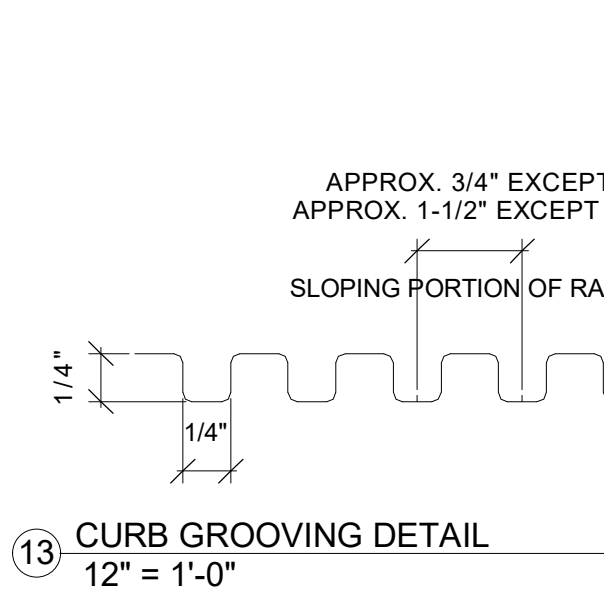
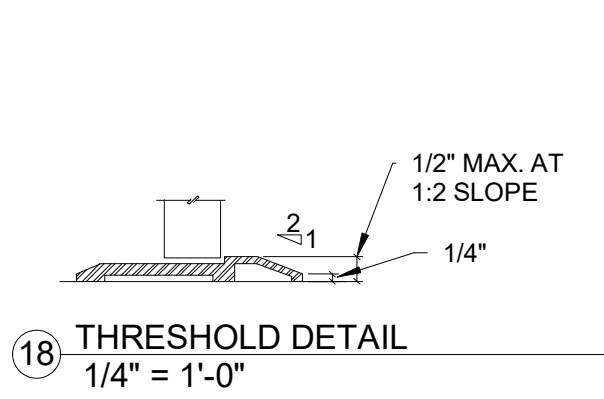
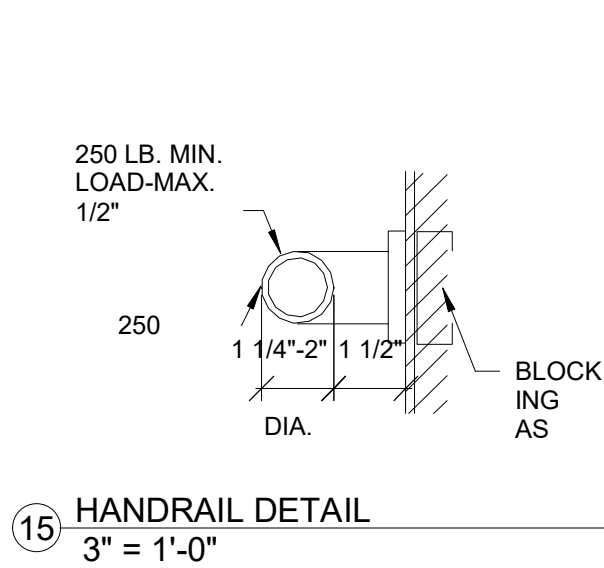
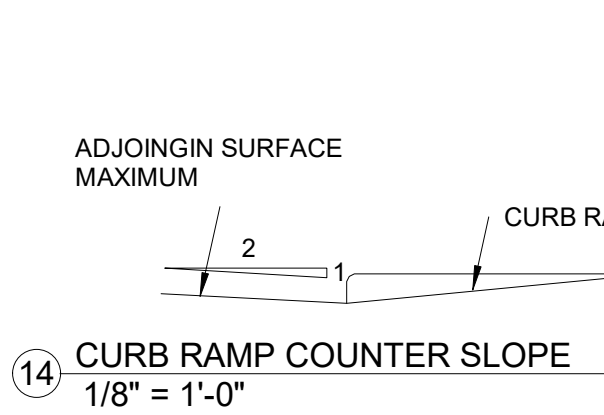
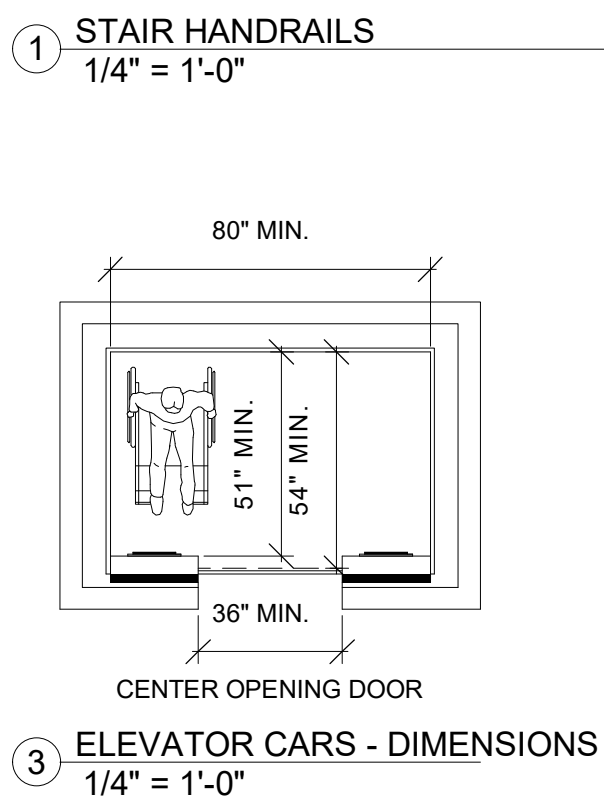
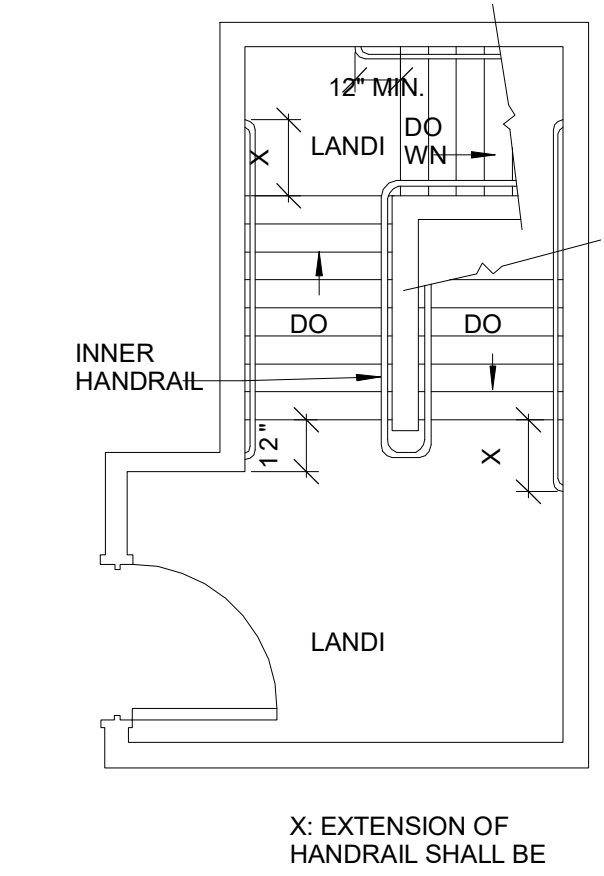
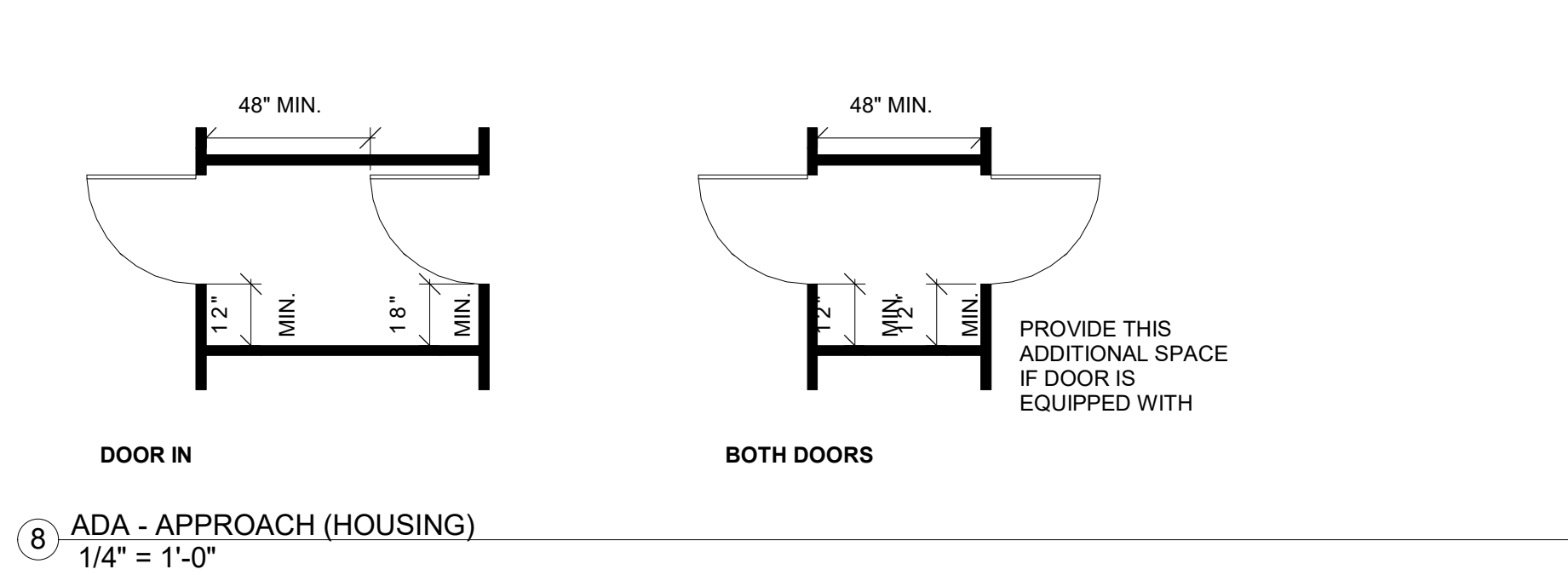
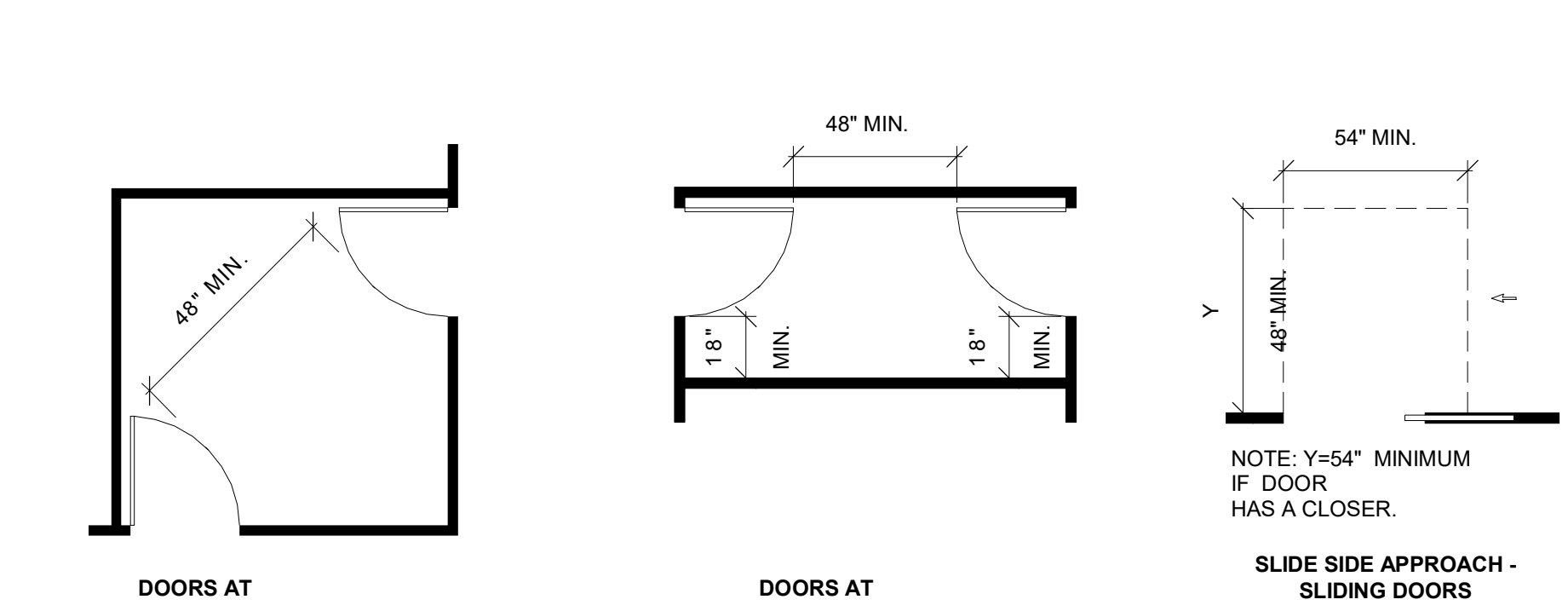
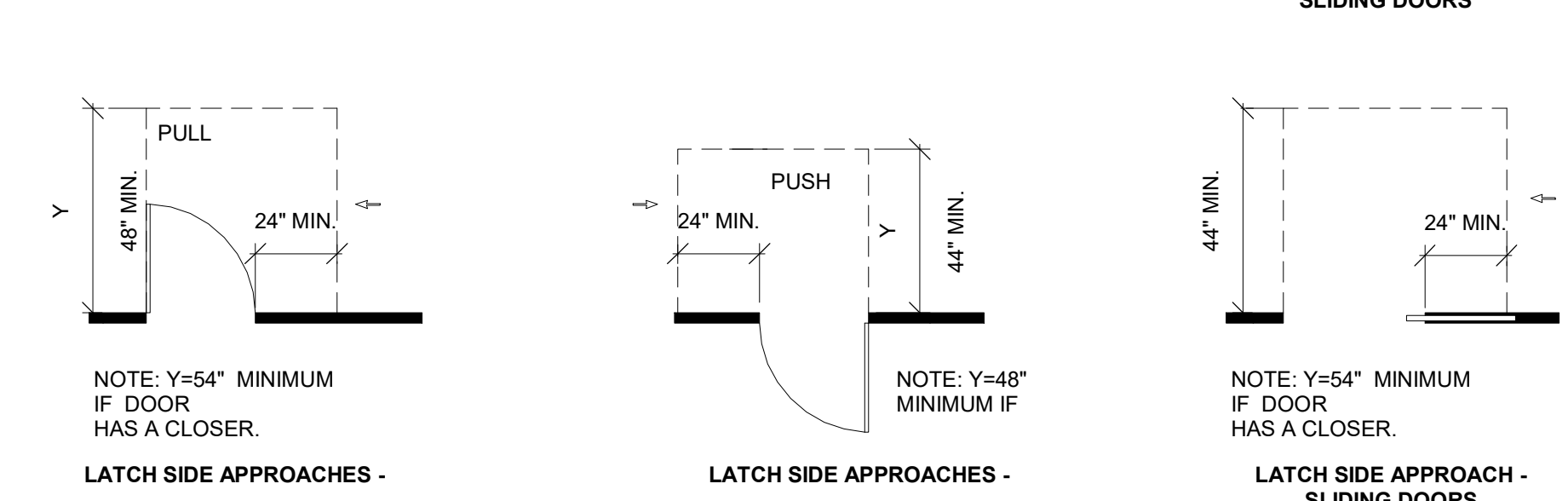
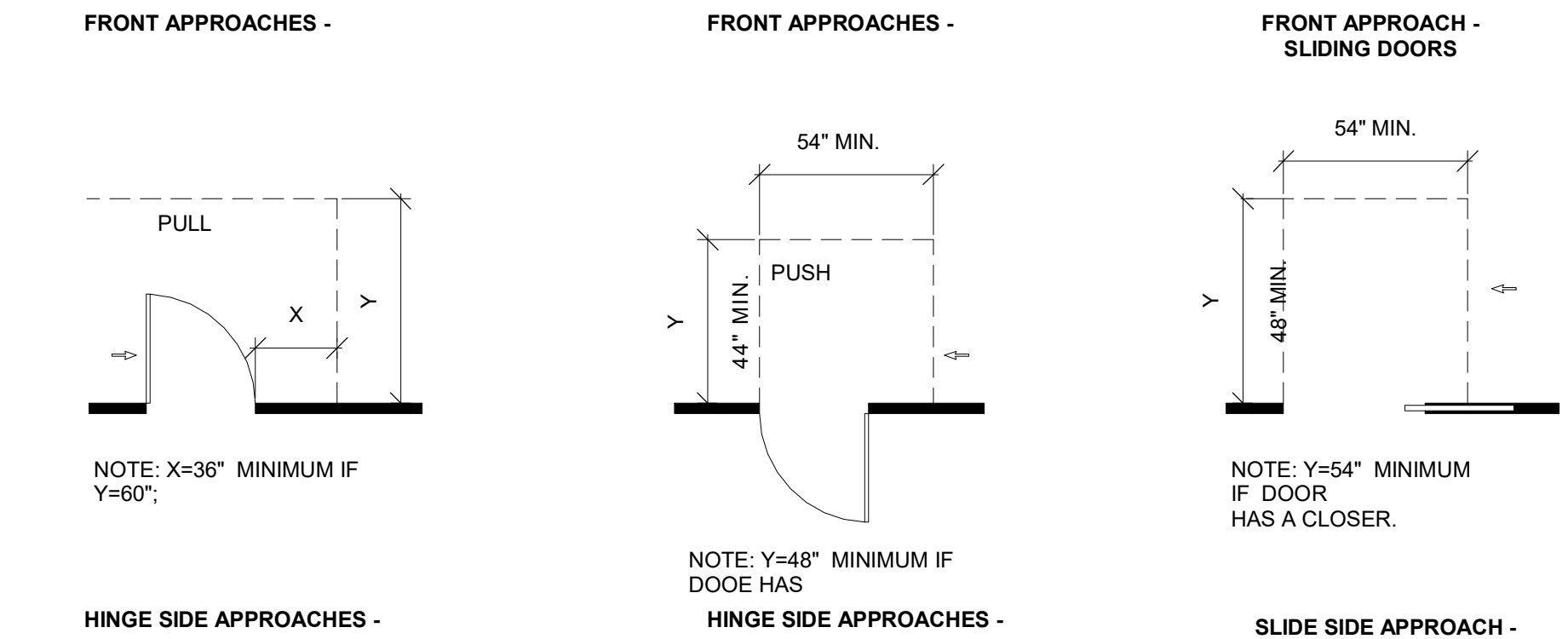
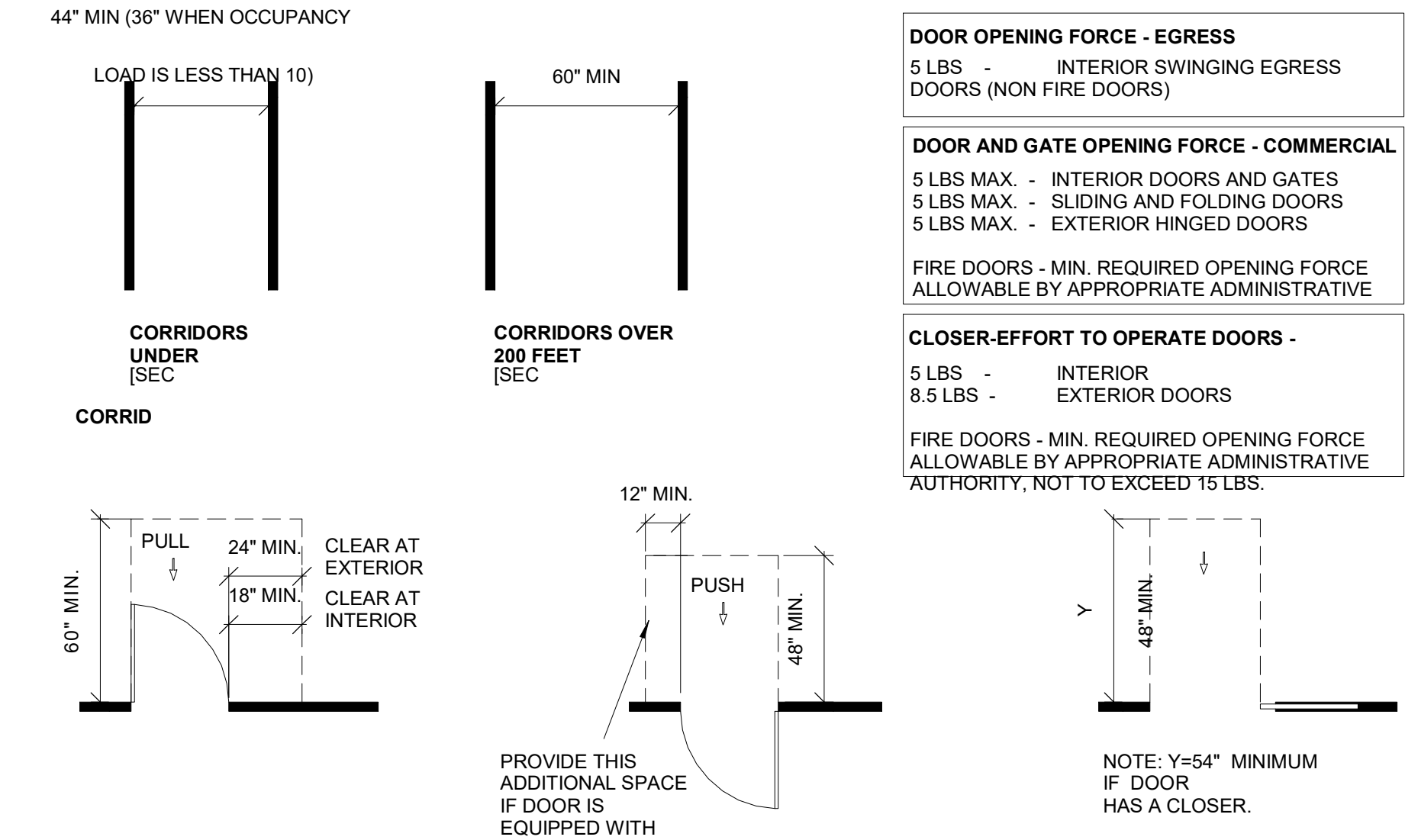
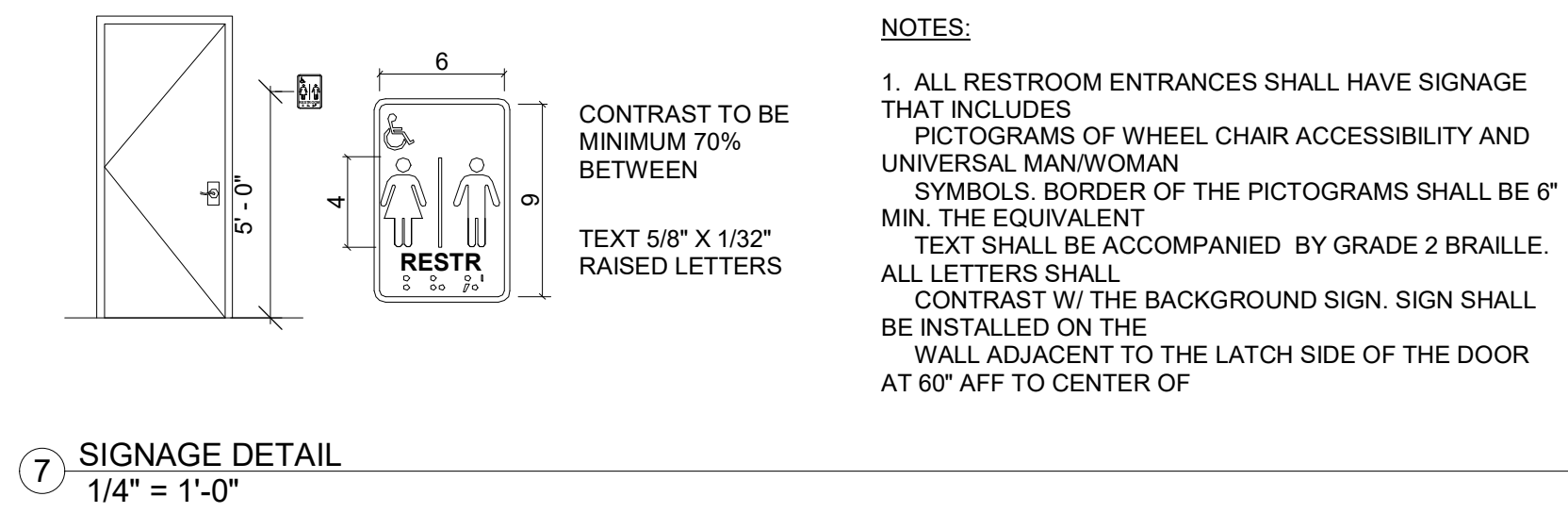
DESIGNED BY: HC/LB	DATE: 05/19/2014	DESCRIPTION: PREPARATION OF TOP PLAN	BY:
DRAWN BY: LB			
CHECKED BY: HC			
SCALE: 1"=50'			
GL A CIVIL ENGINEERS, INC. 414 Mason Street Ste 404, San Francisco, CA. Tel. (415) 956-6707			
TOPOGRAPHIC SURVEY PLAN			
239 SERRAMONTE BOULEVARD			
APN: 091247080			
PN 239SERRAMONTE			
DAILY CITY			
CALIFORNIA			
SHEET			
C-1			
SHEET 1 OF 1			

EMAIL: GLAENGINEERS@SBCGLOBAL.NET

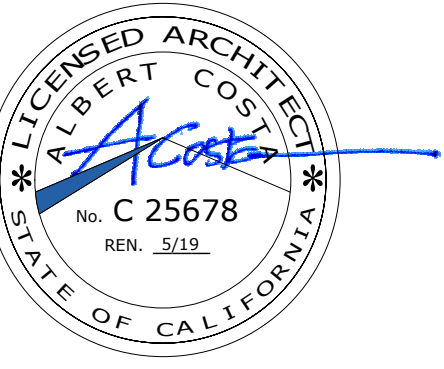
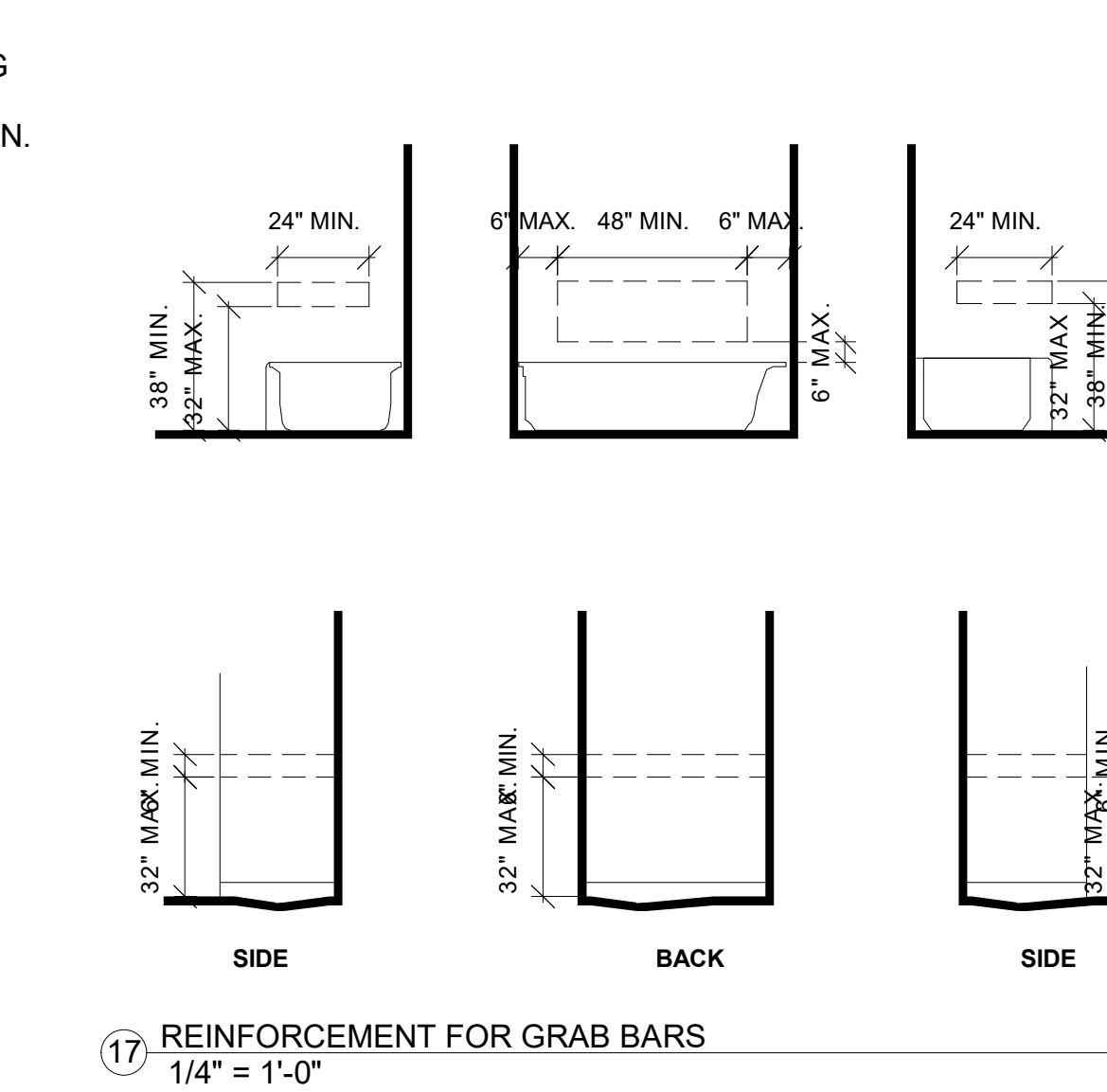
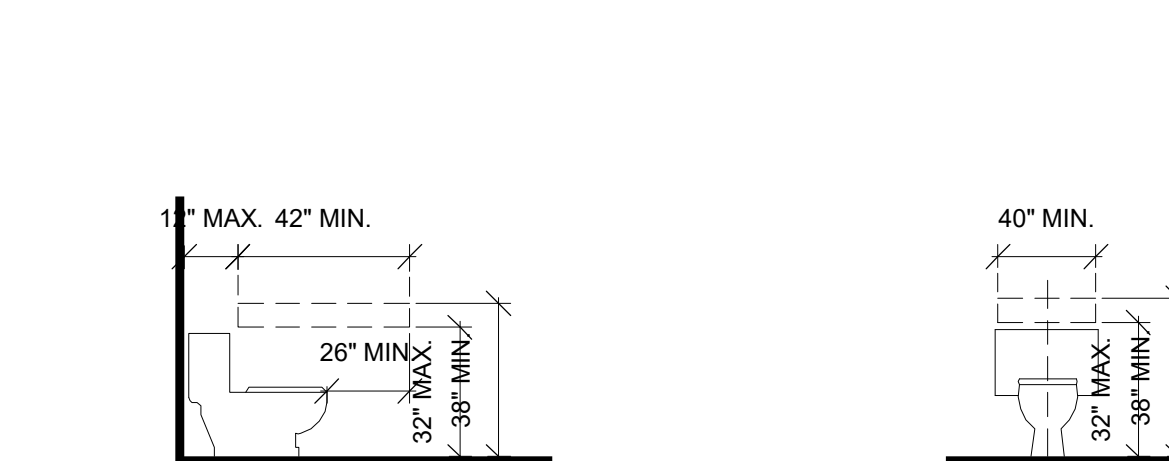
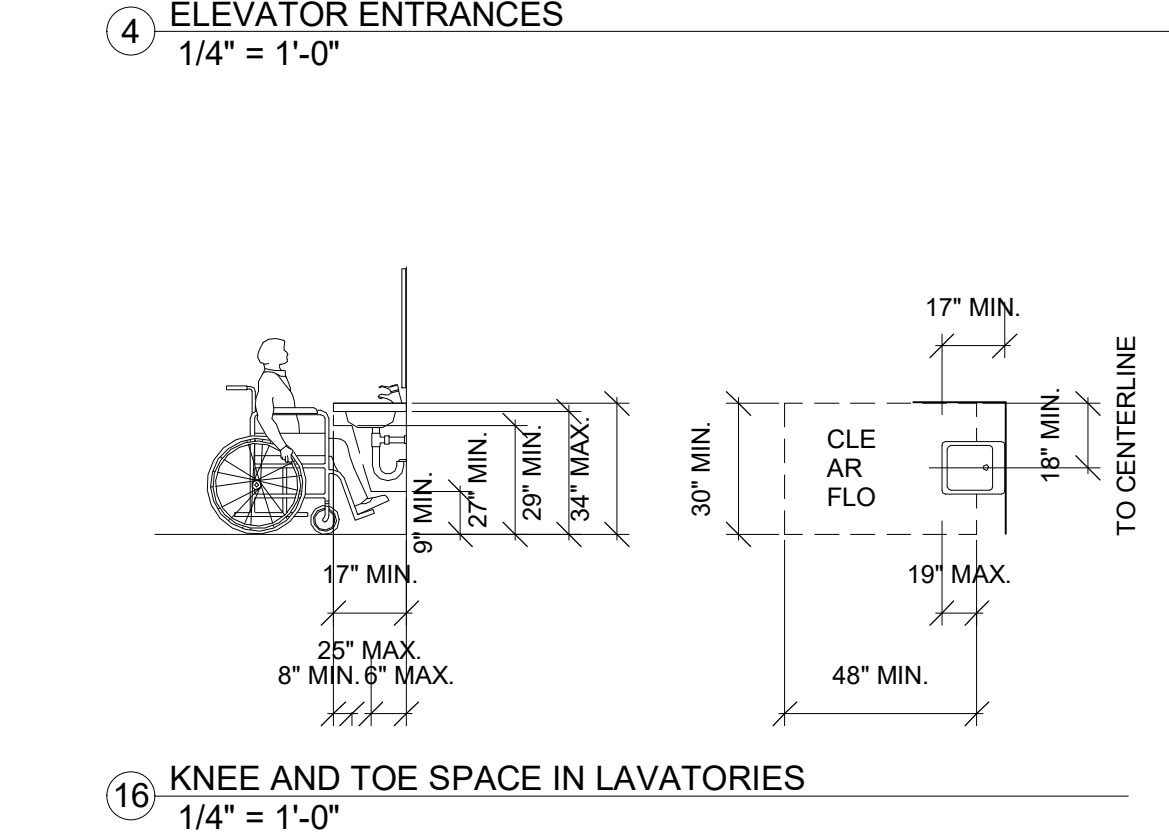
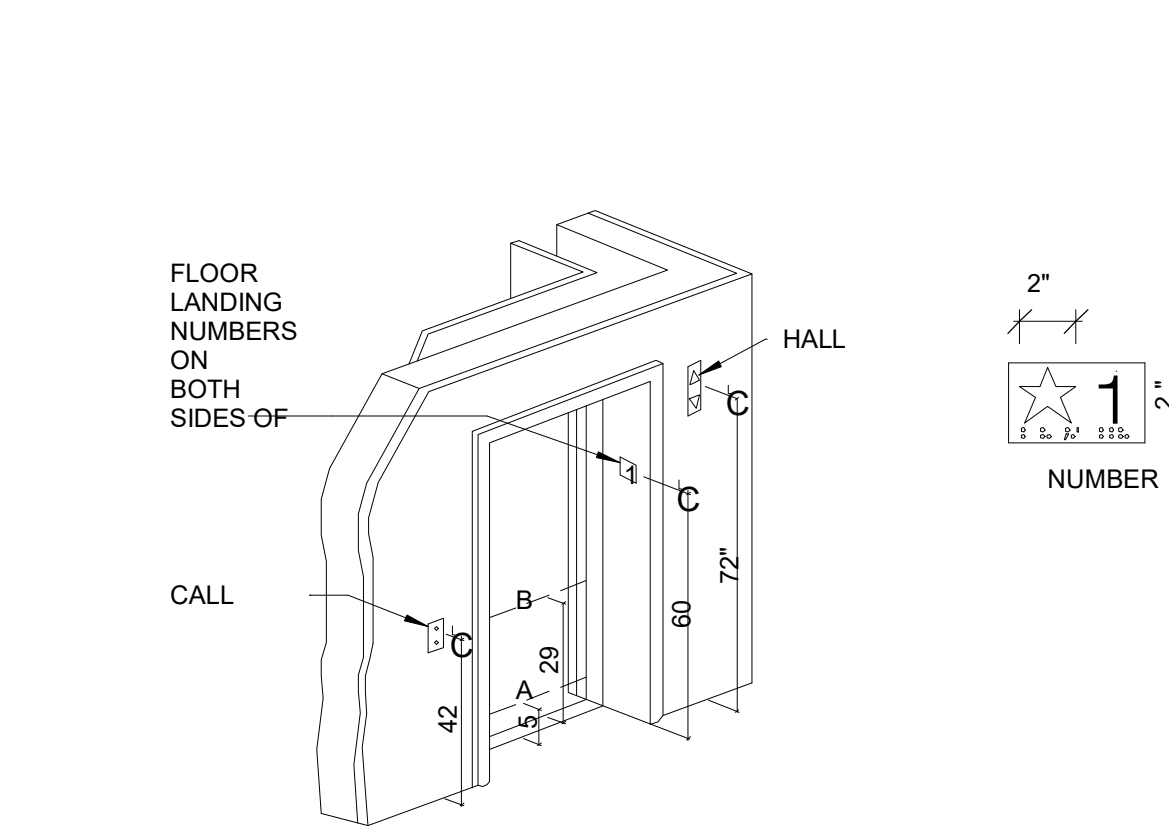
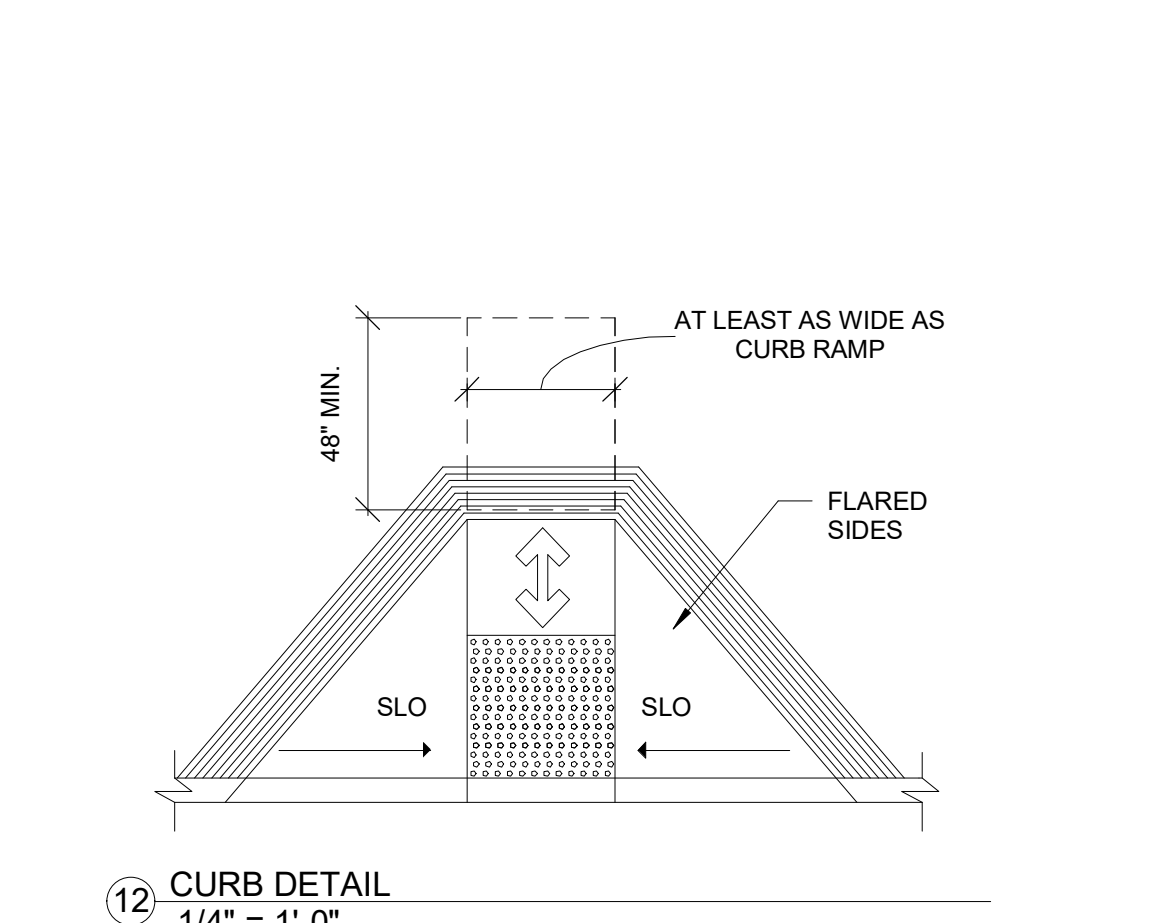
The Views -
RESIDENTIAL SITE

525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

No.	Description	Date
1	Issued for Review	09/12/2014
2	Issued for Review	11/20/2014
3	Issued for Review	06/23/2015
4	Issued for Review	10/19/2015
5	Issued for Review	12/29/2015
6	Issued for Review	07/11/2016
7	Issued for Review	12/05/2016
8	Issued for Review	08/24/2017
9	Issued for Review	10/20/2017
10	Issued for Review	04/03/2018
11	Issued for Review	04/17/2018
12	Issued for Review	06/26/2018



GENERAL HARDWARE NOTES:
1. ALL DOORS SHALL COMPLY WITH UBC 1004, CBC 1133B.7, INCLUDING BUT NOT LIMITED TO:
- NEW INTERIOR DOORS SHALL HAVE MAXIMUM OPENING FORCE OF 5 POUNDS.
- NO THRESHOLD SHALL BE MORE THAN 1/2 INCHES IN HEIGHT ABOVE SURROUNDING FLOOR/LANDING, W/ MAX BEVEL OF 1:2
- ALL EXITS SHALL BE OPENABLE FROM THE INSIDE WITHOUT THE USE OF A KEY.



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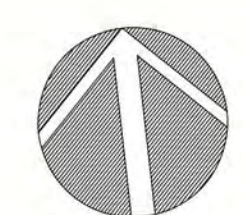
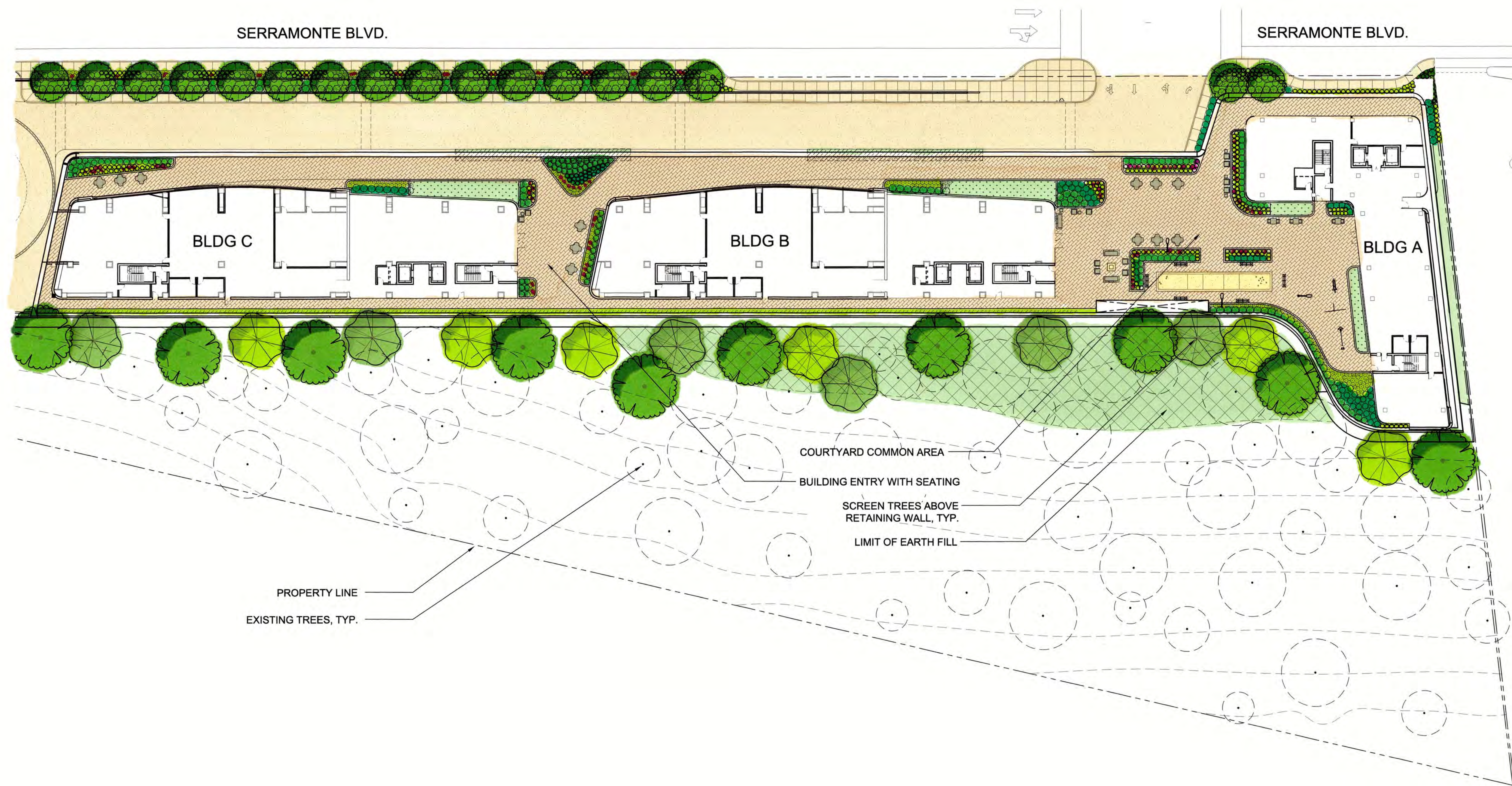
Date: 06/26/2018

Scale: As indicated

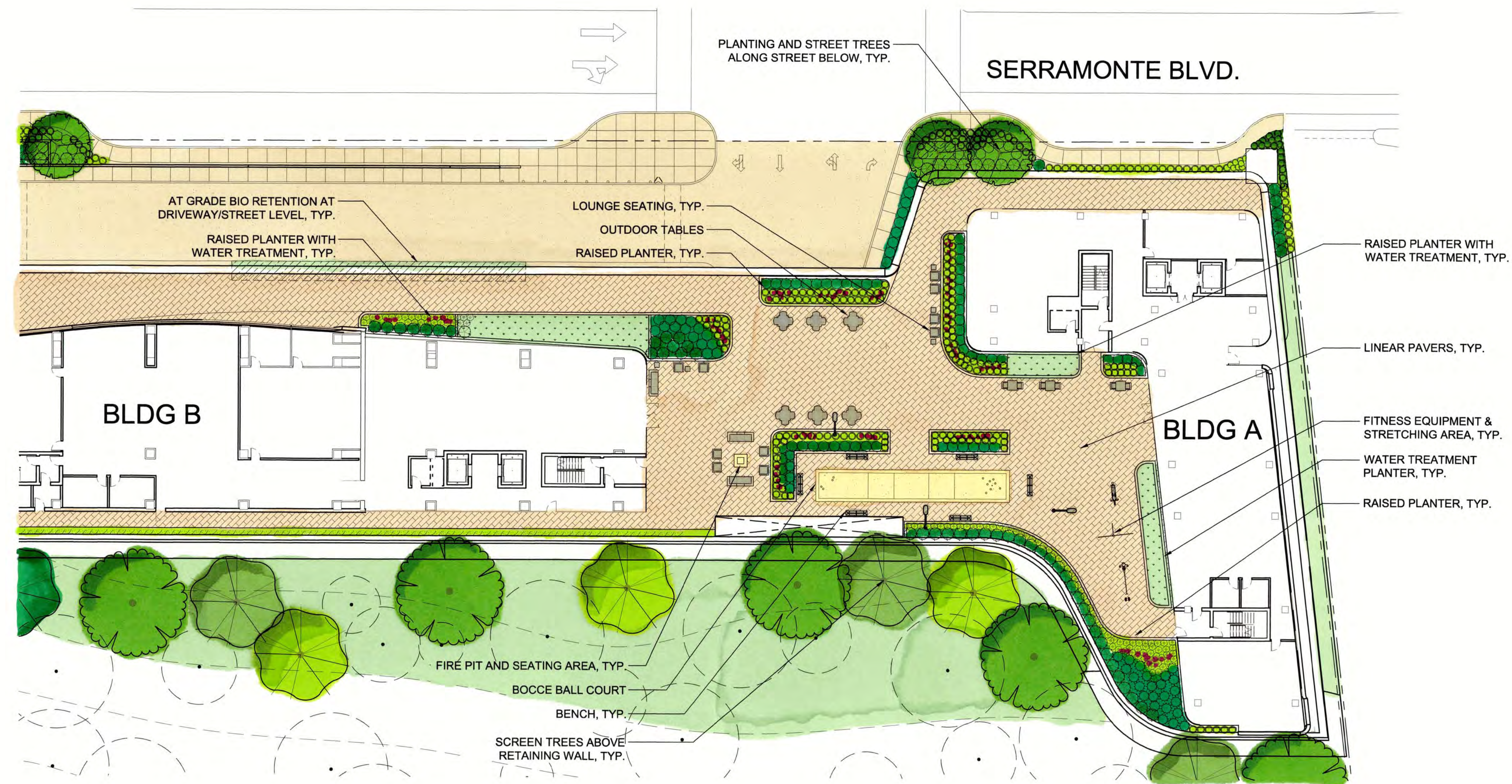
Description:

ADA DETAILS

Sheet Number:







PAVING: LINEAR PAVERS



RAISED PLANTER



FIRE PIT



FITNESS AND STRETCHING EQUIPMENT



BOCCE BALL COURT



TABLES



BENCH

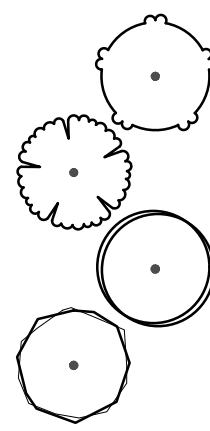


LOUNGE SEATING

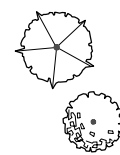


PLANTING PALLET

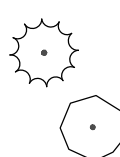
TREES



LARGE SHRUBS



MEDIUM SHRUBS



CODE	BOTANICAL NAME	COMMON NAME	CONT.
ARB HYB	ARBUTUS X 'MARINA'	ARBUTUS STANDARD	24"BOX
CAR FAS	CARPINUS BETULUS 'FASTIGIATA'	PYRAMIDAL EUROPEAN HORNBEAM	24"BOX
CUP MAC	CUPRESSUS MACROCARPA	MONTEREY CYPRESS	24"BOX
GEI PAR	GEIJERA PARVIFLORA	AUSTRALIAN WILLOW	24"BOX
GIN BIL	GINGGO BILOBA	MAIDENHAIR TREE	24"BOX
LAG MUS	LAGERSTROEMIA INDICA x 'MUSKOGEE'	MUSKOGEE CRAPE MYRTLE	24"BOX
LIR TUL	LIRIODENDRON TULIPIFERA	TULIP TREE	24"BOX
LOP CON	LOPHOSTEMON CONFERTUS	BRISBANE BOX	24BOX

CODE	BOTANICAL NAME	COMMON NAME	CONT.
ARC SU2	ARCTOSTAPHYLOS X 'SUNSET'	SUNSET MANZANITA	5 GAL
CEA HYB	CEANOTHUS SPECIES	WILD LILAC	5 GAL
CHO DEW	CHOISYA SPECIES	MEXICAN ORANGE	5 GAL
ECH PU2	ECHIUM SPECIES		5 GAL
GRE NOE	GREVILLEA X 'NOELLII'	GREVILLEA	5 GAL
LAV ASS	LAVATERA ASSURGENTIFLORA	MALLOW	5 GAL
LIG TE3	LIGUSTRUM TEXANUM	TEXAS PRIVET	5 GAL
MYR CAL	MYRICA CALIFORNICA	PACIFIC WAX MYRTLE	5 GAL
PIT TOB	PITTOSPORUM TOBIRA	MOCK ORANGE	5 GAL

PRU BRI	PRUNUS CAROLINIANA 'BRIGHT 'N TIGHT' TM	BRIGHT 'N TIGHT CAROLINA LAUREL	5 GAL
RHA SEA	RHAMNUS CALIFORNICA 'SEAVIEW'	CALIFORNIA COFFEE BERRY	5 GAL
RHA M11	RHAPHIOLEPIS SPECIES	INDIAN HAWTHORN	5 GAL
ROS TUS	ROSMARINUS OFFICINALIS 'TUSCAN BLUE'	TUSCAN BLUE ROSEMARY	5 GAL
SAL LEU	SALVIA LEUCANTHA	MEXICAN BUSH SAGE	5 GAL

CODE	BOTANICAL NAME	COMMON NAME	CONT.
XYL COM	XYLOSMA CONGESTUM 'COMPACTA'	COMPACT XYLOSMA	5 GAL
ABE PRO	ABELIA X GRANDIFLORA 'PROSTRATA'	PROSTRATE GLOSSY ABELIA	5 GAL
AGA AFR	AGAPANTHUS AFRICANUS	LILY OF THE NILE	1 GAL
CAL LIT	CALLISTEMON CITRINUS 'LITTLE JOHN'	DWARF BOTTLE BRUSH	1 GAL
CAR NAT	CARISSA GRANDIFLORA	NATAL PLUM	5 GAL
COP HYB	COPROSMA SPECIES	GOLD MIRROR PLANT	5 GAL
DIE BIC	DIETES BICOLOR	FORTNIGHT LILY	1 GAL
ESC CO2	ESCALLONIA X 'COMPACTA'	COMPACT ESCALLONIA	5 GAL
EUO FOR	EUONYMUS FORTUNEI	WINTERCREEPER	5 GAL
EUR CHR	EURYOPS SPECIES	EURYOPS	5 GAL
FES MAI	FESTUCA MAIREI	ATLAS FESCUE	5 GAL
GAL SPE	GALVEZIA SPECIOSA	ISLAND BUSH SNAPDRAGON	5 GAL
MAH REP	MAHONIA REPENS	CREEPING MAHONIA	5 GAL
PHO TEN	PHORMIUM TENAX	NEW ZEALAND FLAX	5 GAL

SMALL SHRUBS & GROUND COVER



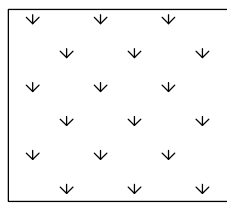
CODE	BOTANICAL NAME	COMMON NAME	CONT.
ACA RED	ACACIA REDOLENS	BANK CATCLAW	5 GAL
COT DAM	COTONEASTER DAMMERI	BEARBERRY COTONEASTER	1 GAL
ERI BEA	ERIGERON GLAUCUS	BEACH DAISY	1 GAL
ERY BOW	ERYSIMUM X 'BOWLES' MAUVE'	WALLFLOWER	5 GAL
FES GLA	FESTUCA SPECIES	BLUE FESCUE	1 GAL
HEM DWA	HEMEROCALLIS SPECIES	DWARF DAYLILY	1 GAL
JUN SHO	JUNIPERUS CONFERTA	SHORE JUNIPER	5 GAL
LAN GO2	LANTANA SPECIES	LANTANA	1 GAL
LIM PER	LIMONIUM PEREZII	STATICE	5 GAL
LIR DEN	LIRIOPE DENSIFLORA	LILYTURF	1 GAL
MIM GE3	MIMULUS X 'GEORGIE WHITE'	GEORGIE WHITE MONKEYFLOWER	5 GAL
PEN FAS	PENNISSETUM X 'FAIRY TAILS'	EVERGREEN FOUNTAIN GRASS	5 GAL
SAN VIR	SANTOLINA VIRENS	GREEN LAVENDER COTTON	5 GAL
SED AN3	SEDUM X 'ANGELINA'	ANGELINA SEDUM	1 GAL
SIS BEL	SISYRINCHIUM BELLUM	BLUE EYED GRASS	1 GAL
SOL HET	SOLLYA HETEROPHYLLA	AUSTRALIAN BLUEBELL	5 GAL
THY GOL	THYMUS SPECIES	THYME	1 GAL

VINE/ESPALIER



CODE	BOTANICAL NAME	COMMON NAME	CONT.
FIC PUM	FICUS PUMILA	CREEPING FIG	5 GAL
PAS YEL	PASSIFLORA LUTEA	YELLOW PASSION VINE	5 GAL
PAS LAV	PASSIFLORA X 'LAVENDER LADY'	PASSION VINE	5 GAL

WATER TREATMENT PLANTS



CODE	BOTANICAL NAME	COMMON NAME	CONT.
ROS LUT	ROSA BANKSIAE 'LUTEA'	BANKSIA ROSE	5 GAL
ACH MOO	ACHILLEA X 'MOONSHINE'	MOONSHINE YARROW	5 GAL
ARC DEN	ARCTOSTAPHYLOS DENSIFLORA	VINE HILL MANZANITA	1 GAL
CHO TEC	CHONDROPETALUM TECTORUM	CAPE RUSH	5 GAL
DES CAL	DESCHAMPSIA CESPITOSA	CALIFORNIA HAIR GRASS	5 GAL
FES MAI	FESTUCA MAIREI	ATLAS FESCUE	5 GAL
GAR COA	GARRYA ELLIPTICA	COAST SILKTASSEL	5 GAL
JUN PAT	JUNCUS PATENS	CALIFORNIA GRAY RUSH	5 GAL

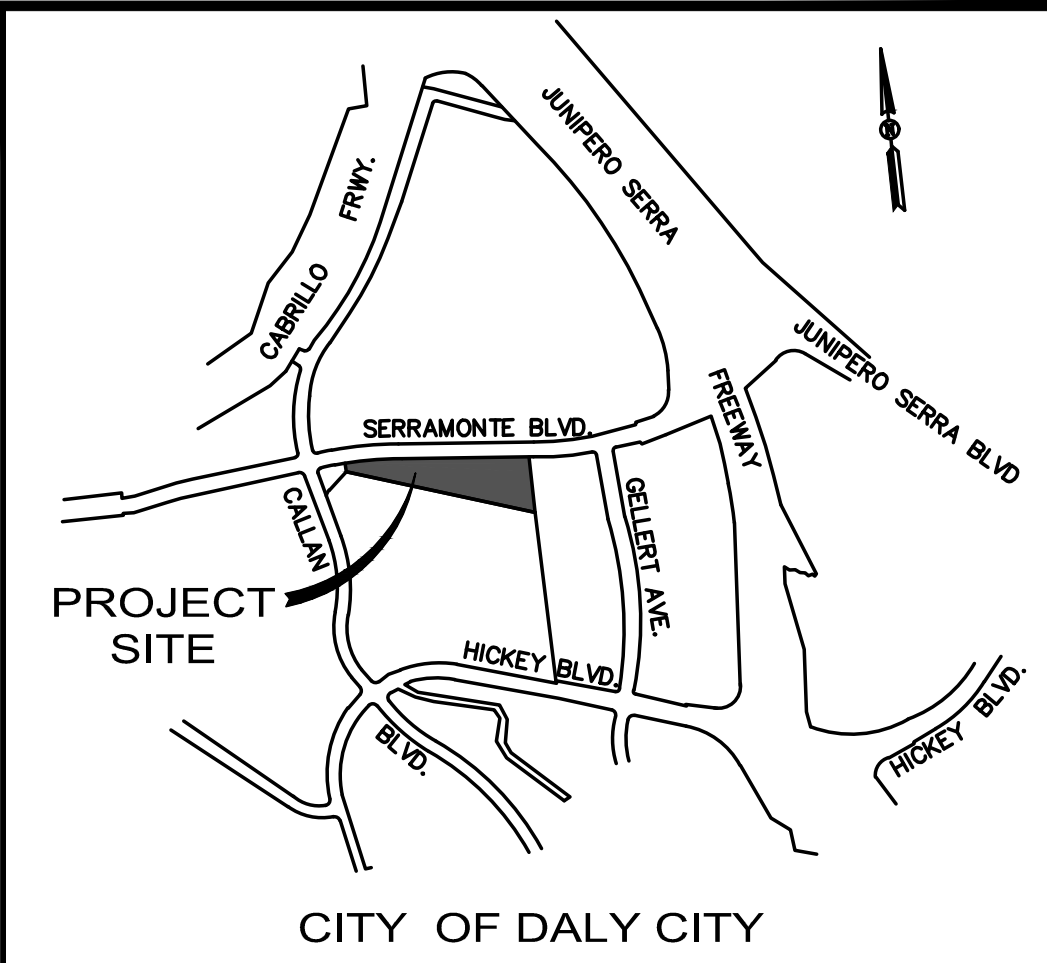
CONCEPTUAL TREE PALETTE



CONCEPTUAL SHRUBS & GROUNDCOVER PALETTE



TENTATIVE MAP
THE VIEWS
239 SERRAMONTE BLVD.
DALY CITY, SAN MATEO COUNTY, CALIFORNIA
FOR: SERRAMONTE TERRACES, LLC



VICINITY MAP
NOT TO SCALE

BENCHMARK AT INTERSECTION OF SERRAMONTE BLVD.
& CALLAN BLVD.

MONUMENT AG20 IS A CAST IRON DALY CITY MONUMENT AT THE SOUTHWESTERLY SIDE OF SERRAMONTE SHOPPING CENTER WITH NGVD ELEVATION = 415.472' GR.

BASIS OF BEARINGS

FOUND CITY MONUMENTS WITH A BEARING OF N83°38'23"W AT THE CENTERLINE OF SERRAMONTE BOULEVARD SHOWN ON MAP ENTITLED "MAP OF SERRAMONTE UNIT NO. 7", RECORDED IN BOOK 66 OF MAPS AT PAGE 10, FILED IN THE OFFICE OF THE RECORDER OF SAN MATEO COUNTY, STATE OF CALIFORNIA, WAS USED AS BASIS OF BEARING FOR THIS SURVEY.

DATE OF SURVEY:

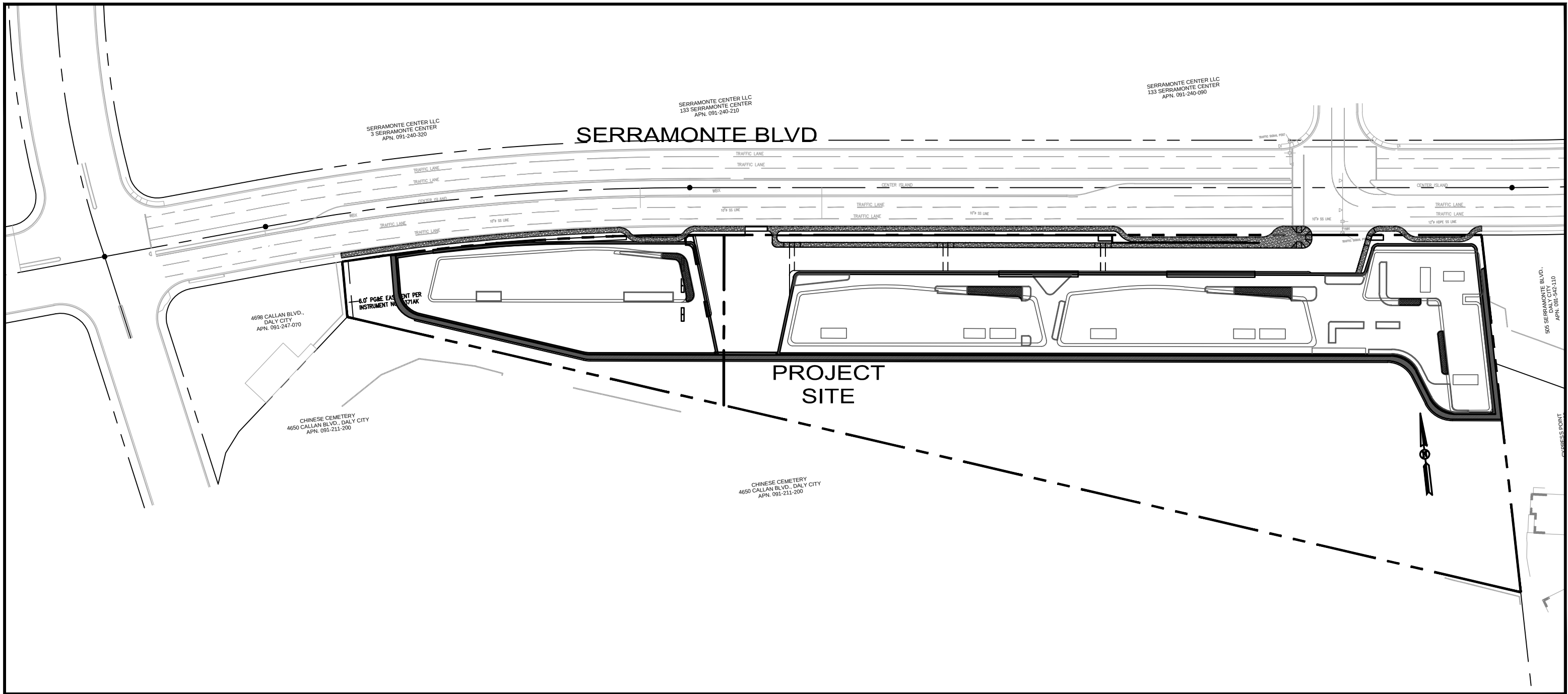
TOPOGRAPHIC INFORMATION SHOWN HERE IS BASED UPON A FIELD SURVEY PERFORMED ON MAY 10, 2014.

BOUNDARY NOTES:

- PROPERTY AND RIGHT-OF WAY SHOWN HEREON ARE BASED ON RECORD DATA AND NOT INTENDED TO BE A DETAILED FINAL SURVEY OF THE PROPERTY.
- ALL ANGLES ARE 90° UNLESS OTHERWISE NOTED.
- ALL DISTANCES ARE MEASURED IN FEET AND DECIMALS THEREOF.
- PROPERTY LINE TO MONUMENT LINE MEASURED DISTANCES WERE BASED UPON FOUND SURVEY MARKS, CURB SPLITS AND BUILDING OCCUPATIONS.
- ENCROACHMENT FROM/ONTO THE ADJOINING PROPERTIES THAT MAY EXIST OR MAY BE CONSTRUCTED IS HEREBY ACKNOWLEDGED AND IT SHALL THE RESPONSIBILITY SOLELY OF THE PROPERTY OWNERS INVOLVED TO RESOLVE ANY ISSUES WHICH MAY ARISE THERE FROM. THIS MAP DOES NOT CONVEY ANY INTEREST IN SUCH ENCROACHMENT AREAS TO THE PROPERTY OWNER(S).
- RECORDED MAP REFERENCES: 66 RSM 8-11, 76 PM 24-25, 27 PM 42, 24 PM 08, AND 72 RSM 02, SAN MATEO COUNTY.
- RECORD OWNERSHIP INFORMATION WAS TAKEN FROM GRANT DEED, INSTRUMENT NO. 2014-008431, DATED JANUARY 31, 2014.
- BUILDING FOOTPRINTS SHOWN ARE ALL TAKEN ON THE GROUND LEVEL.
- ALL EXISTING TREES WERE APPROXIMATELY LOCATED AND SIZE SHOWN WERE MEASURED AT TRUNK MORE OR LESS THREE (3) FEET ABOVE THE GROUND.
- SANITARY SEWER LINE WERE BASED ON UTILITY MAP ENTITLED "NORTH SAN MATEO COUNTY SANITATION DISTRICT", DATED JUNE 1999 (REVISED JUNE 2008). STORM DRAIN LINE WERE BASED ON UTILITY MAP ENTITLED "DALY CITY STORM DRAIN SYSTEM", FEB. 2000 (REVISED APRIL 2014). WATER LINE WERE BASED ON UTILITY MAP ENTITLED "DALY CITY WATER SYSTEM" DATED JULY 1999 (REVISED FEB. 2011).

UTILITY STATEMENT:

THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND/OR RECORD DATA AND ARE APPROXIMATE ONLY. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. ACTUAL LOCATION AND SIZE, TOGETHER WITH THE PRESENCE OF ANY ADDITIONAL UTILITY LINES NOT SHOWN ON THIS PLAN, SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR DURING CONSTRUCTION. PRIOR TO ANY DIGGING, CALL U.S.A. (1-800-642-2444) AT LEAST 48 HOURS IN ADVANCE TO HAVE EXISTING UNDERGROUND UTILITIES MARKED.



LOCATION MAP
NOT TO SCALE

LEGEND :

- PROPERTY LINE
- EXISTING LINE
- BUILDING LIMITS
- BENCHMARK REFERENCE
- CHAINLINK FENCE
- STORM DRAIN LINE (APPROXIMATE)
- SANITARY SEWER LINE (APPROXIMATE)
- WATER LINE (APPROXIMATE)

ABBREVIATIONS:

AC	ASPHALT CONCRETE	MH	MANHOLE
APN	ASSESSOR'S PARCEL NUMBER	NTS	NOT TO SCALE
BM	BENCHMARK	PAV.	PAVEMENT
BC	BUILDING CORNER	PB-MH	PACIFIC BELL MANHOLE
BL	BUILDING LINE	PL	PROPERTY LINE
BOW	BOTTOM OF WALL	PP	POWER POLE
BP	BACKFLOW PREVENTER	ROW	RIGHT OF WAY
BW	BACK OF WALK	RTW.	RETAINING WALL
CLR.	CLEAR	(R)	PER RECORD MAPS
(D)	PER RECORDED DEED	SS	STREET SIGN
DI	DRAIN INLET	SDMH	STORM DRAIN MANHOLE
D/W	DRIVEWAY	SLBX	STREET LIGHTING BOX
EL./ELEV.	ELEVATION	SSMH	SANITARY SEWER MANHOLE
(E)/EX.	EXISTING	S/W	SIDEWALK
FH	FIRE HYDRANT	TC	TOP OF CURB
FL	FLOW LINE	TR	TREE
GND	GROUND	TSBX	TRAFFIC SIGNAL BOX
GV	GAS VALVE	TSP	TRAFFIC SIGNAL POLE
LG	LIP OF GUTTER	TW	TOP OF WALL
LP	LIGHT POLE	TYP.	TYPICAL
MIN	MINIMUM	(T)	TOTAL
(M)/MEAS.	MEASURED	WBX	WATER BOX
		WV	WATER VALVE

GENERAL NOTES:

- | | | | |
|-----------------------|--|-----------------------------------|---|
| 1. OWNER / DEVELOPER: | SERRAMONTE TERRACES, LLC
159 EL CAMINO REAL
MILLBRAE, CA 94030 | 5. APN: | 091-247-080 |
| 2. ARCHITECT: | COSTA BROWN ARCHITECTURE, INC.
1620 MONTGOMERY STREET, SUITE 300
SAN FRANCISCO, CA 94111 | 6. ZONING: | PD (PLANNED DEVELOPMENT), PD-57 |
| 3. CIVIL ENGINEER: | GREEN CIVIL ENGINEERING
204 EAST 2nd AVENUE #820
SAN MATEO, CA 94401 | 7. LOT AREA: | 6.07± ACRES
4.98± ACRES (PHASE I)
1.09± ACRES (PHASE II) |
| 4. SURVEYOR: | GLA CIVIL ENGINEERING, INC.
944 MARKET STREET, SUITE 711
SAN FRANCISCO, CA 94102 | 8. TOTAL NO. OF PROPOSED UNITS: | 3 STRUCTURES - 323 UNITS (PHASE I)
1 STRUCTURE - 176 ROOMS (PHASE II) |
| | | 9. TOTAL NO. OF PARKING PROVIDED: | 667 SPACES
480 (PHASE I)
187 (PHASE II) |
| | | 10. UTILITIES: | CITY OF DALY CITY
CITY OF DALY CITY
CITY OF DALY CITY
NORTH COUNTY FIRE AUTHORITY
PACIFIC GAS & ELECTRIC
AT&T
COMCAST |

SHEET INDEX

TM#1	COVER SHEET
TM#2	TOPOGRAPHICAL SURVEY
TM#3	EXISTING PARCELS AND EASEMENTS
TM#4	PROPOSED PARCELS AND EASEMENTS
TM#5	PRELIMINARY GRADING AND DRAINAGE PLAN
TM#6	PRELIMINARY UTILITY PLAN
TM#7	PRELIMINARY STORMWATER CONTROL PLAN & DETAILS

REV.	DATE	DESCRIPTION
1	2018/05/06	REVISION PER CITY COMMENTS

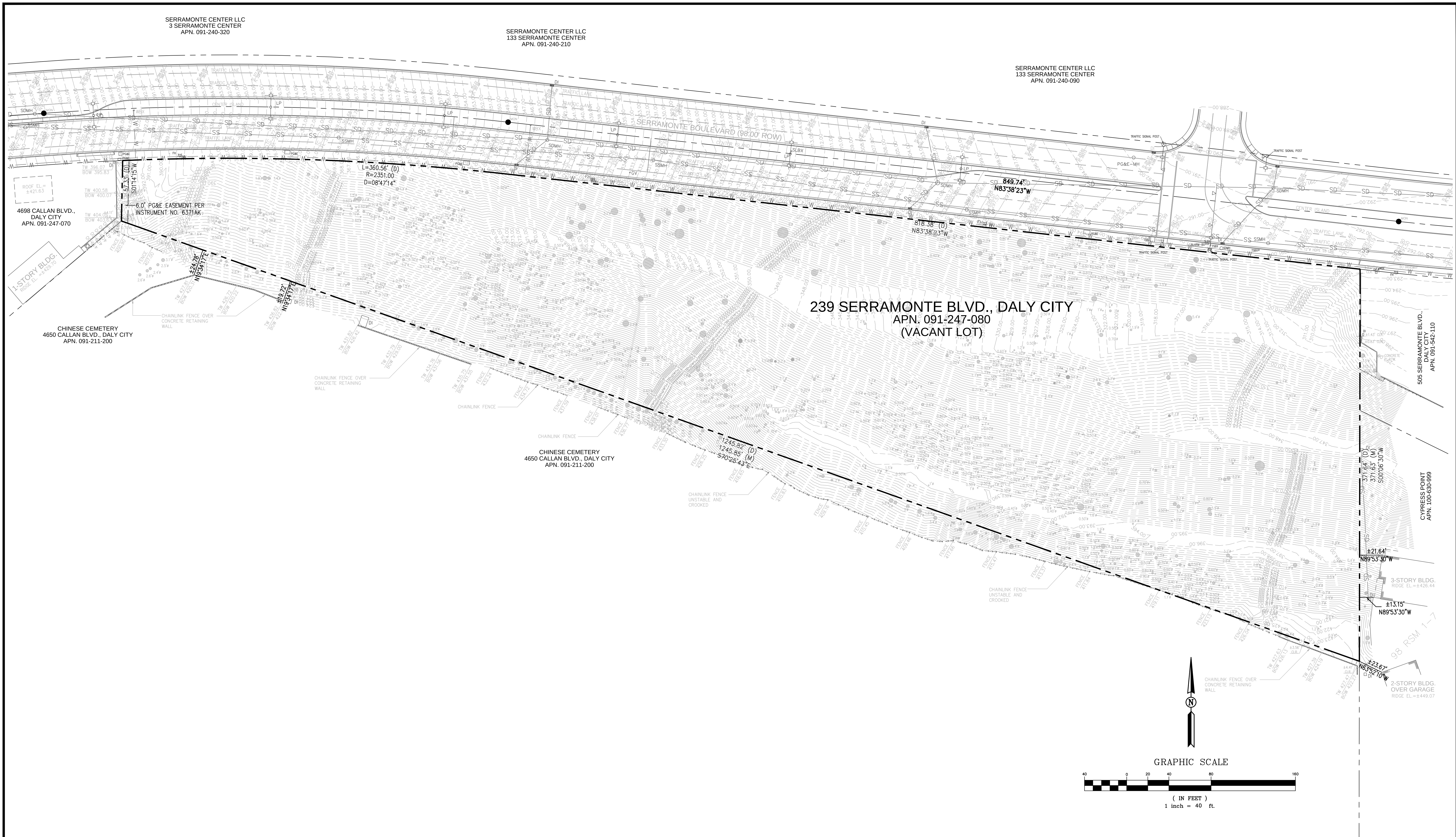
GREEN
CIVIL ENGINEERING, INC
GREEN-ENG@HOTMAIL.COM
204 E 2ND AVE #820
SAN MATEO, CA 94401



OWNER:
SERRAMONTE TERRACES, LLC
159 EL CAMINO REAL
MILLBRAE, CA 94030

COVER SHEET
TENTATIVE MAP
239 SERRAMONTE BLVD
DALY CITY, CALIFORNIA

SCALE
VERTICAL: 1"= AS SHOWN
HORIZONTAL: 1"= AS SHOWN
SHEET
TM 1
OF 7 SHEET
JOB NO.
2014026



REV.	DATE	DESCRIPTION
1	2018/05/06	REVISION PER CITY COMMENTS

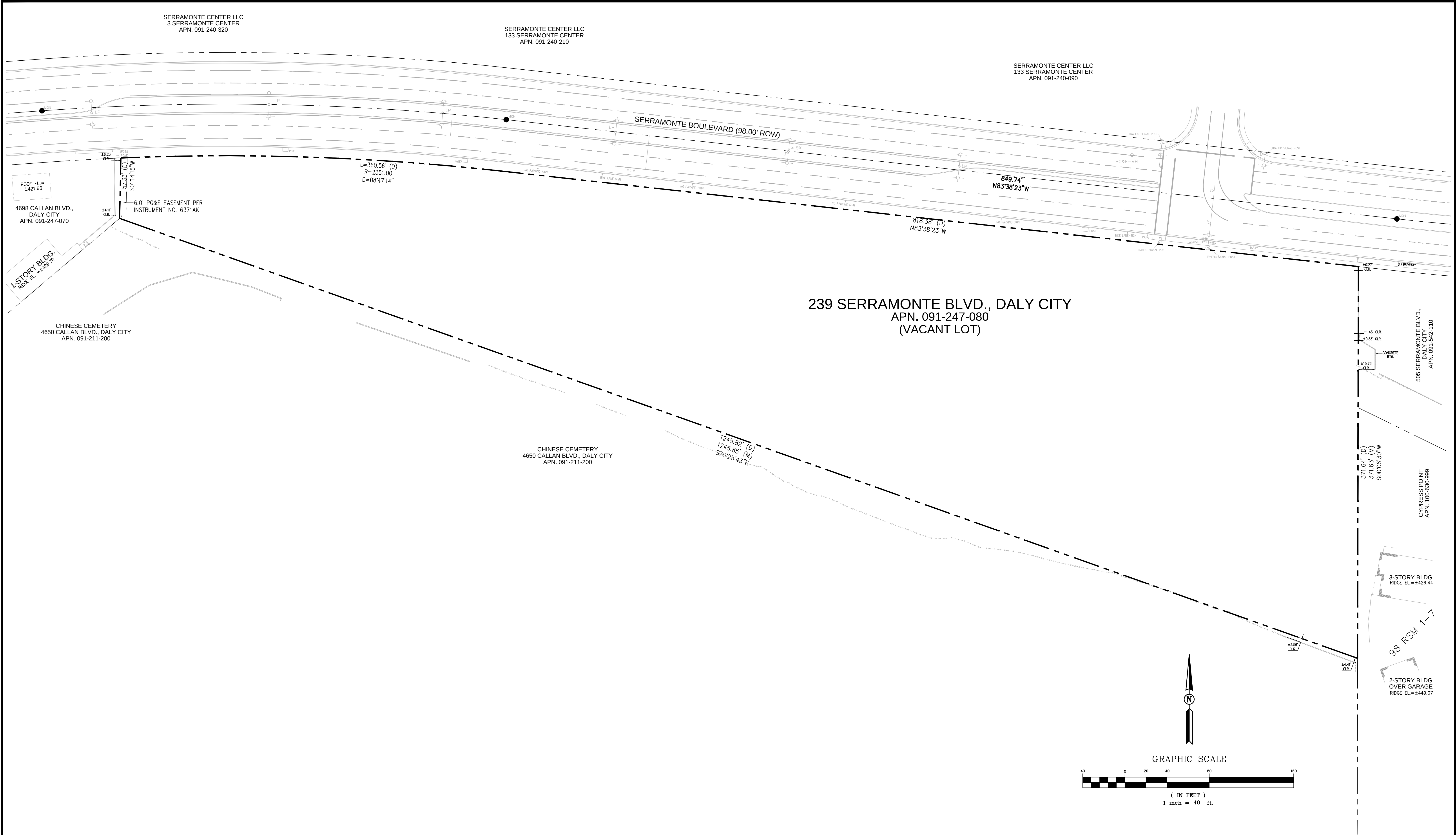
GREEN
CIVIL ENGINEERING, INC
GREEN-ENG@HOTMAIL.COM
204 E 2ND AVE #820
SAN MATEO, CA 94401



OWNER:
SERRAMONTE TERRACES, LLC
159 EL CAMINO REAL
MILLBRAE, CA 94030

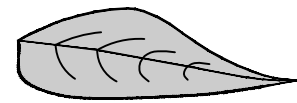
TOPOGRAPHIC SURVEY
TENTATIVE MAP
239 SERRAMONTE BLVD
DALY CITY, CALIFORNIA

SCALE
VERTICAL: 1"= AS SHOWN
HORIZONTAL: 1"= AS SHOWN
SHEET
TM 2
OF 7 SHEET
JOB NO.
2014026



REV.	DATE	DESCRIPTION
1	2018/05/06	REVISION PER CITY COMMENTS

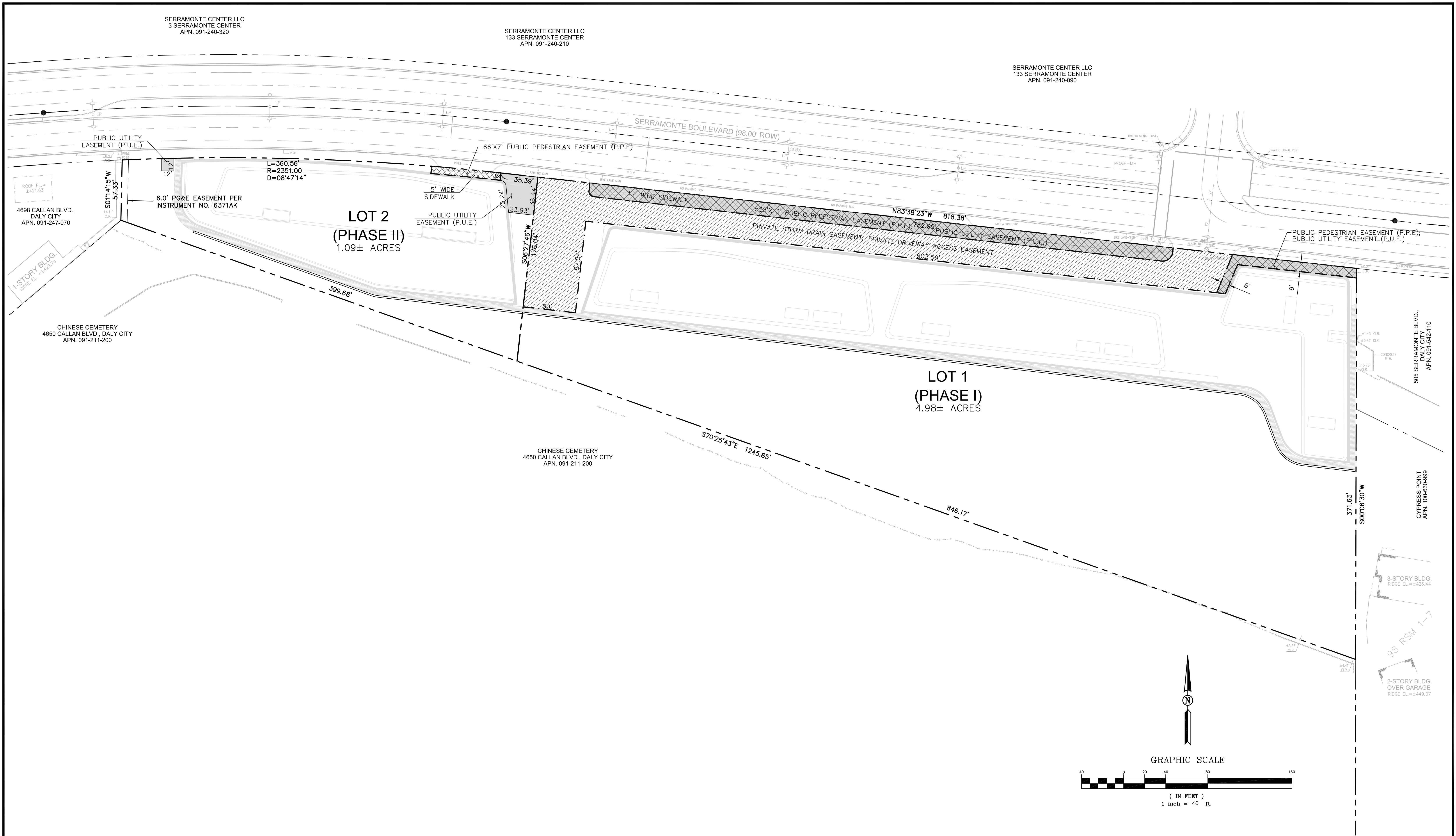
GREEN
CIVIL ENGINEERING, INC
GREEN-ENG@HOTMAIL.COM
204 E 2ND AVE #820
SAN MATEO, CA 94401



OWNER:
SERRAMONTE TERRACES, LLC
159 EL CAMINO REAL
MILLBRAE, CA 94030

EXISTING PARCELS AND EASEMENTS
TENTATIVE MAP
239 SERRAMONTE BLVD
DALY CITY, CALIFORNIA

SCALE
VERTICAL: 1"= AS SHOWN
HORIZONTAL: 1"= AS SHOWN
SHEET
TM 3
OF 7 SHEET
JOB NO.
2014026



REV.	DATE	DESCRIPTION
1	2018/05/06	REVISION PER CITY COMMENTS

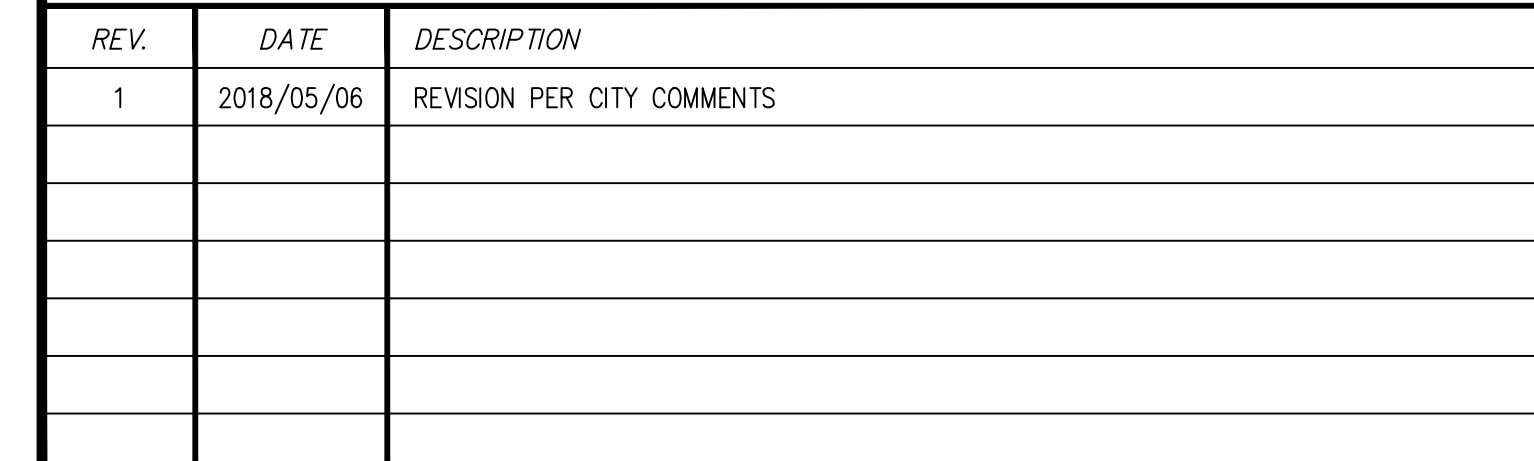
GREEN
CIVIL ENGINEERING, INC
GREEN-ENG@HOTMAIL.COM
204 E 2ND AVE #820
SAN MATEO, CA 94401



OWNER:
SERRAMONTE TERRACES, LLC
159 EL CAMINO REAL
MILLBRAE, CA 94030

**PROPOSED PARCELS AND EASEMENTS
TENTATIVE MAP**
239 SERRAMONTE BLVD
DALY CITY, CALIFORNIA

SCALE
VERTICAL: 1"= AS SHOWN
HORIZONTAL: 1"= AS SHOWN
SHEET
TM 4
OF 7 SHEET
JOB NO.
2014026



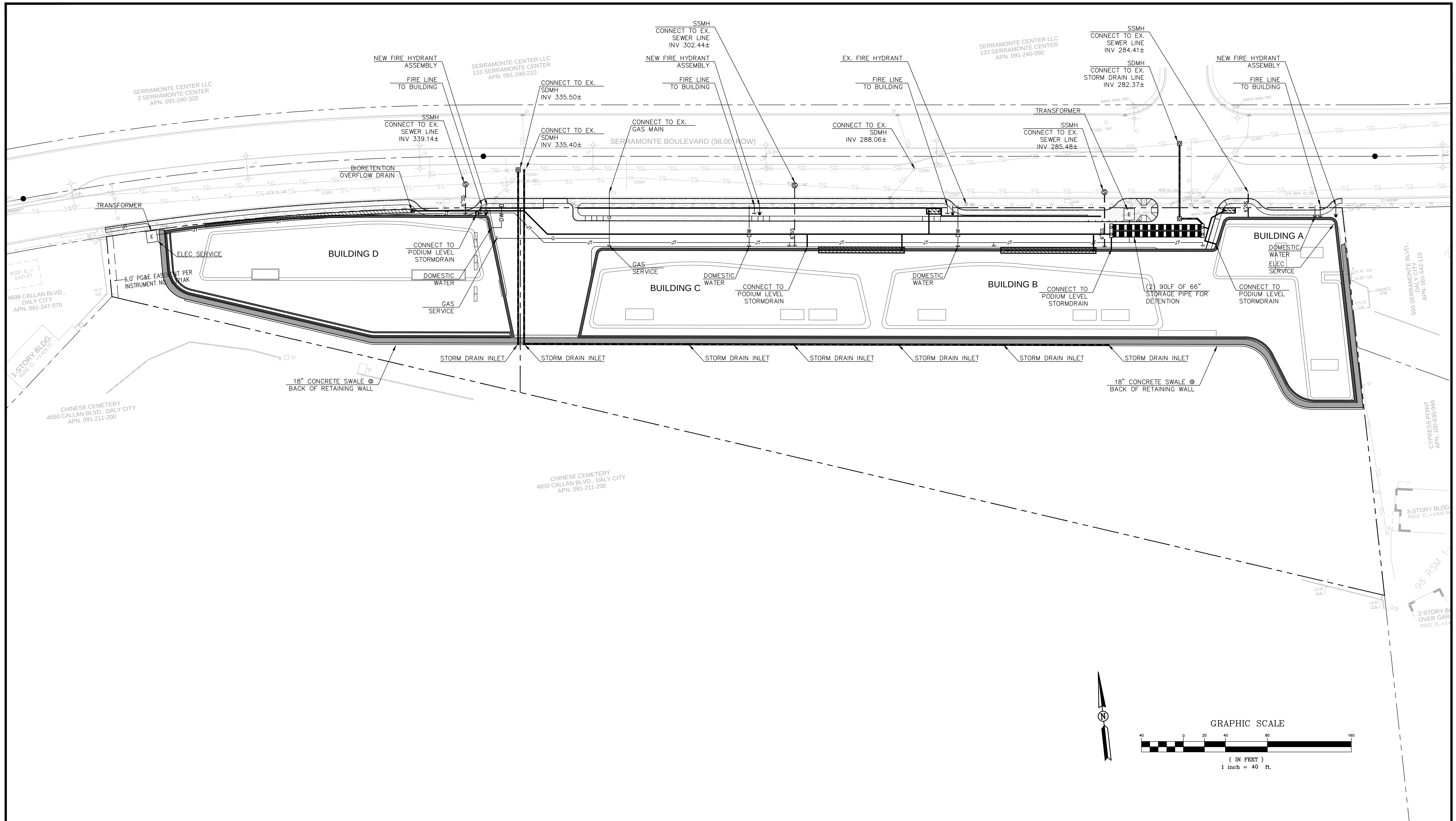
OWNER:
SERRAMONTE TERRACES, LLC
159 EL CAMINO REAL
MILLBRAE, CA 94030

PRELIMINARY GRADING & DRAINAGE PLAN
TENTATIVE MAP
239 SERRAMONTE BLVD
DALY CITY, CALIFORNIA

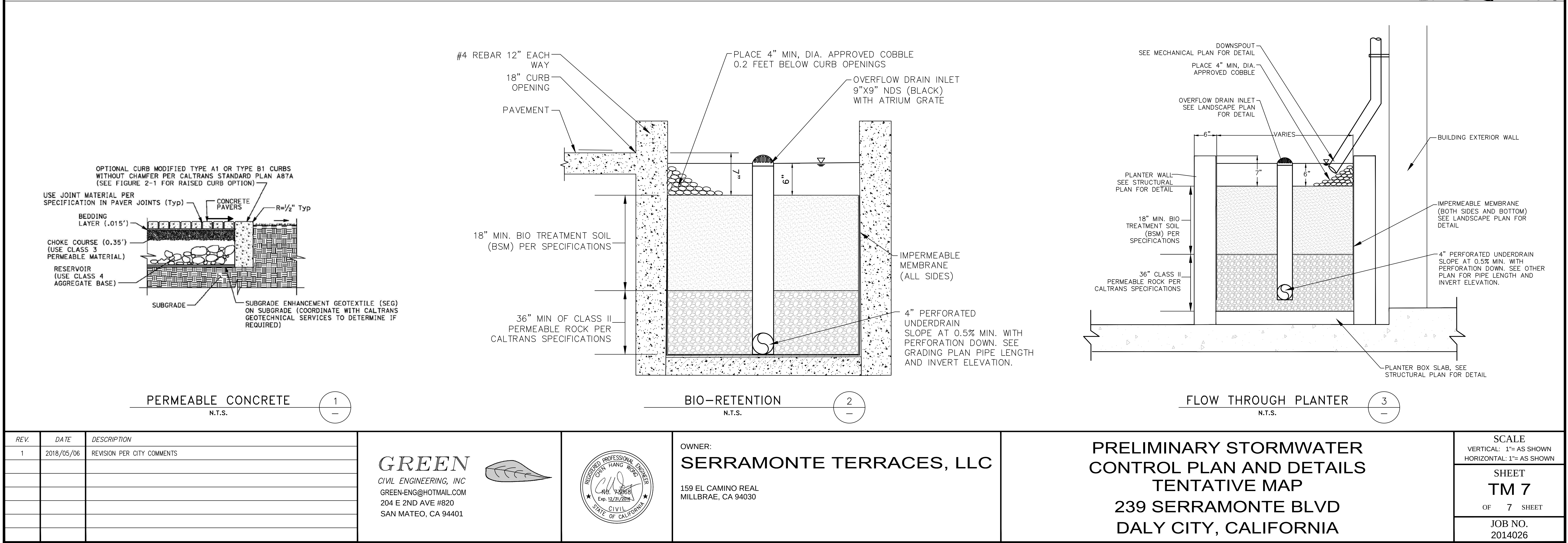
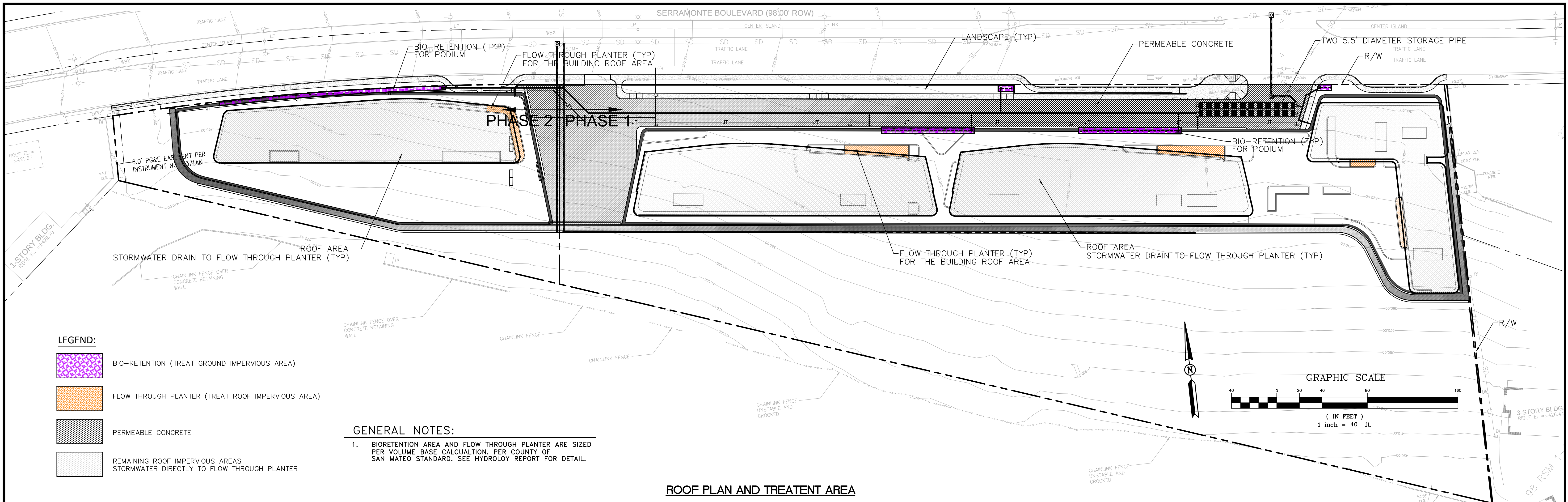
SCALE
VERTICAL: 1"= AS SHOWN
HORIZONTAL: 1"= AS SHOWN

SHEET
TM 5
OF 7 SHEET

JOB NO.
2014026



REV.	DATE	DESCRIPTION	GREEN CIVIL ENGINEERING, INC GREEN-ENG@HOTMAIL.COM 204 E 2ND AVE #820 SAN MATEO, CA 94401		OWNER: SERRAMONTE TERRACES, LLC 159 EL CAMINO REAL MILLBRAE, CA 94030	PRELIMINARY UTILITY PLAN TENTATIVE MAP 239 SERRAMONTE BLVD DALY CITY, CALIFORNIA	SCALE
1	2018/05/06	REVISION PER CITY COMMENTS					VERTICAL: 1"= AS SHOWN
							HORIZONTAL: 1"= AS SHOWN
							SHEET
							TM 6
							OF 7 SHEET
							JOB NO.
			2014026				



The Views - Hotel Site

525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

No.	Description	Date
1	Issued for Review	09/12/2014
2	Issued for Review	11/20/2014
3	Issued for Review	06/23/2015
4	Issued for Review	10/19/2015
5	Issued for Review	12/29/2015
6	Issued for Review	07/11/2016
7	Issued for Review	12/05/2016
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12	Issued for Review	06/26/2018



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Date: 06/26/2018

Scale:

Description:

COVER SHEET

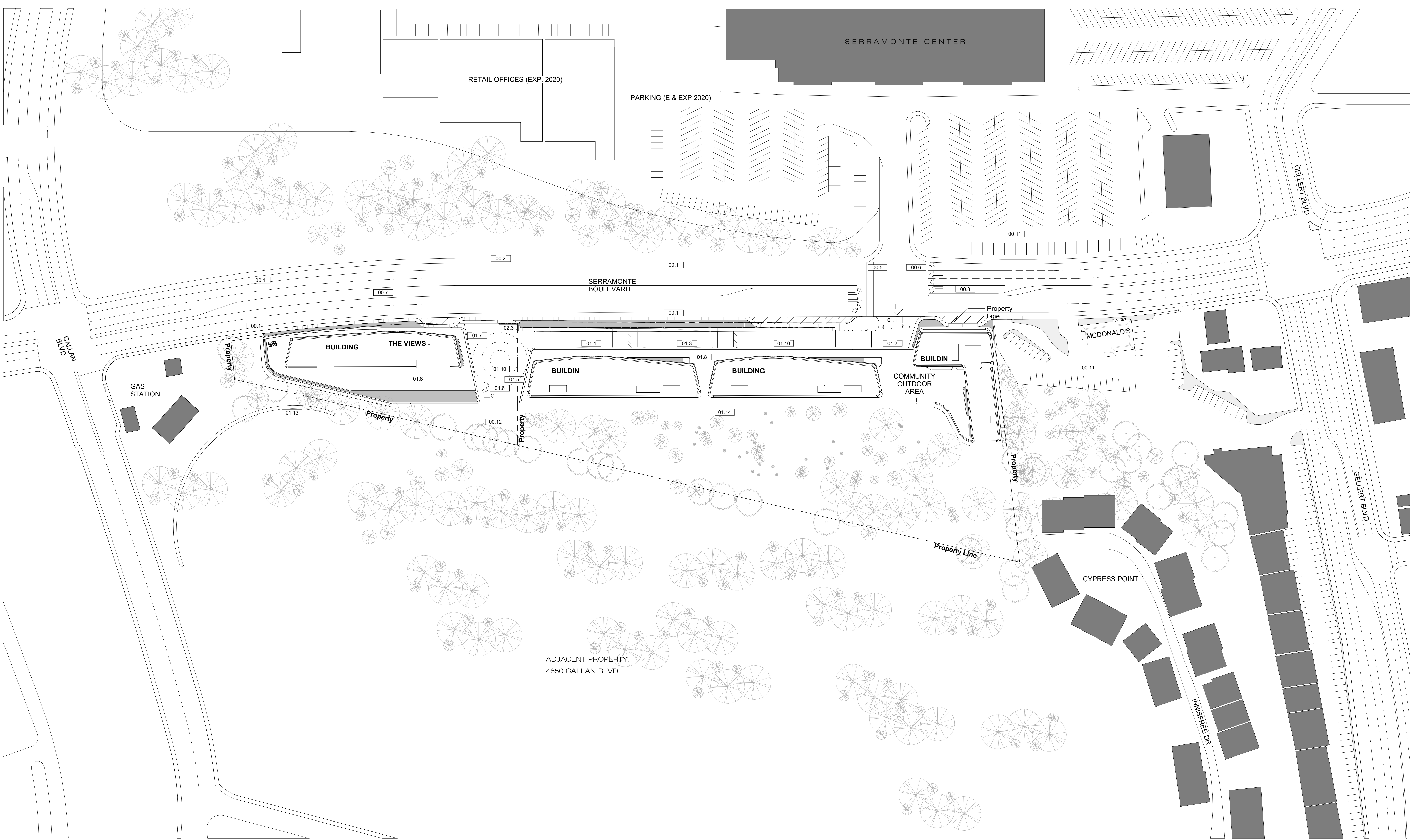
Sheet Number:

A 001

The Views - Hotel Site

525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

No.	Description	Date
1	Issued for Review	09/12/2014
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1 SERRAMONTE CONTEXT PLAN
1" = 60'-0"



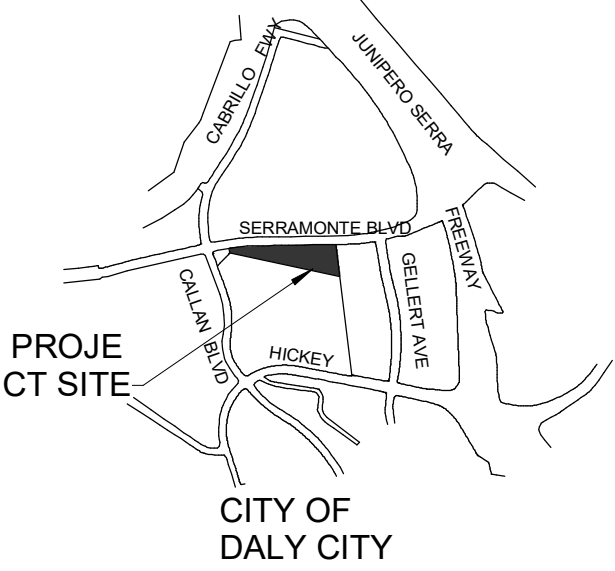
SITE LEGEND

00.1	Bike Lane
00.2	(E) Sidewalk
00.5	(E) Crosswalk
00.6	(N) Crosswalk
00.7	(E) Median
00.8	(N) Turn Lane
00.11	(E) Parking Lot
00.12	Property Line Subdivision
01.1	Main Entrance - Residence / Hotel
01.2	Residential Garage Entrance / Exit - Ground Level

SITE LEGEND

01.3	Residential Garage Entrance / Exit - 2nd Level
01.4	Residential Garage Entrance / Exit - 3rd Level
01.5	Residential Garage Entrance / Exit - 4th Level
01.6	Hotel Garage Entrance
01.7	Hotel Lobby Entrance
01.8	Residential Terrace
01.10	Frontage Road
01.13	(E) Retaining Wall
01.14	(N) Retaining Wall
02.3	Emergency Access Gate

VICINITY MAP



ABBREVIATIONS

BAL - BALCONY
BR - BED ROOM
COR - CORRIDOR
DS - DENS
DT - DATA
ELEV LB - ELEVATOR LOBBY
JN - JANITORIAL
K - KITCHEN
LV - LIVING ROOM
MR - MASTER BEDROOM
TR RM - TRASH ROOM

WALL LEGEND

FAÇADE
INTERIOR DEMISING WALL - 1 HR. RATED
INTERIOR WALL - NON RATED
CORE - 2 HR RATED
BUILDING ABOVE
NO PARKING - ACCESSIBLE PATH OF TRAVEL
ACCESSIBILITY LEGEND
NO PARKING - ACCESSIBLE ROUTE
EGRESS PATH
PROPERTY LINE
ACCESSIBLE ENTRANCE
NOTE : ALL REQUIRED EXITS FOR BUILDING SHALL BE ACCESSIBLE



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Date: 06/26/2018

Scale: As indicated

Description:

CONTEXT PLAN

Sheet Number:

A 003

The Views - Hotel Site

525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

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GARAGE UNDER BUILDING A & B - OCCUPANT LOAD AND REQUIRED NUMBER OF EXITS						
OCCUPANCY	FLOOR	AREA (SQ. FT.)	BASED ON TABLE 1004.1.2, FLOOR AREA PER OCCUPANT - OCCUPANT LOAD FACTOR	OCCUPANT LOAD	REQUIRED NO. OF EXITS AT EACH FLOOR	PROVIDED NO. OF EXITS AT EACH FLOOR
A-3	TERRACE LEVEL	10178	15 NET	679	3	3
S-2	P4	30636	200 GROSS	153	2	2
S-2	P3	30500	200 GROSS	153	2	2
S-2	P2	30353	200 GROSS	152	2	2
S-2	P1	30123	200 GROSS	151	2	2
B	LOBBY / GUEST SERVICES	10178	100 GROSS	102	1	1

6 OCCUPANT LOADS

Serramonte Views Hotel Project Summary
Daly City, California

Building D (Hotel)	Unit Area	Circulation	Stair & Elevator	Mech & Accessory	Amenity	Total	Open Area	Single	Double	Suite	Total		
Roof	0	0	889	0	0	889	3,261	0	0	0	0		
Level 12	9,590	2,043	891	512	0	13,036	0	9	7	1	17		
Level 11	9,689	2,043	891	512	0	13,135	0	10	6	1	17		
Level 10	9,799	2,043	891	512	0	13,245	0	10	6	1	17		
Level 09	9,704	2,043	891	512	0	13,150	0	10	6	1	17		
Level 08	9,841	2,043	891	512	0	13,287	0	10	6	1	17		
Level 07	9,868	2,043	891	512	0	13,314	0	10	6	1	17		
Level 06	9,739	2,043	891	512	0	13,185	0	10	6	1	17		
Level 05	9,795	2,043	891	512	0	13,241	0	10	6	1	17		
Level 04	9,713	2,043	891	512	0	13,159	0	10	6	1	17		
Level 03	9,754	2,043	891	512	0	13,200	0	10	6	1	17		
Level 02	3,265	2,072	873	628	2,252	9,090	0	5	0	1	6		
Level 01	0	0	874	2,620	8,461	11,955	0	0	0	0	0		
Totals	100,757	22,502	11,546	8,368	10,713	153,886	GSF	3,261	Totals	104	61	11	176

Serramonte Views - Hotel Site (Building D) TOTAL GROSS SQ.FT. (Excluding Garage): 153,886 GSF

Garage (Hotel)	Circulation	Stair & Elevator	Mech & Accessory	Parking	Total
Level 04	19,151	948	2,113	7,655	29,867
Level 03	20,242	948	1,360	7,117	29,667
Level 02	20,220	948	1,360	7,046	29,574
Level 01	20,119	839	1,360	6,943	29,261
Lobby	8,919	500	1,515	0	10,934
Totals	88,651	4,183	7,708	28,761	129,303

The Views - Hotel Building Information

Building D Parking Count

Daly City, California

Floor	Accessible	Accessible Van	Electric Vehicle	Adjacent Garage	Stacker	Standard	Total
Hotel Parking Level 4	0	0	0	0	0	41	41
Hotel Parking Level 3	0	0	0	0	0	38	38
Hotel Parking Level 2	2	1	0	0	0	33	36
Hotel Parking Level 1	2	1	6	0	0	25	34
Overflow Valet Parking	0	0	0	38	0	0	38
Totals	4	2	6	38	0	137	187

* INCLUDES DRIVE ISLE PARKING - (149 STANDARD PARKING + 38 OVERFLOW VALET SPOTS)

Bicycle Parking Calculations

	Hotel Rooms	Hotel Amenity Rooms
Class 1	6	0
Class 2	6	3
	12	3
Total	15	

BUILDING D - OCCUPANT LOAD AND REQUIRED NUMBER OF EXITS						
OCCUPANCY	FLOOR	AREA (SQ. FT.)	BASED ON TABLE 1004.1.2, FLOOR AREA PER OCCUPANT - OCCUPANT LOAD FACTOR	OCCUPANT LOAD	REQUIRED NO. OF EXITS AT EACH FLOOR	PROVIDED NO. OF EXITS AT EACH FLOOR
A-3	1ST FLOOR	11955	15 NET	797	3	3
A-3 / R-2	2ND FLOOR	2252 / 6838	15 NET/ 200 G	150 / 34 = 184	2	2
R-2	3RD FLOOR	13200	200 GROSS	66	2	2
R-2	4TH FLOOR	13159	200 GROSS	66	2	2
R-2	5TH FLOOR	13241	200 GROSS	67	2	2
R-2	6TH FLOOR	13185	200 GROSS	66	2	2
R-2	7TH FLOOR	13314	200 GROSS	67	2	2
R-2	8TH FLOOR	13287	200 GROSS	66	2	2
R-2	9TH FLOOR	13150	200 GROSS	66	2	2
R-2	10TH FLOOR	13245	200 GROSS	66	2	2
R-2	11TH FLOOR	13135	200 GROSS	66	2	2
R-2	12TH FLOOR	13036	200 GROSS	65	2	2

7 OCCUPANT LOADS

BASED ON TABLE 1014.3 - COMMON PATH OF EGRESS TRAVEL	
OCCUPANCY	WITH SPRINKLER SYSTEM (FEET)
B	100
S - 2	100
R - 2	125
ALL OTHERS	75

3 EGRESS TRAVEL

BASED ON TABLE 1016.2 - EXIT ACCESS TRAVEL DISTANCE	
OCCUPANCY	WITH SPRINKLER SYSTEM (FEET)
A, R	250
B	300
S - 2	400

2 EXIT TRAVEL DISTANCE

FIRE RESISTANCE RATING REQUIREMENTS FOR TYPE 1-B, PER TABLE 601:

STRUCTURAL FRAME	2 HR. / 1 HR ROOF SUPPORT
EXTERIOR BEARING WALLS	2 HR.
INTERIOR BEARING WALLS	2 HR. / 1 HR ROOF SUPPORT
EXTERIOR NONBEARING WALLS & PARTITIONS	SEE BELOW
INTERIOR NONBEARING WALLS & PARTITIONS	0 HR.
FLOOR CONSTRUCTION (BEAMS & JOISTS)	2 HR.
ROOF CONSTRUCTION (BEAMS & JOISTS)	1 HR.
SHAFT / STAIRWAY ENCLOSURES	2 HR.

FIRE-RESISTANCE RATING REQUIREMENTS FOR EXTERIOR WALLS FOR TYPE 1-B BASED ON FIRE SEPARATION DISTANCE, PER TABLE 602:

FIRE SEP. DIST.	A, B, S - 2, R - 2
X < 5	1 HR.
5 ≤ X < 10	1 HR.
10 ≤ X < 30	1 HR.
X ≥ 30	0 HR.

NOTE: ALL EXTERIOR WALLS ARE 2-HR FIRE-RESISTIVE ASSEMBLY, U.N.O., SEE FIRE RESISTANCE RATING REQUIREMENTS FOR TYPE 1-A TABLE FOR ALL BUILDING ELEMENTS.

5 FIRE RESISTANCE

4 EXIT WIDTHS

FIRE COMMENTS :

- FIRE SPRINKLER SYSTEM : INSTALL AN N.F.P.A.13 FIRE SPRINKLER SYSTEM COMPLYING WITH LOCAL AMENDMENTS. SUBMIT UNDER SEPARATE FIRE PLAN CHECK AND PERMIT. SEPARATE PLAN CHECK PERMIT REQUIRED FOR THE UNDERGROUND FIRE SERVICE.
- ROOF HATCHES ON BOTH STAIRWELLS : REQUIRED ROOF HATCHES SHALL BE A MINIMUM SIZE OF 4 FEET BY 6 FEET.
- PROVIDE SMOKE CONTROL AT ELEVATOR LOBBY AND IN CENTER CORRIDOR BY BOTH STAIRWELLS.
- PROVIDE SMOKE CONTROL FOR BELOW GRADE PARKING.

1 FIRE COMMENTS



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Date: 06/26/2018

Scale:

Description:

BUILDING USAGE / TYPE

Sheet Number:

A 004

FIRE NOTES

FIRE RESISTANCE RATING REQUIREMENTS FOR TYPE 1-B / PER TABLE 601:

STRUCTURAL FRAME	2HR / 1 HR ROOF
SUPPORT	
EXTERIOR BEARING WALLS	2HR
INTERIOR BEARING WALLS	2HR / 1HR ROOF

SUPPORT

EXTERIOR NON-BEARING WALLS & PARTITIONS	SEE BELOW
INTERIOR NON-BEARING WALLS & PARTITIONS	0 HR
FLOOR CONSTRUCTION (BEAMS & JOISTS)	2 HR
ROOF CONSTRUCTION (BEAMS & JOISTS)	1 HR
SHAFT / STAIRWAY ENCLOSURES	2 HR

FIRE RESISTANCE RATING REQUIREMENTS FOR EXTERIOR WALLS FOR TYPE 1-B BASED ON FIRE SEPARATION DISTANCE, PER TABLE 602:

FIRE SEP. DIST.	A, B, S-2, R-2
X < 5	1 HR
5 ≤ X < 10	1 HR
10 ≤ X < 30	1 HR
X ≥ 30	0 HR

* NOTE: ALL EXTERIOR WALLS ARE 2-HR FIRE-RESISTIVE ASSEMBLY, U.N.O. SEE FIRE RESISTANCE RATING REQUIREMENTS FOR TYPE 1-A TABLE FOR ALL BUILDING ELEMENTS.

NO. CODE / STDS

1	CBC 403	All work shall conform to the referenced sections of the 2016 California Building and Fire Codes and all of CBC 403 .
2	CBC 107 CFC 503.1.2 CFC 504.1	Provide elevations / details clearly indicating grade change and foot access from Serramonte Blvd. Provide foot access for Fire Department around entire building perimeter at grade. Provide more direct routes into all buildings to hasten Fire Department response. Provide a plan showing direct ingress into and around the building for Fire Department response.
3	NFPA 13	Fire sprinkler system required per NFPA 13 . Tie inspector's test and drain into system sewer. Coordinate and provide details to Building Division and DWWR to proper plumbing codes and standards.
4	CFC 503.2	All areas for Fire Department access must bear 66,600 lbs for frie apparatus and have 20' clear width.
5	CFC Chapter 33	PRIOR TO LOADING COMBUSTIBLE BUILDING MATERIALS ON SITE AND BUILDING OF FOUNDATIONS: - Fire hydrants shall be installed and be fully operable - Temporary standpipes shall be installed once building reaches 4 stories in height FIRE SAFETY DURING CONSTRUCTION SHALL BE IN ACCORDANCE WITH CHAPTER 33 OF THE CALIFORNIA FIRE CODE AT ALL TIMES
6	CBC 107	Provide site plan showing the following items and thir locations: - Electrical shutoff - Gas shutoff - Domestic water shutoff - Skylights if any - Fire Department connection - Post Indicating Valve (PIV) - Sprinkler riser - Retaining walls - Fire hydrants
7	2016 - NFPA 20 CBC 913.2.1 & CFC 901.4.6	The fire pump room will be located in a room separated from the remainder of the building with 2-hour fire barriers per CBC 913.2.1 . The room will be directly accessible from the outside or through an enclosed passageway from an enclosed stairway or exterior exit as required by 2016 NFPA 20 and as approved by the Fire Authority. The pump and riser room will be sized to meet CFC 901.4.6 .
8	CBC 106.3.3 CBC Chapter 10	Provide exiting plan from all floors all the way out to a public way.
9	CFC Appendix D	Red zones with proper signage restricting parking required at fire hydrants and in pullouts along Serramonte Blvd. as well as FDC and PIV. Stencil DCPD and Star on red curb.
10	CFC 506	Provide key boxes at main entries to complex.
11	CBC 403.3.3 CFC 914.3.2	Show locations, dimensions and volume of secondary water supplies, which must conform to Section 914.3.2 of the California Fire Code. An automatic on-site secondary water supply will be provided for the fire pumps per CBC 403.3.3 .
12	2016 - NFPA 72 per CBC 403.2.2 & CFC 907.2.13	The building will be provided with a fire alarm system to include an Emergency Voice/Alarm Communication system for the building in accordance with 2016 NFPA 72 per CBC 403.2.2 . Smoke detection will be provided per CBC 907.2.13
13	CFC 403.4.1 - 403.4.8	An emergency power system complying with CBC 2702 will be provided for the following emergency power loads per CBC 403.4.8.4 : - Exit signs and means of egress illumination required by CBC Chapter 10 - Elevator car lighting - Emergency voice/ alarm communication systems - Automatic fire detection systems - Fire alarm systems - Electrically powered fire pumps
14	2016 - NFPA 14 per CBC 403.4.3 & CBC 909.20.2.3	The building will be provided with a Class I standpipe system designed in accordance with 2016 NFPA 14 per CBC 403.4.3 and Exception 1 to CBC 905.3.1 . Standpipe hose connections and valves to be provided in each high-rise stair vestibule per CBC 909.20.2.3 .
15	CBC 403.4.7.1 CFC 909	Smoke control is required in all portions of the building in accordance with the referenced section of the California Fire Code. A special Inspector shall be provided for the smoke control system per Section 909.18.8
16	DCMC	An air rescue system will be provided.
17	CFC 510 per CBC 403.4.5	Emergency responder radio coverage shall be in accordance with CFC Section 510 per CBC 403.4.5 .
18	CBC 403.4.6 CBC 911.1.6 CBC 907.6.4.3 CBC 909.16 CBC 1010.1.9.12	A fire command center (FCC) will be provided for the building per CBC 403.4.6 . The FCC will be separated from the remainder of the building with 1-hour fire barriers and will be a minimum of 200 square feet, with minimum dimension of 10 feet. The FCC will not be used for housing any boiler or heating units nor combustible storage. The FCC will include the following features per CBC 911.1.6 : - Emergency voice / alarm communication system control unit - Fire department communications system - Fire alarm system zoning annunciator panel required by CBC 907.6.4.3 - Annunciator unit visually indicating the location of the elevators and whether they are operational - Status indicators and controls for air distribution systems - Fire-fighter's control panel required by CBC 909.16 for smoke control systems installed in the building - Controls for unlocking interior exit stairway doors simultaneously - Sprinkler valve and waterflow detector display panels - Emergency and standby power status indicators - A telephone for fire department use with controlled access to the publc telephone system - Fire pump status indicators - Schematic building plans indicating the typical floor plan and detailing building core, means of egress, fire protection systems, fire fighter air replenishment system, firefighting equipment and fire department access and the location of fire walls, fire barriers, fire partitions, smoke barriers, and smoke partitions - An approved Building Information Card that contains building informationas required by CBC 911.1.6 Item 13 - Work table - Generator supervision devises, manual start and transfer features - Public address system where specifically required - Elevator fire recall switch - Elevator emergency or standby power selector switches - MAster switch for unlocking elevator lobby doors if provided, as permitted by CBC 1010.1.9.12

NO. CODE / STDS

19	CBC 3003 & 3007 : CBC 403.6.1, CBC 3002.4, CBC 3007.6.4, CBC 3007.6.1	Fire service access elevators (FSAE) will be provided in accordance with CBC 3003 and 3007 as required by CBC 403.6.1 . Each floor will be served by a minimum of two FSAE. Each FSAE will have a capacity no less than 3,500 pounds and will be gurney sized per CBC 3002.4 . Each FSAE will open into a FSAE lobby, no less than 150 square feet with a dimension not less than 8 feet per CBC 3007.6.4 . The lobby will have access to a smokeproof enclosure via a protected path per CBC 3007.6.1 .
20	CFC 604.1.4.1 & 604.2 CBC 913.6	The standby and emergency power system will be designed to provide the required power for a minimum duration of 6 hours without being refueled or recharged per CFC 604.1.4.1 and 604.2 . The fire pump will be provided with an on-site power for an 8-hour-full-demand operation per CBC 913.6 . Show location specs and dimensions of equipment.
21		If the standby or emergency power system includes a generator set inside a building, the system shall be located in a separate room enclosed with 2-hour fire barriers and horizontal assemblies. Fuel lines supplying a generator set in the building will be separated from other areas of the building with 2-hour construction.
22	2016 - NFPA 13 per CBC 403.3	Fire sprinkler system: Install an NFPA 13 fire sprinkler system complying with local amendments, submit under separate fire plan check and permit. Separate plan check permit required for the underground fire service. Building will be provided with automatic sprinkler protection throughout designed in accordance with 2016 NFPA 13 per CBC 403.3
23	CBC 403.4.7.1 CBC 909	All portions of the building will be provided with a smoke control system as required by CBC Section 403.4.7.1 . The smoke control system will be designed in accordance with CBC Section 909 .
24	CBC 403.5.4	High-rise exit enclosures will be designed as smokeproof enclosures as required by CBC Section 403.5.4 , in accordance with CBC 909.20 and 1023.11 . Exit enclosures serving three or less adjacent floors, where one of the adjacent floors is the level of exit discharge, are not required to be designed as smokeproof enclosures.
25	CBC 403.3.2	Redundant fire pumps will be provided as the highest occupied floor is over 200 feet above the lowest level of fire department access per CBC 403.3.2 . Each fire pump will be capable of supplying the required demand for the sprinkler and standpipe systems. Separate supply piping will be provided between each connection to the water main and pumps, sized to supply the flow and pressure required for the pumps to operate. The two connections will either be to two mains located in different streets, or will be to the same main to provided the main is valved such that an interruption through no fewer than one of the connections.
26	Daly City Municipal Code 15.32.090 CFC 914.3.8	Fire fighter air replenishment system will be provided per Daly City Municipal Code 15.32.090 amendment to CFC 914.3.8 . The system will be designed in accordance with CFC Appendix L , with fill stations for refilling breathing air cylinders located at the 5th floor above ground level and every third floor thereafter, adjacent to one exit stair in each tower or as designated by the Fire Authority.
27	CBC 2702 & 3003	A standby power system complying with CBC 2702 and 3003 will be provided for the following standby power loads per CBC 403.4.8.3 : - Power and lighting for the command center - Ventilation and automatic fire detection equipment for smokeproof enclosures and smoke control systems - Emergency responder radio coverage systems - Elevators - Elevators that are part of an accessible means of egress will comply with CBC 1009.4 and fire service access elevators will comply with CBC 3007
28	CFC 503.2	Fire apparatus access roads will be designed to have minimum 20 foot clear width throughout per CFC 503.2 and will be designed to bear 66,000 lbs for fire apparatus
29		Roof hatches on both stairwells: Required roof hatches shall be a minimum size of 4' x 6'.

Costa Brown
Architecture

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The Views - Hotel Site

525-585 Serramonte Blvd, Daly City, CA

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Date: 06/26/2018

Scale: 1/4" = 1'-0"

Description:

FIRE NOTES

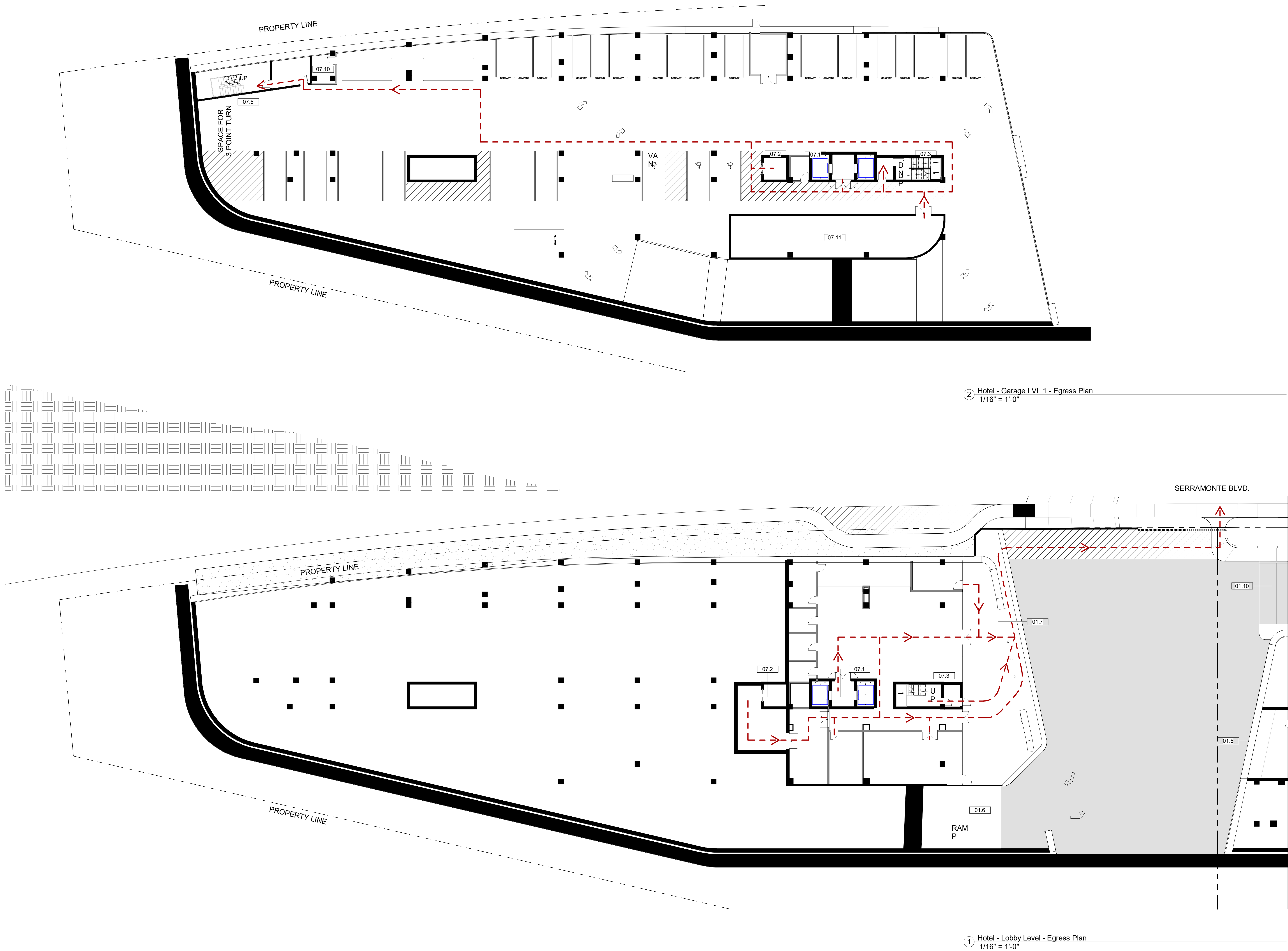
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The Views - Hotel Site

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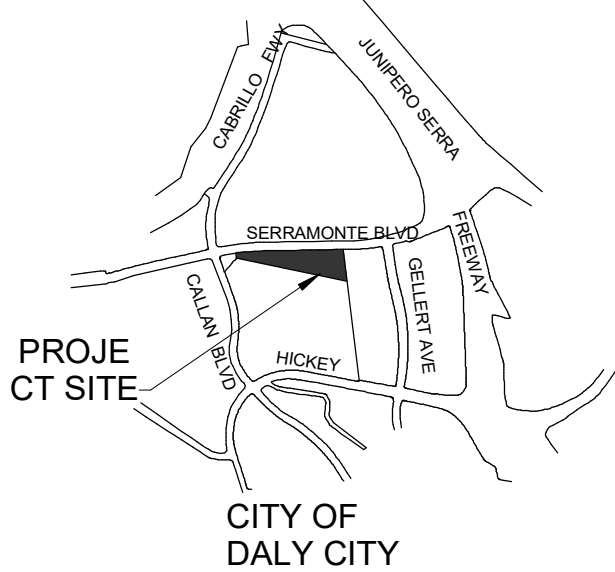
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SITE LEGEND

01.5	Residential Garage Entrance / Exit - 4th Level
01.6	Hotel Garage Entrance
01.7	Hotel Lobby Entrance
01.10	Frontage Road
07.1	Hotel - Elevators
07.2	Hotel - Service Elevators
07.3	Hotel - Stair Core 1
07.5	Hotel - Stair Core 3
07.10	Storage
07.11	Mechanical

VICINITY MAP



ABBREVIATIONS

BAL - BALCONY
BR - BED ROOM
COR - CORRIDOR
DS - DENS
DT - DATA
ELEV LB - ELEVATOR LOBBY
JN - JANITORIAL
K - KITCHEN
LV - LIVING ROOM
MR - MASTER BEDROOM
TR RM - TRASH ROOM

WALL LEGEND

FAÇADE
INTERIOR DEMISING WALL - 1 HR. RATED
INTERIOR WALL - NON RATED
CORE - 2 HR RATED
BUILDING ABOVE
NO PARKING - ACCESSIBLE PATH OF TRAVEL
ACCESSIBILITY LEGEND
EXTERIOR ACCESSIBLE ROUTE
EGRESS PATH
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ACCESSIBLE ENTRANCE
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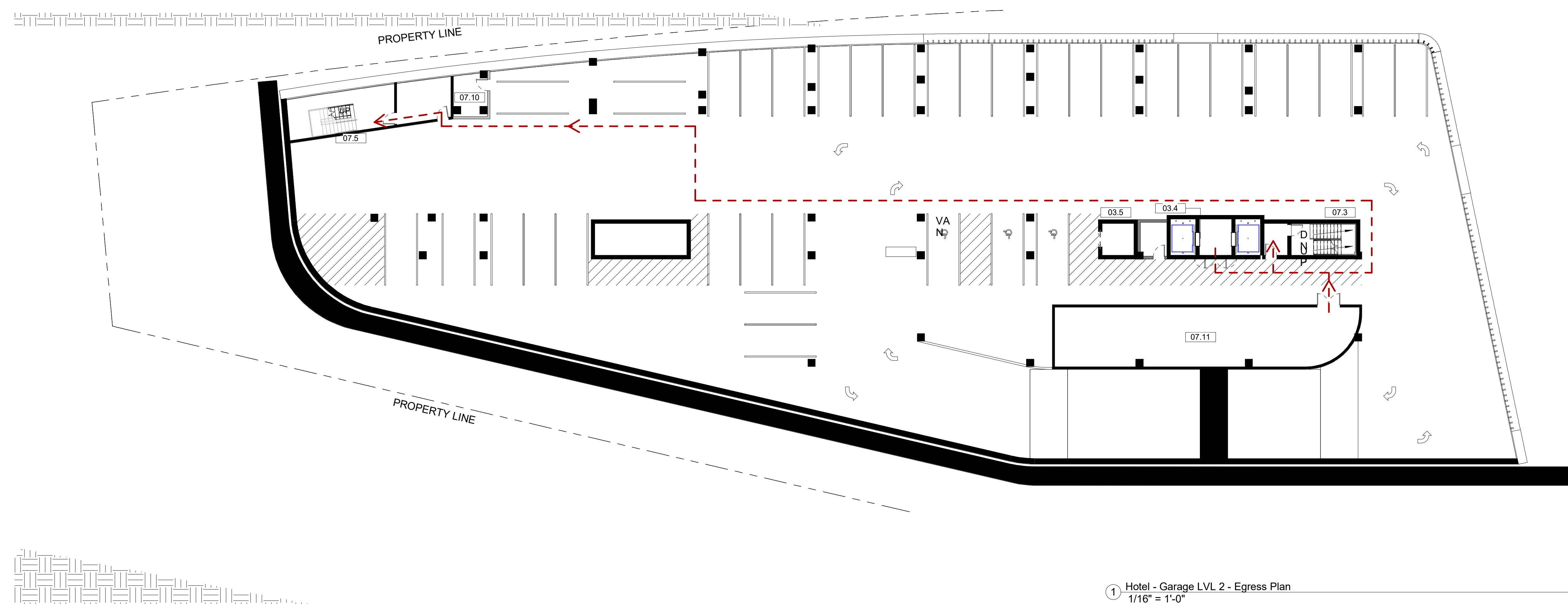
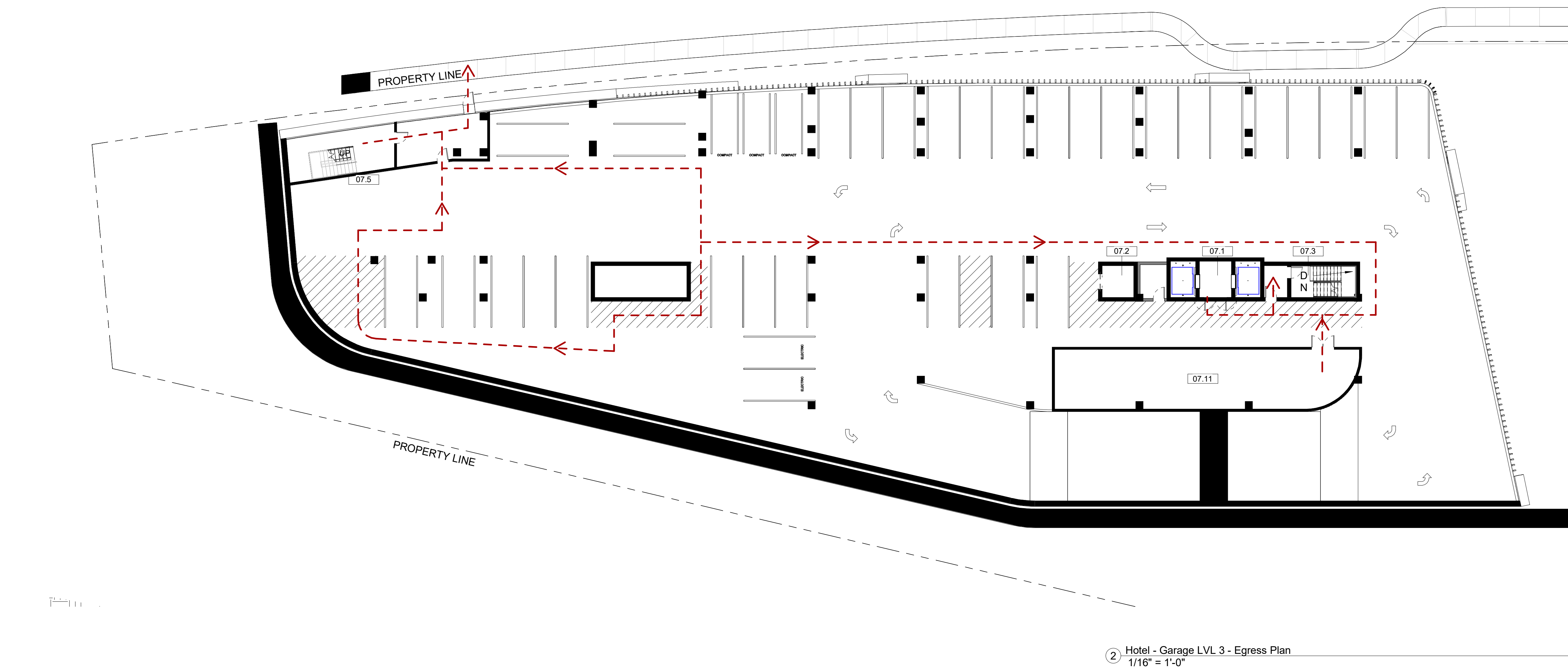
Date: 06/26/2018
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EGRESS PLANS -
LOBBY LVL & LVL 1

Sheet Number:
A 008

525-585 Serramonte Blvd, Daly City, CA
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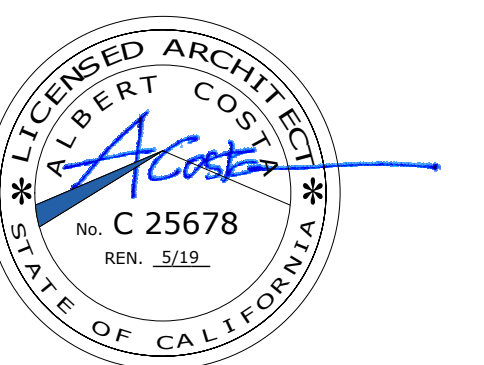


03.4	Janitor Room
03.5	Fire Pump Room
07.1	Hotel - Elevators
07.2	Hotel - Service Elevators
07.3	Hotel - Stair Core 1
07.5	Hotel - Stair Core 3
07.10	Storage
07.11	Mechanical

BAL - BALCONY
BR - BED ROOM
COR - CORRIDOR
DS - DENS
DT - DATA
ELEV LB - ELEVATOR LOBBY
JN - JANITORIAL
K - KITCHEN
LV - LIVING ROOM
MR - MASTER BEDROOM
TR RM - TRASH ROOM

 FAÇADE
 INTERIOR DEMISING WALL - 1 HR. RATED
 INTERIOR WALL - NON RATED
 CORE - 2 HR RATED
 BUILDING ABOVE
ACCESSIBILITY LEGEND
 NO PARKING - ACCESSIBLE PATH OF TRAVEL
 EXTERIOR ACCESSIBLE ROUTE
 EGRESS PATH
 PROPERTY LINE
 ACCESSIBLE ENTRANCE

NOTE : ALL REQUIRED EXITS FOR BUILDING SHALL BE ACCESSIBLE



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Date: 06/26/2018

Scale: As indicated

Description:

EGRESS PLANS - GARAGE LVL 2 & 3

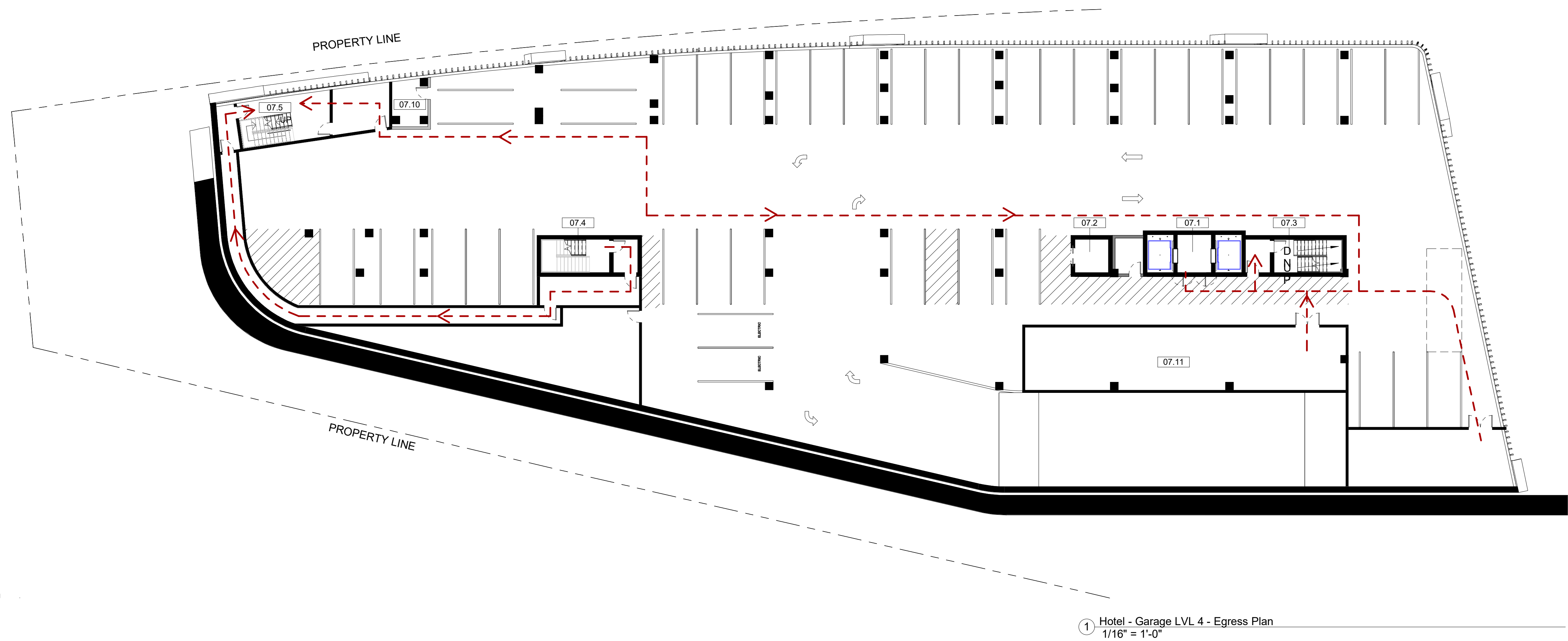
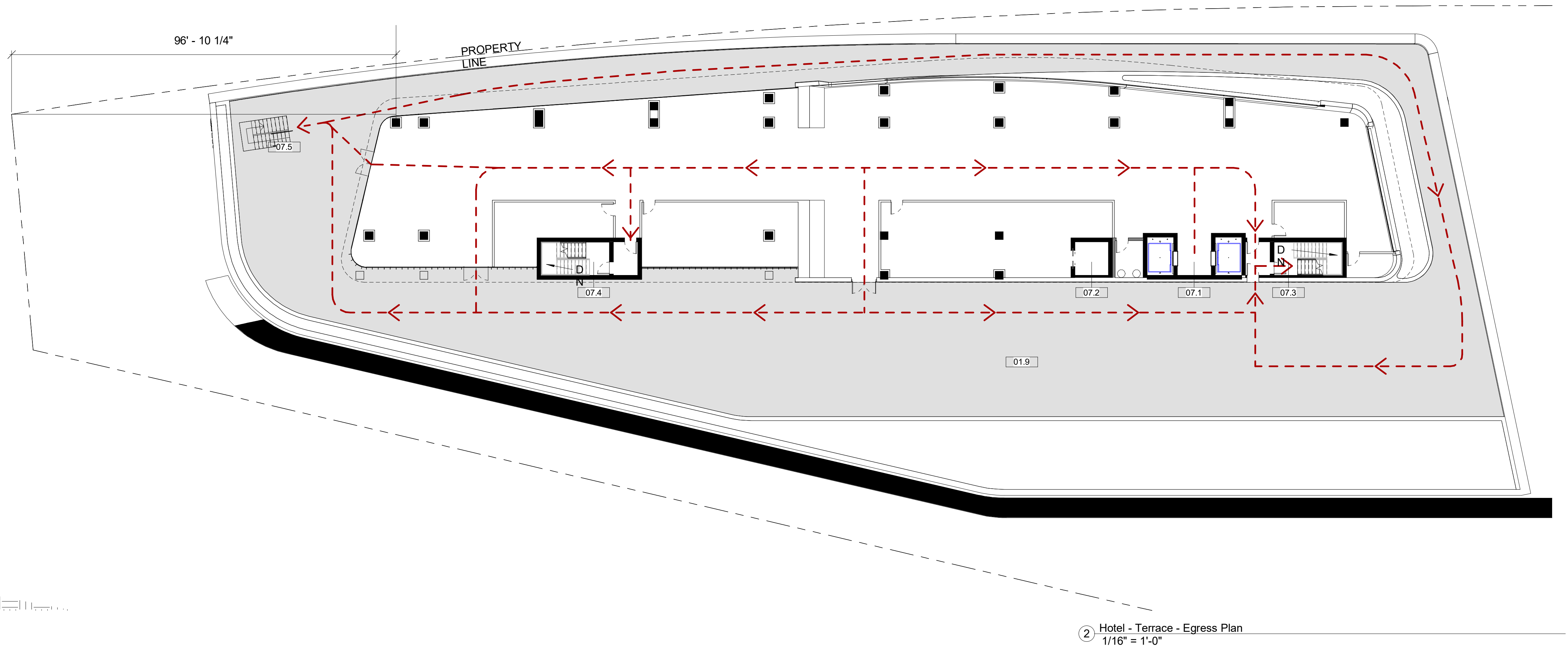
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A 009

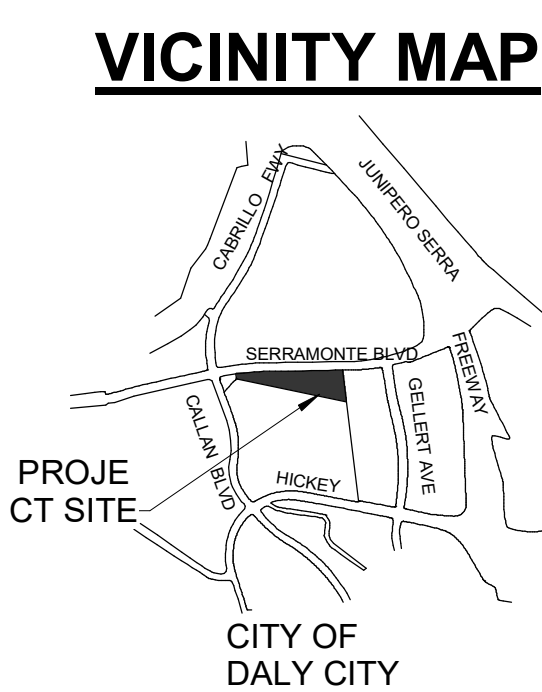
The Views - Hotel Site

525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

No.	Description	Date
9	Issued for Review	10/20/2017
10	Issued for Review	04/03/2018
11	Issued for Review	04/17/2018
12	Issued for Review	06/26/2018



SITE LEGEND	
01.9	Hotel Terrace
07.1	Hotel - Elevators
07.2	Hotel - Service Elevators
07.3	Hotel - Stair Core 1
07.4	Hotel - Stair Core 2
07.5	Hotel - Stair Core 3
07.10	Storage
07.11	Mechanical



ABBREVIATIONS
BAL - BALCONY
BR - BED ROOM
COR - CORRIDOR
DS - DENS
DT - DATA
ELEV LB - ELEVATOR LOBBY
JN - JANITORIAL
K - KITCHEN
LV - LIVING ROOM
MR - MASTER BEDROOM
TR RM - TRASH ROOM

WALL LEGEND
FAÇADE
INTERIOR DEMISING WALL - 1 HR. RATED
INTERIOR WALL - NON RATED
CORE - 2 HR RATED
BUILDING ABOVE
NO PARKING - ACCESSIBLE PATH OF TRAVEL
ACCESSIBILITY LEGEND
EXTERIOR ACCESSIBLE ROUTE
EGRESS PATH
PROPERTY LINE
ACCESSIBLE ENTRANCE
NOTE : ALL REQUIRED EXITS FOR BUILDING SHALL BE ACCESSIBLE



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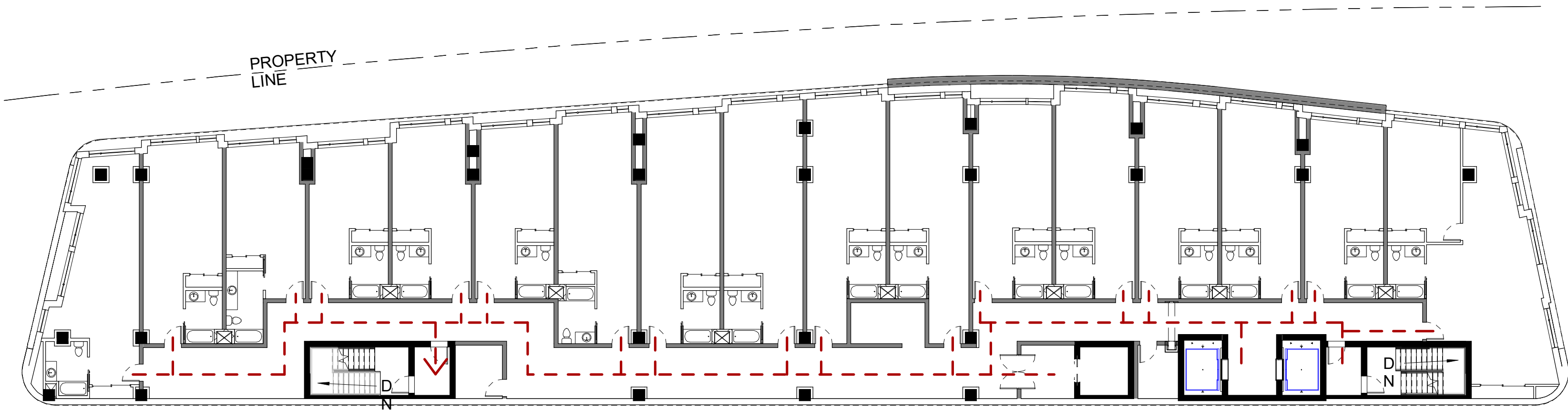
EGRESS PLANS -
GARAGE LVL 4 &
TERRACE

Sheet Number:
A 010

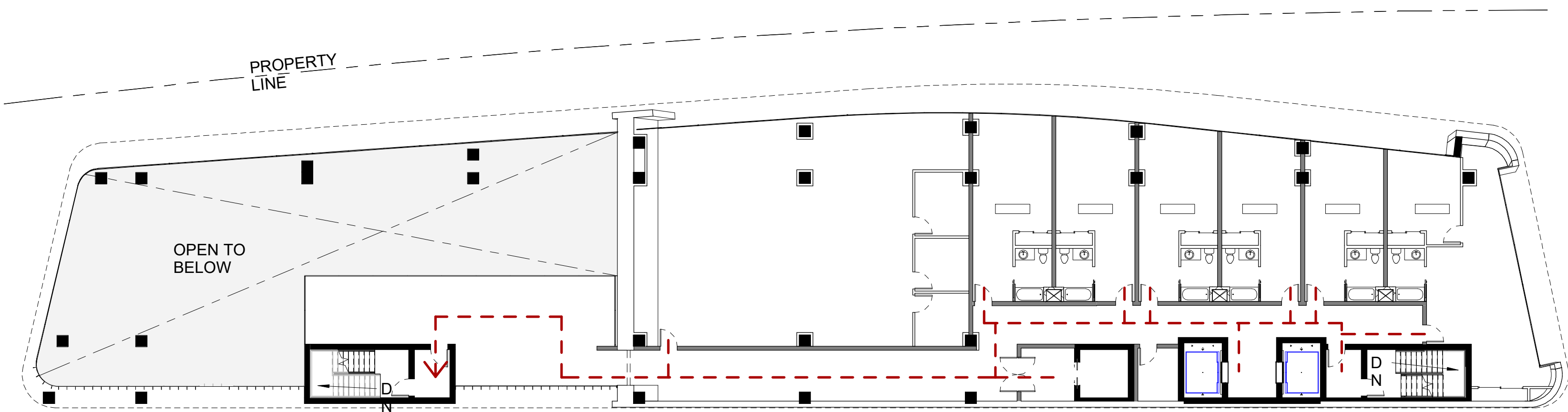
The Views - Hotel Site

525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

No.	Description	Date
9	Issued for Review	10/20/2017
10	Issued for Review	04/03/2018
11	Issued for Review	04/17/2018
12	Issued for Review	06/26/2018



② Hotel - Typ FLR - Egress Plan
1/16" = 1'-0"

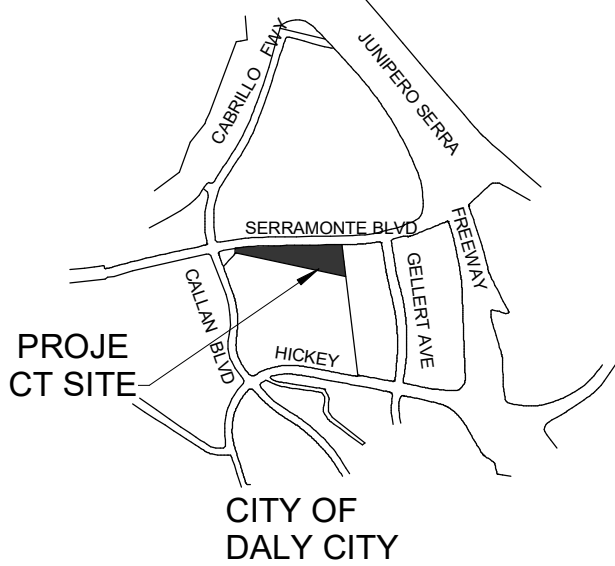


① Hotel - 2nd LVL Amenities - Egress Plan
1/16" = 1'-0"



SITE LEGEND

VICINITY MAP



ABBREVIATIONS

BAL - BALCONY
BR - BED ROOM
COR - CORRIDOR
DS - DENS
DT - DATA
ELEV LB - ELEVATOR LOBBY
JN - JANITORIAL
K - KITCHEN
LV - LIVING ROOM
MR - MASTER BEDROOM
TR RM - TRASH ROOM

WALL LEGEND

FAÇADE
INTERIOR DEMISING WALL - 1 HR. RATED
INTERIOR WALL - NON RATED
CORE - 2 HR RATED
BUILDING ABOVE
ACCESSIBILITY LEGEND
NO PARKING - ACCESSIBLE PATH OF TRAVEL
EXTERIOR ACCESSIBLE ROUTE
EGRESS PATH
PROPERTY LINE
ACCESSIBLE ENTRANCE
NOTE : ALL REQUIRED EXITS FOR BUILDING SHALL BE ACCESSIBLE



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Date: 06/26/2018

Scale: As indicated

Description:

EGRESS PLANS -
AMENITY LVL / TYP
FLR PLAN

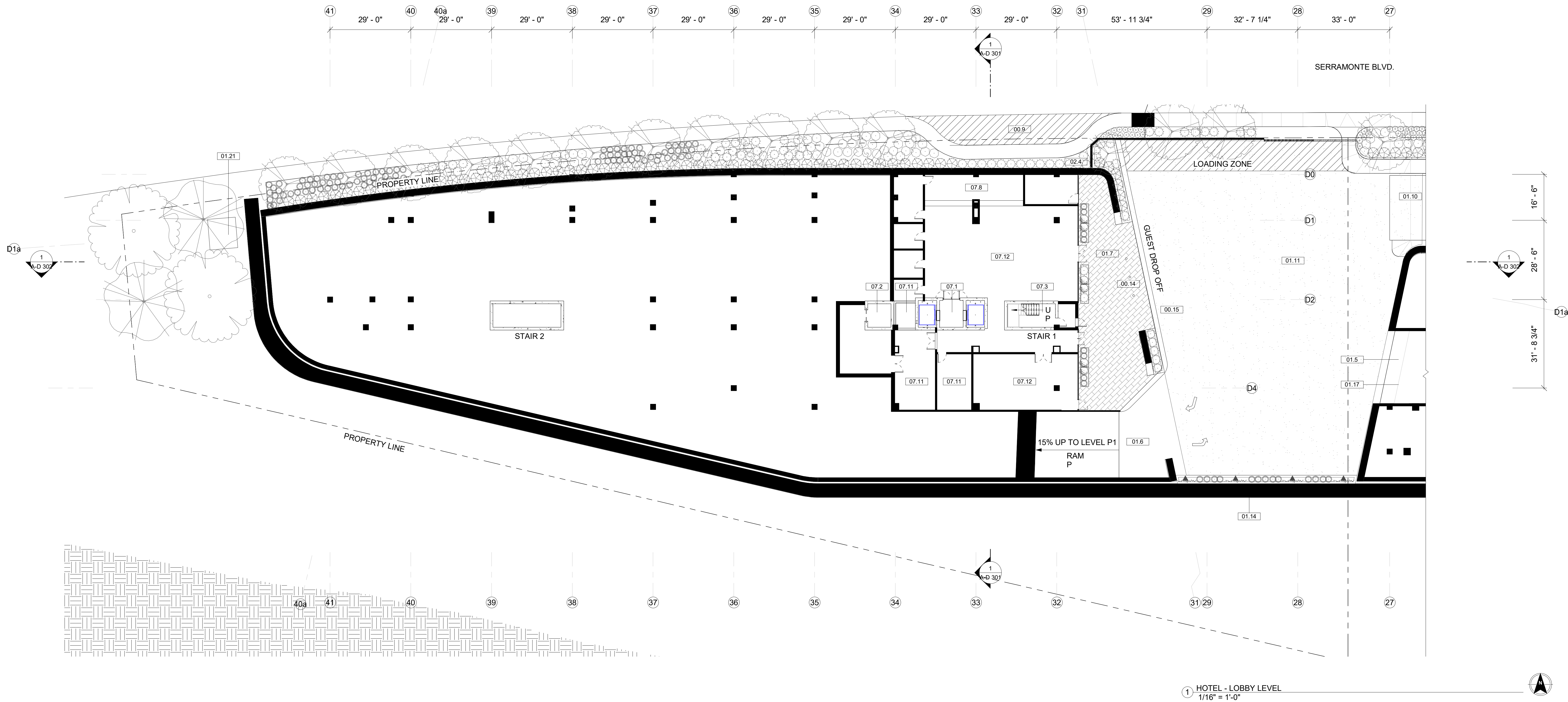
Sheet Number:

A 011

The Views - Hotel Site

525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

No.	Description	Date
1	Issued for Review	09/12/2014
2	Issued for Review	11/20/2014
3	Issued for Review	06/23/2015
4	Issued for Review	10/19/2015
5	Issued for Review	12/29/2015
6	Issued for Review	07/11/2016
7	Issued for Review	12/05/2016
8	Issued for Review	08/24/2017
9	Issued for Review	10/20/2017
10	Issued for Review	04/03/2018
11	Issued for Review	04/17/2018
12	Issued for Review	06/26/2018



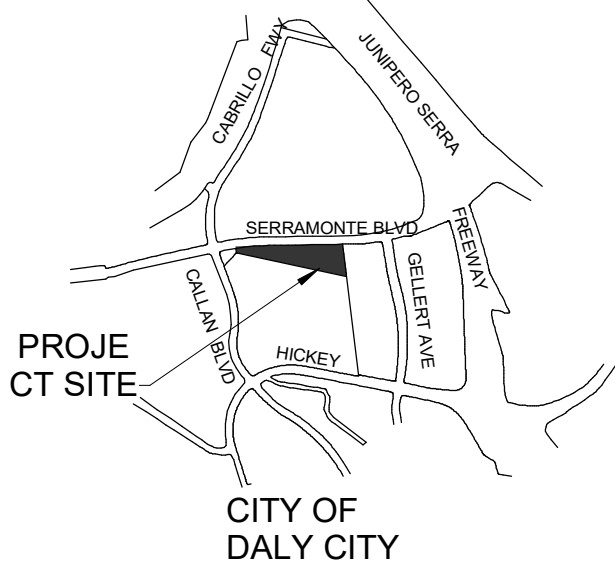
SITE LEGEND

00.9	(N) Bulb-In
00.14	Bollard
00.15	Tactile Strip
01.5	Residential Garage Entrance / Exit - 4th Level
01.6	Hotel Garage Entrance
01.7	Hotel Lobby Entrance
01.10	Frontage Road
01.11	Vehicle Turn-Around
01.14	(N) Retaining Wall
01.17	Additional Hotel Parking

SITE LEGEND

01.21	Transformer Location
02.4	FDC Connection - Hotel
07.1	Hotel - Elevators
07.2	Hotel - Service Elevators
07.3	Hotel - Stair Core 1
07.8	Reception
07.11	Mechanical
07.12	Amenity Area

VICINITY MAP



ABBREVIATIONS

BAL	- BALCONY
BR	- BED ROOM
COR	- CORRIDOR
DS	- DENS
DT	- DATA
ELEV LB	- ELEVATOR LOBBY
JN	- JANITORIAL
K	- KITCHEN
LV	- LIVING ROOM
MR	- MASTER BEDROOM
TR RM	- TRASH ROOM

WALL LEGEND

FAÇADE
INTERIOR DEMISING WALL - 1 HR. RATED
INTERIOR WALL - NON RATED
CORE - 2 HR RATED
BUILDING ABOVE
NO PARKING - ACCESSIBLE PATH OF TRAVEL
ACCESSIBILITY LEGEND
EXTERIOR ACCESSIBLE ROUTE
EGRESS PATH
PROPERTY LINE
ACCESSIBLE ENTRANCE
NOTE : ALL REQUIRED EXITS FOR BUILDING SHALL BE ACCESSIBLE



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Scale: As indicated

Description:

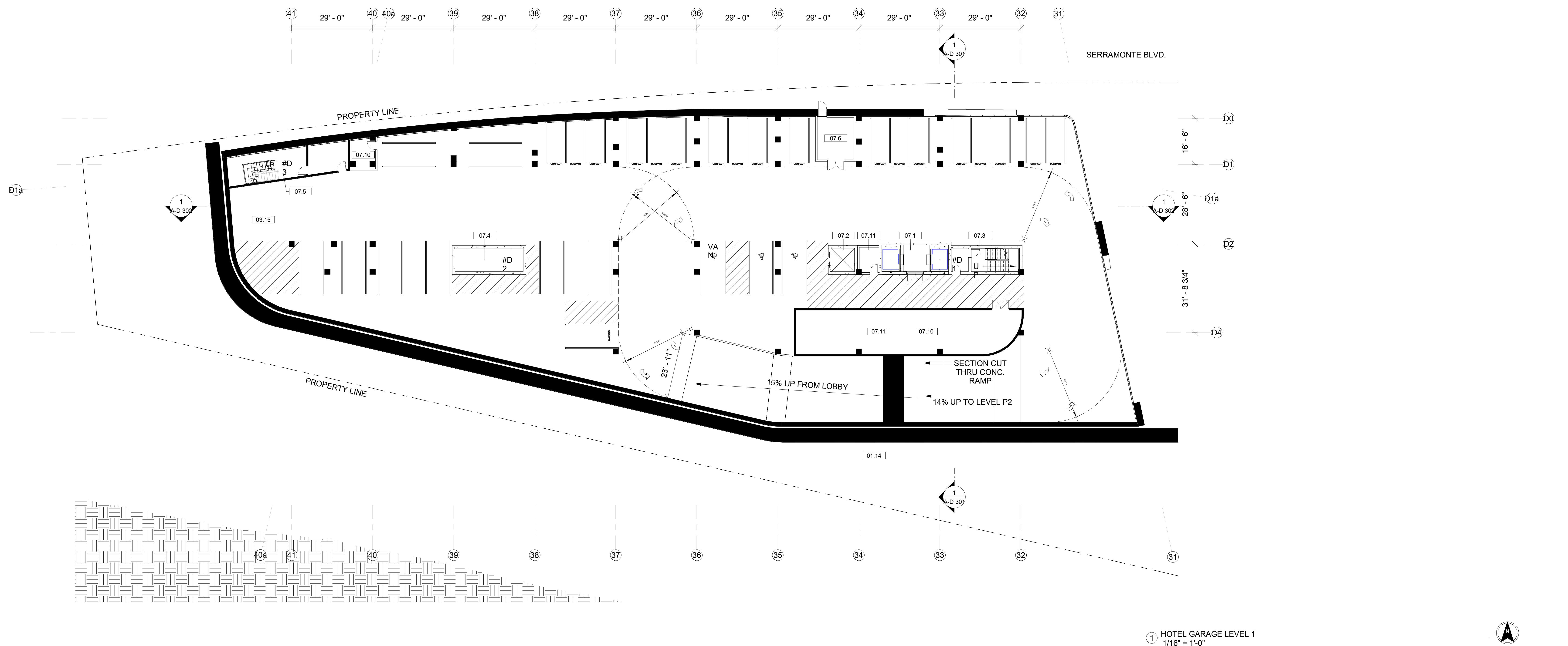
BUILDING D -
FLOORPLANS -
GARAGE
ENTRANCE/LOBBY

Sheet Number:

A-D 101

525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

No.	Description	Date
1	Issued for Review	09/12/2014
2	Issued for Review	11/20/2014
3	Issued for Review	06/23/2015
4	Issued for Review	10/19/2015
5	Issued for Review	12/29/2015
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11	Issued for Review	04/17/2018
12	Issued for Review	06/26/2018



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Date: 06/26/2018

Scale: As indicated

Description:

**BUILDING D -
FLOORPLANS -
GARAGE P1**

Sheet Number: _____

A-D 102

01.14	(N) Retaining Wall
03.15	Clear Space For 3-Point Turn
07.1	Hotel - Elevators
07.2	Hotel - Service Elevators
07.3	Hotel - Stair Core 1
07.4	Hotel - Stair Core 2
07.5	Hotel - Stair Core 3
07.6	Hotel Trash Compactor
07.10	Storage
07.11	Mechanical

PROJE
CT SITE

CITY OF
DALY CITY

BAL - BALCONY
BR - BED ROOM
COR - CORRIDOR
DS - DENS
DT - DATA
ELEV LB - ELEVATOR LOBBY
JN - JANITORIAL
K - KITCHEN
LV - LIVING ROOM
MR - MASTER BEDROOM
TR RM - TRASH ROOM

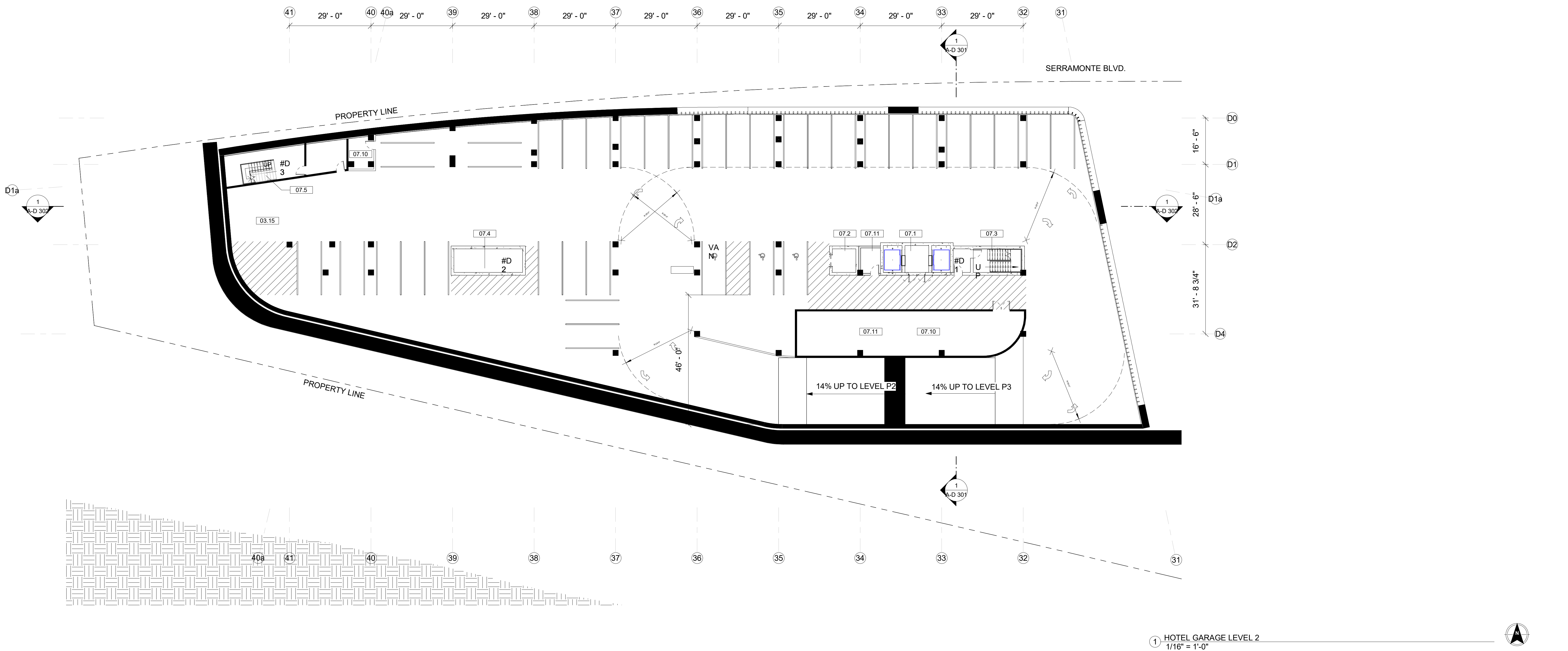
 FAÇADE
 INTERIOR DEMISING WALL - 1 HR. RATED
 INTERIOR WALL - NON RATED
 CORE - 2 HR RATED
 BUILDING ABOVE
ACCESSIBILITY LEGEND
 NO PARKING - ACCESSIBLE PATH OF TRAVEL
 EXTERIOR ACCESSIBLE ROUTE
 EGRESS PATH
 PROPERTY LINE
 ACCESSIBLE ENTRANCE

NOTE : ALL REQUIRED EXITS FOR BUILDING SHALL BE ACCESSIBLE

The Views - Hotel Site

525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

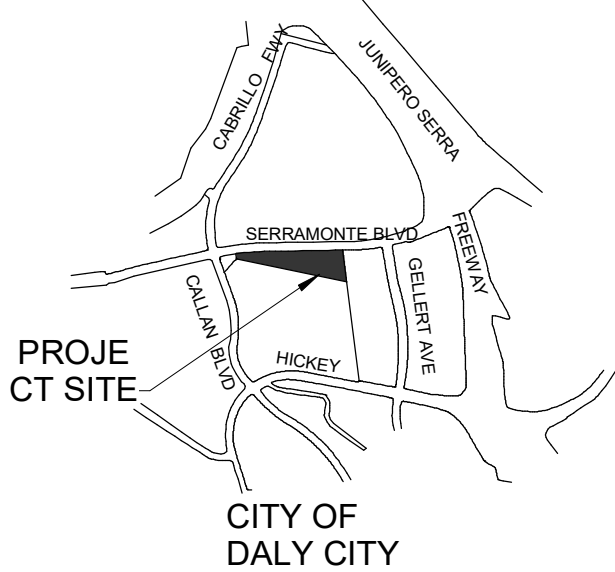
No.	Description	Date
1	Issued for Review	09/12/2014
2	Issued for Review	11/20/2014
3	Issued for Review	06/23/2015
4	Issued for Review	10/19/2015
5	Issued for Review	12/29/2015
6	Issued for Review	07/11/2016
7	Issued for Review	12/05/2016
8	Issued for Review	08/24/2017
9	Issued for Review	10/20/2017
10	Issued for Review	04/03/2018
11	Issued for Review	04/17/2018
12	Issued for Review	06/26/2018



SITE LEGEND

03.15	Clear Space For 3-Point Turn
07.1	Hotel - Elevators
07.2	Hotel - Service Elevators
07.3	Hotel - Stair Core 1
07.4	Hotel - Stair Core 2
07.5	Hotel - Stair Core 3
07.10	Storage
07.11	Mechanical

VICINITY MAP



ABBREVIATIONS

BAL - BALCONY
BR - BED ROOM
COR - CORRIDOR
DS - DENS
DT - DATA
ELEV LB - ELEVATOR LOBBY
JN - JANITORIAL
K - KITCHEN
LV - LIVING ROOM
MR - MASTER BEDROOM
TR RM - TRASH ROOM

WALL LEGEND

FAÇADE
INTERIOR DEMISING WALL - 1 HR. RATED
INTERIOR WALL - NON RATED
CORE - 2 HR RATED
BUILDING ABOVE
NO PARKING - ACCESSIBLE PATH OF TRAVEL
ACCESSIBILITY LEGEND
EXTERIOR ACCESSIBLE ROUTE
EGRESS PATH
PROPERTY LINE
ACCESSIBLE ENTRANCE
NOTE : ALL REQUIRED EXITS FOR BUILDING SHALL BE ACCESSIBLE



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Date: 06/26/2018

Scale: As indicated

Description:

BUILDING D -
FLOORPLANS -
GARAGE P2

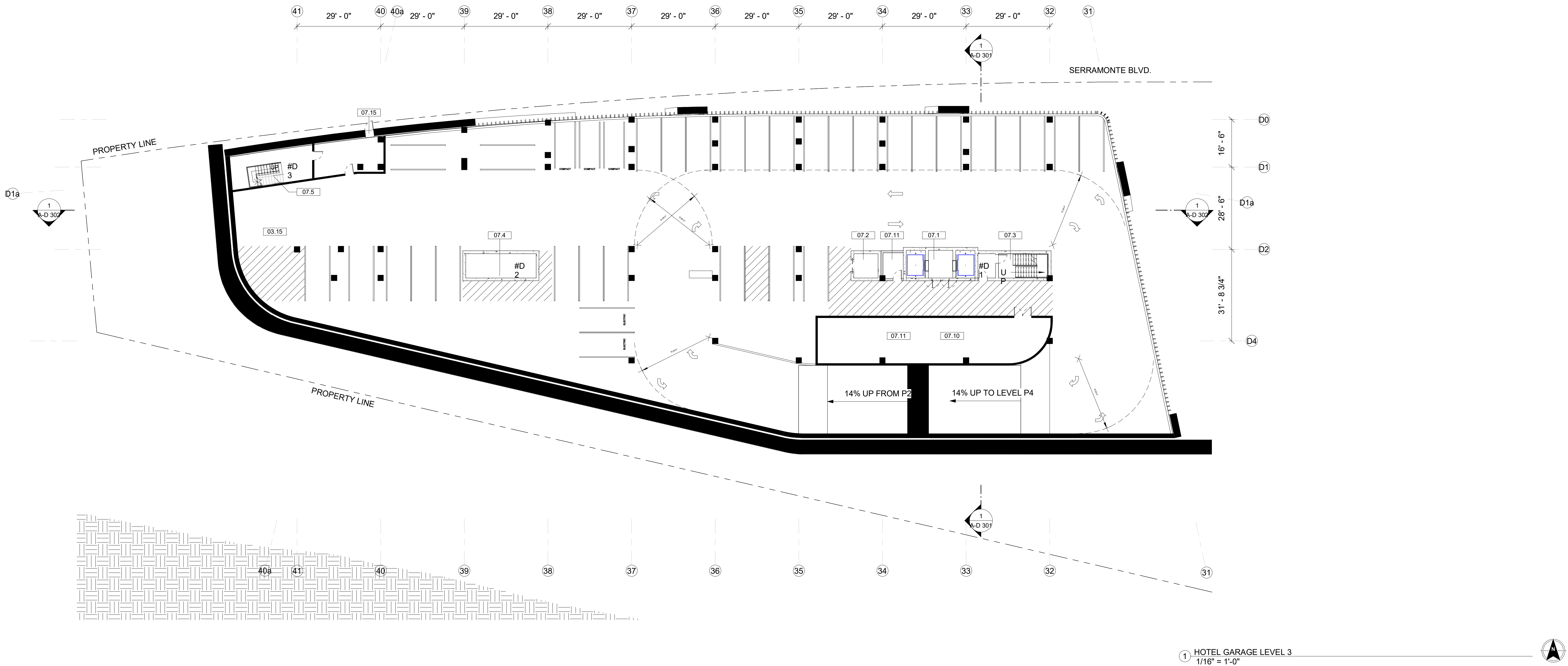
Sheet Number:

A-D 103

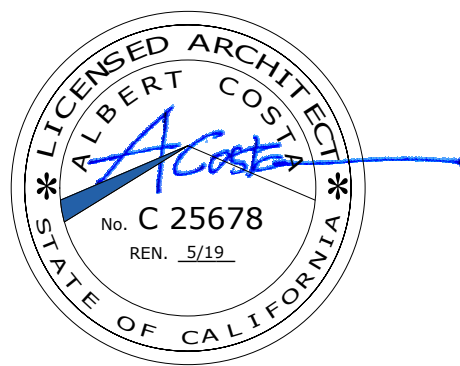
The Views - Hotel Site

525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

No.	Description	Date
1	Issued for Review	09/12/2014
2	Issued for Review	11/20/2014
3	Issued for Review	06/23/2015
4	Issued for Review	10/19/2015
5	Issued for Review	12/29/2015
6	Issued for Review	07/11/2016
7	Issued for Review	12/05/2016
8	Issued for Review	08/24/2017
9	Issued for Review	10/20/2017
10	Issued for Review	04/03/2018
11	Issued for Review	04/17/2018
12	Issued for Review	06/26/2018



1 HOTEL GARAGE LEVEL 3
1/16" = 1'-0"



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Scale: As indicated

Description:

BUILDING D -
FLOORPLANS -
GARAGE P3

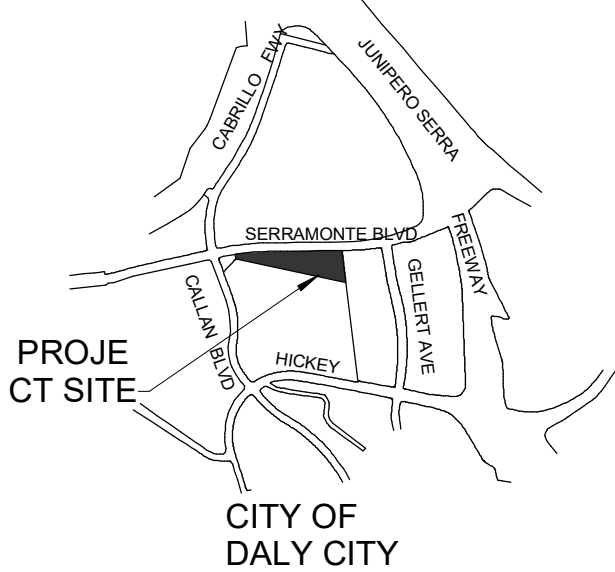
Sheet Number:

A-D 104

SITE LEGEND

03.15	Clear Space For 3-Point Turn
07.1	Hotel - Elevators
07.2	Hotel - Service Elevators
07.3	Hotel - Stair Core 1
07.4	Hotel - Stair Core 2
07.5	Hotel - Stair Core 3
07.10	Storage
07.11	Mechanical
07.15	Emergency Exit

VICINITY MAP



ABBREVIATIONS

BAL - BALCONY
BR - BED ROOM
COR - CORRIDOR
DS - DENS
DT - DATA
ELEV LB - ELEVATOR LOBBY
JN - JANITORIAL
K - KITCHEN
LV - LIVING ROOM
MR - MASTER BEDROOM
TR RM - TRASH ROOM

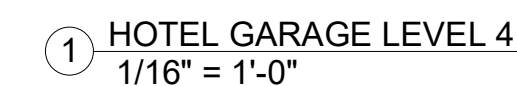
WALL LEGEND

FAÇADE
INTERIOR DEMISING WALL - 1 HR. RATED
INTERIOR WALL - NON RATED
CORE - 2 HR RATED
BUILDING ABOVE
NO PARKING - ACCESSIBLE PATH OF TRAVEL
EXTERIOR ACCESSIBLE ROUTE
EGRESS PATH
PROPERTY LINE
ACCESSIBLE ENTRANCE

NOTE : ALL REQUIRED EXITS FOR BUILDING SHALL BE ACCESSIBLE

525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

No.	Description	Date
1	Issued for Review	09/12/2014
2	Issued for Review	11/20/2014
3	Issued for Review	06/23/2015
4	Issued for Review	10/19/2015
5	Issued for Review	12/29/2015
6	Issued for Review	07/11/2016
7	Issued for Review	12/05/2016
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Date: 06/26/2018

Scale: As indicated

Description:

BUILDING D -
FLOORPLANS -
GARAGE P4

Sheet Number:

A-D 105

03.15	Clear Space For 3-Point Turn
07.1	Hotel - Elevators
07.2	Hotel - Service Elevators
07.3	Hotel - Stair Core 1
07.4	Hotel - Stair Core 2
07.5	Hotel - Stair Core 3
07.10	Storage
07.11	Mechanical

PROJE
CT SITE

CITY OF
DALY CITY

BAL - BALCONY
BR - BED ROOM
COR - CORRIDOR
DS - DENS
DT - DATA
ELEV LB - ELEVATOR LOBBY
JN - JANITORIAL
K - KITCHEN
LV - LIVING ROOM
MR - MASTER BEDROOM
TR RM - TRASH ROOM

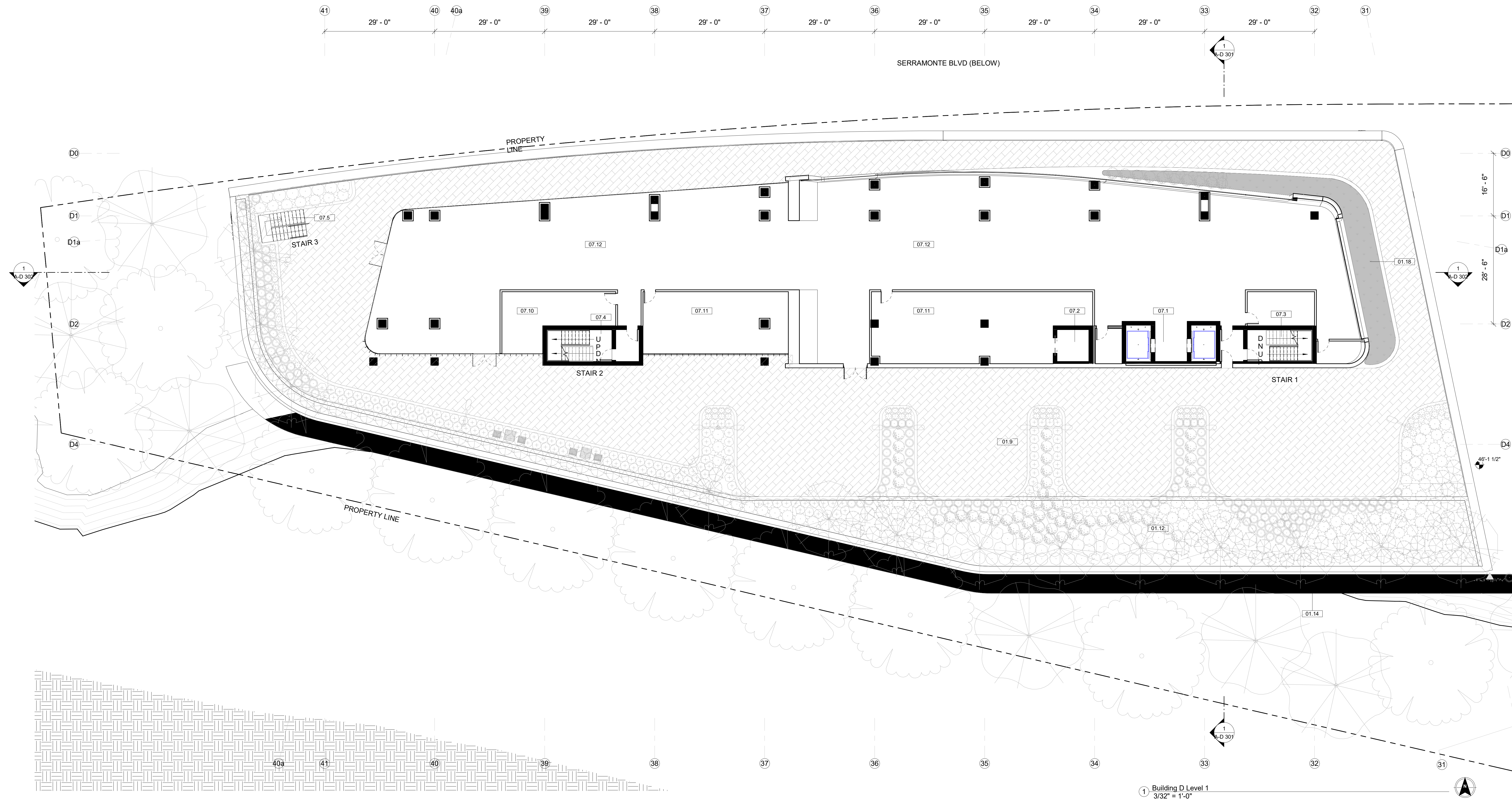
 FAÇADE
 INTERIOR DEMISING WALL - 1 HR. RATED
 INTERIOR WALL - NON RATED
 CORE - 2 HR RATED
 - - - - - BUILDING ABOVE
ACCESSIBILITY LEGEND
 NO PARKING - ACCESSIBLE PATH OF TRAVEL
 - - - - - EXTERIOR ACCESSIBLE ROUTE
 - - - - - ➔ EGRESS PATH
 - - - - - PROPERTY LINE
 ♿ ACCESSIBLE ENTRANCE

NOTE : ALL REQUIRED EXITS FOR BUILDING SHALL BE ACCESSIBLE

The Views - Hotel Site

525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

No.	Description	Date
1	Issued for Review	09/12/2014
2	Issued for Review	11/20/2014
3	Issued for Review	06/23/2015
4	Issued for Review	10/19/2015
5	Issued for Review	12/29/2015
6	Issued for Review	07/11/2016
7	Issued for Review	12/05/2016
8	Issued for Review	08/24/2017
9	Issued for Review	10/20/2017
10	Issued for Review	04/03/2018
11	Issued for Review	04/17/2018
12	Issued for Review	06/26/2018



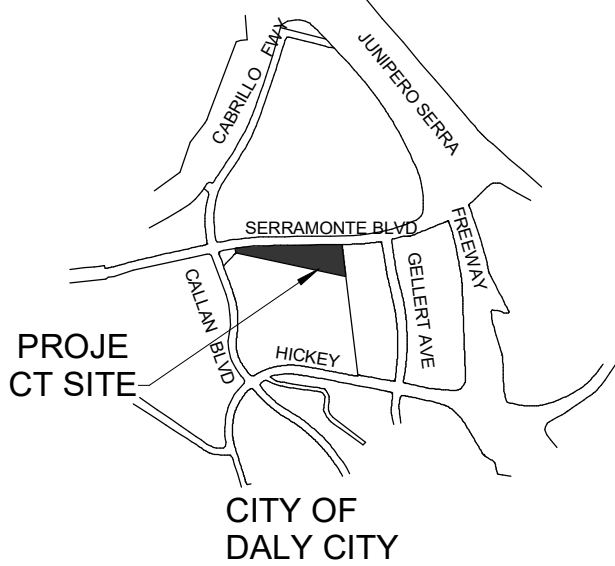
PROVIDED TREATMENT MEASURE (SF)

BUILDING D 560 SF

SITE LEGEND

01.9	Hotel Terrace
01.12	Landscaped Area
01.14	(N) Retaining Wall
01.18	Water Retention Planters
07.1	Hotel - Elevators
07.2	Hotel - Service Elevators
07.3	Hotel - Stair Core 1
07.4	Hotel - Stair Core 2
07.5	Hotel - Stair Core 3
07.10	Storage
07.11	Mechanical
07.12	Amenity Area

VICINITY MAP



ABBREVIATIONS

BTH - BATHROOM
CL - CLOSET
COR - CORRIDOR
DBL - DOUBLE ROOM
ICE - ICE ROOM
JN - JANITORIAL
SGL - SINGLE ROOM

WALL LEGEND

FAÇADE
INTERIOR DEMISING WALL - 1 HR. RATED
INTERIOR WALL - NON RATED
CORE - 2 HR RATED
BUILDING ABOVE
NO PARKING - ACCESSIBLE PATH OF TRAVEL
ACCESSIBILITY LEGEND
EXTERIOR ACCESSIBLE ROUTE
EGRESS PATH
PROPERTY LINE
ACCESSIBLE ENTRANCE
NOTE : ALL REQUIRED EXITS FOR BUILDING SHALL BE ACCESSIBLE

Date: 06/26/2018

Scale: As indicated

Description:

BUILDING D -
FLOORPLANS -
HOTEL LEVEL 1

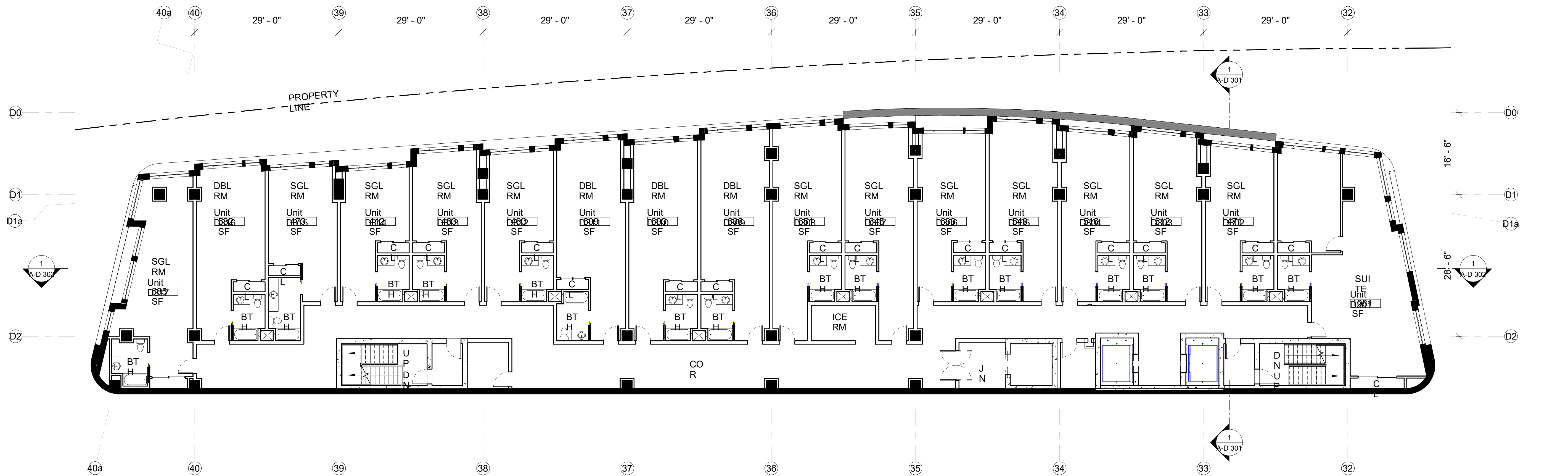
Sheet Number:

A-D 106

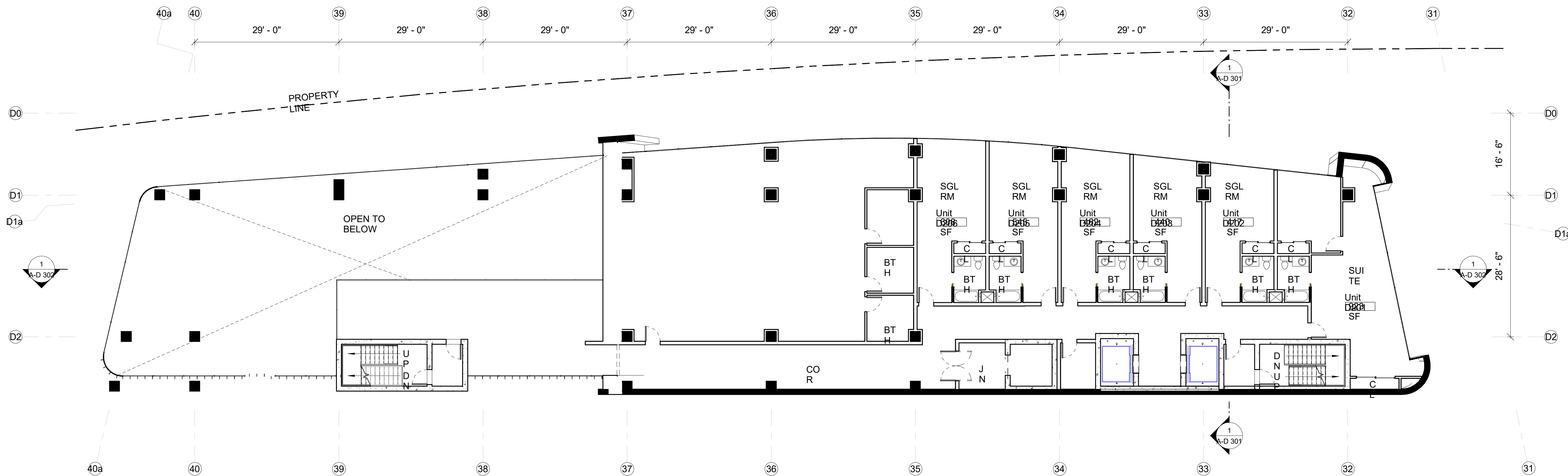
The Views - Hotel Site

525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

No.	Description	Date
1	Issued for Review	09/12/2014
2	Issued for Review	11/20/2014
3	Issued for Review	06/23/2015
4	Issued for Review	10/19/2015
5	Issued for Review	12/29/2015
6	Issued for Review	07/11/2016
7	Issued for Review	12/05/2016
8	Issued for Review	08/24/2017
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10	Issued for Review	04/03/2018
11	Issued for Review	04/17/2018
12	Issued for Review	06/26/2018



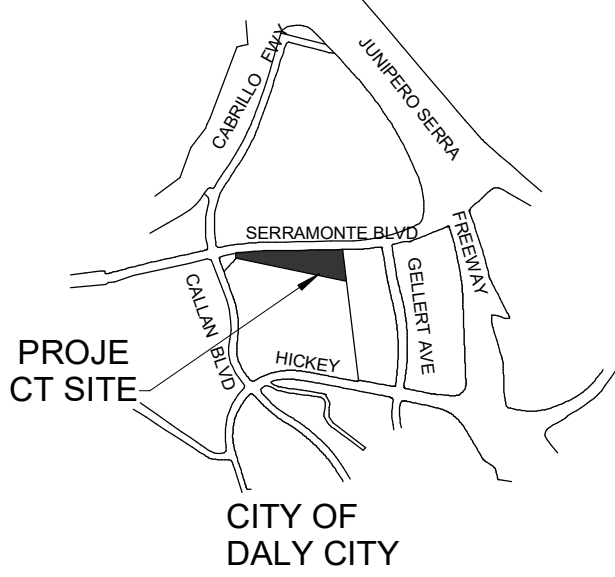
2 Building D Level 3
3/32" = 1'-0"



1 Building D Level 2
3/32" = 1'-0"

SITE LEGEND

VICINITY MAP



ABBREVIATIONS

BTH - BATHROOM
CL - CLOSET
COR - CORRIDOR
DBL - DOUBLE ROOM
ICE - ICE ROOM
JN - JANITORIAL
SGL - SINGLE ROOM

WALL LEGEND

FAÇADE
INTERIOR DEMISING WALL - 1 HR. RATED
INTERIOR WALL - NON RATED
CORE - 2 HR RATED
BUILDING ABOVE
ACCESSIBILITY LEGEND
NO PARKING - ACCESSIBLE PATH OF TRAVEL
EXTERIOR ACCESSIBLE ROUTE
EGRESS PATH
PROPERTY LINE
ACCESSIBLE ENTRANCE
NOTE : ALL REQUIRED EXITS FOR BUILDING SHALL BE ACCESSIBLE



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Date: 06/26/2018
Scale: As indicated

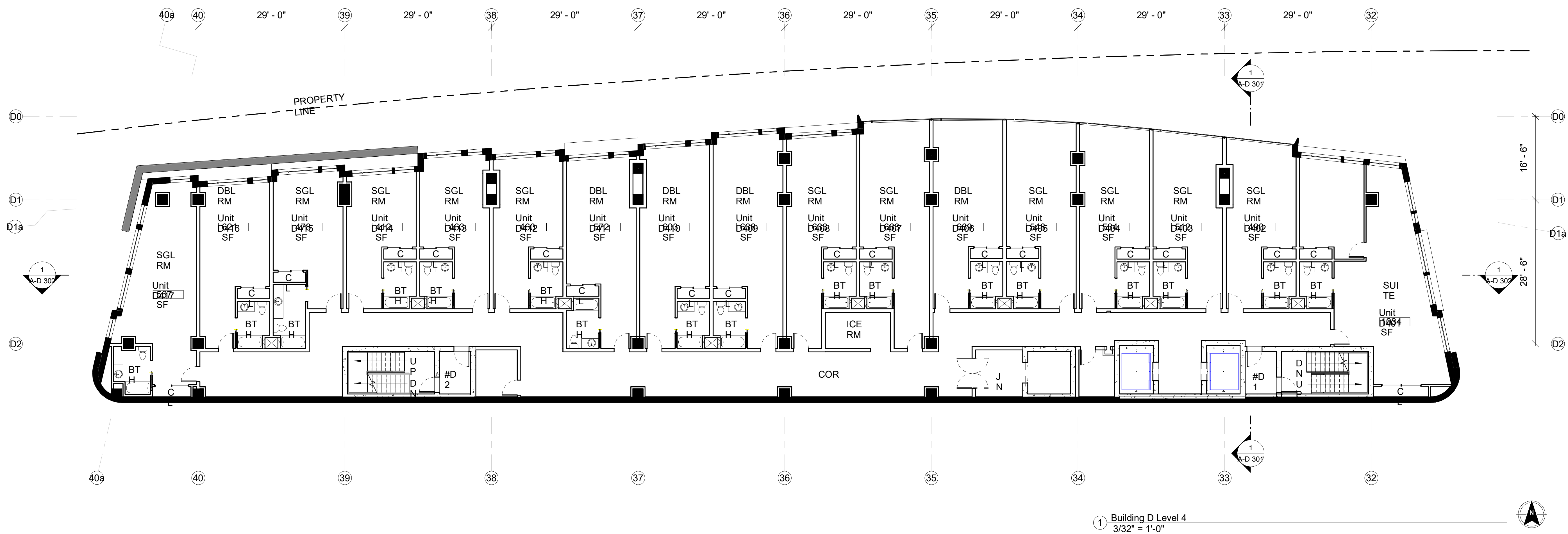
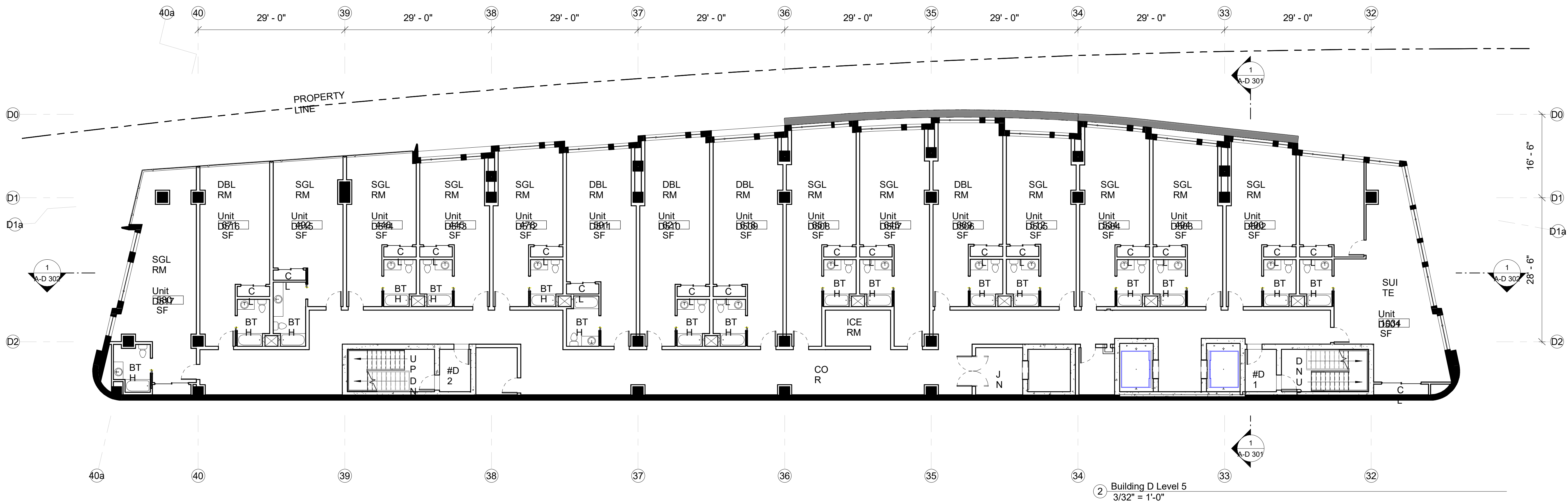
Description:
BUILDING D - FLOORPLANS - LEVEL 2 AND 3

Sheet Number:
A-D 107

The Views - Hotel Site

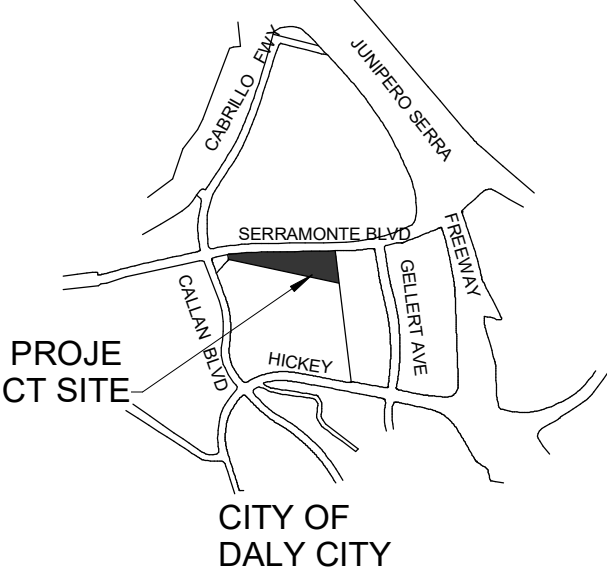
525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

No.	Description	Date
1	Issued for Review	09/12/2014
2	Issued for Review	11/20/2014
3	Issued for Review	06/23/2015
4	Issued for Review	10/19/2015
5	Issued for Review	12/29/2015
6	Issued for Review	07/11/2016
7	Issued for Review	12/05/2016
8	Issued for Review	08/24/2017
9	Issued for Review	10/20/2017
10	Issued for Review	04/03/2018
11	Issued for Review	04/17/2018
12	Issued for Review	06/26/2018



SITE LEGEND

VICINITY MAP



ABBREVIATIONS

BTH - BATHROOM
CL - CLOSET
COR - CORRIDOR
DBL - DOUBLE ROOM
ICE - ICE ROOM
JN - JANITORIAL
SGL - SINGLE ROOM

WALL LEGEND

FAÇADE
INTERIOR DEMISING WALL - 1 HR. RATED
INTERIOR WALL - NON RATED
CORE - 2 HR RATED
BUILDING ABOVE
ACCESSIBILITY LEGEND
NO PARKING - ACCESSIBLE PATH OF TRAVEL
EXTERIOR ACCESSIBLE ROUTE
EGRESS PATH
PROPERTY LINE
ACCESSIBLE ENTRANCE
NOTE : ALL REQUIRED EXITS FOR BUILDING SHALL BE ACCESSIBLE



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Date: 06/26/2018

Scale: As indicated

Description:

BUILDING D -
FLOORPLANS -
LEVEL 4 AND 5

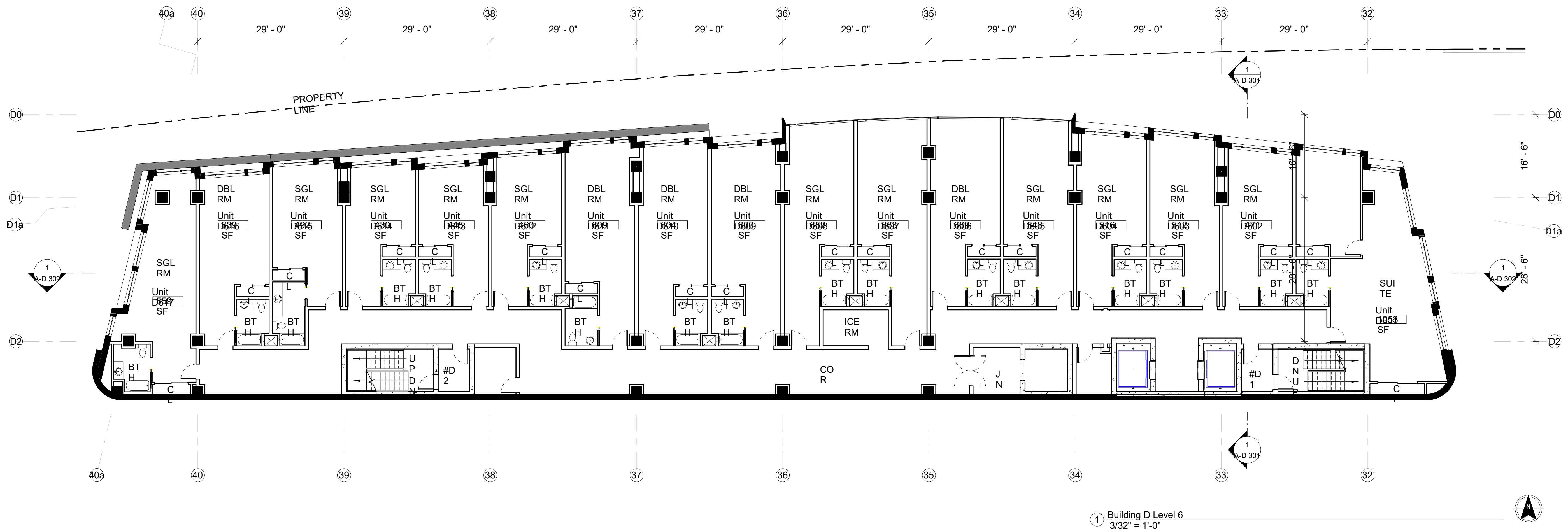
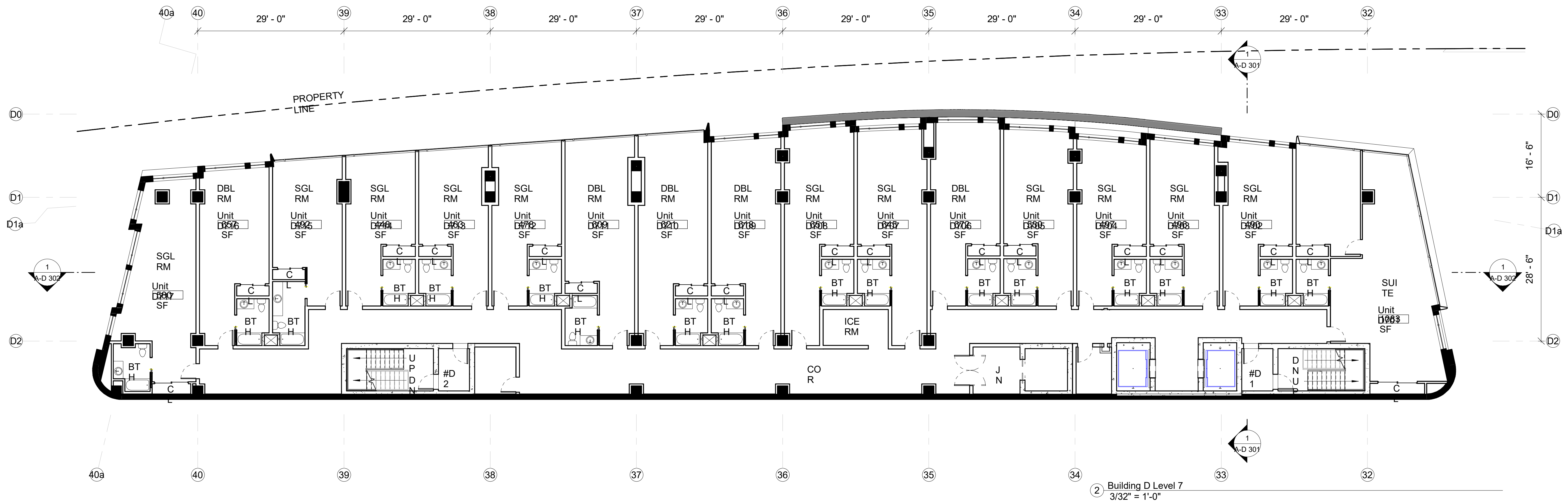
Sheet Number:

A-D 108

The Views - Hotel Site

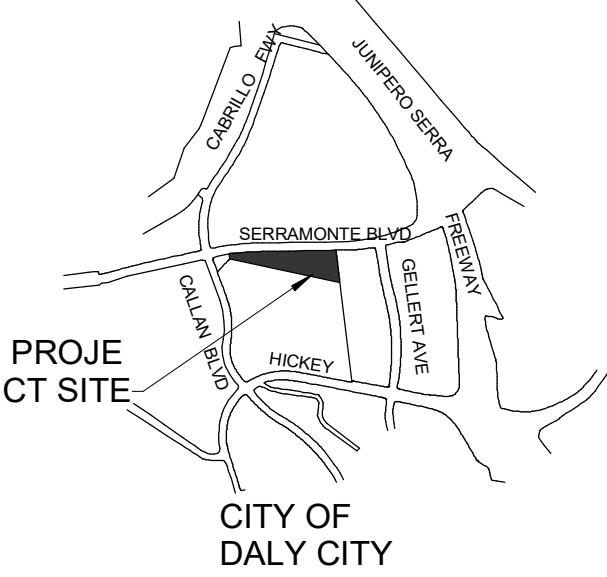
525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

No.	Description	Date
1	Issued for Review	09/12/2014
2	Issued for Review	11/20/2014
3	Issued for Review	06/23/2015
4	Issued for Review	10/19/2015
5	Issued for Review	12/29/2015
6	Issued for Review	07/11/2016
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8	Issued for Review	08/24/2017
9	Issued for Review	10/20/2017
10	Issued for Review	04/03/2018
11	Issued for Review	04/17/2018
12	Issued for Review	06/26/2018



SITE LEGEND

VICINITY MAP



ABBREVIATIONS

BTH - BATHROOM
CL - CLOSET
COR - CORRIDOR
DBL - DOUBLE ROOM
ICE - ICE ROOM
JN - JANITORIAL
SGL - SINGLE ROOM

WALL LEGEND

FAÇADE
INTERIOR DEMISING WALL - 1 HR. RATED
INTERIOR WALL - NON RATED
CORE - 2 HR RATED
BUILDING ABOVE
ACCESSIBILITY LEGEND
NO PARKING - ACCESSIBLE PATH OF TRAVEL
EXTERIOR ACCESSIBLE ROUTE
EGRESS PATH
PROPERTY LINE
ACCESSIBLE ENTRANCE
NOTE : ALL REQUIRED EXITS FOR BUILDING SHALL BE ACCESSIBLE



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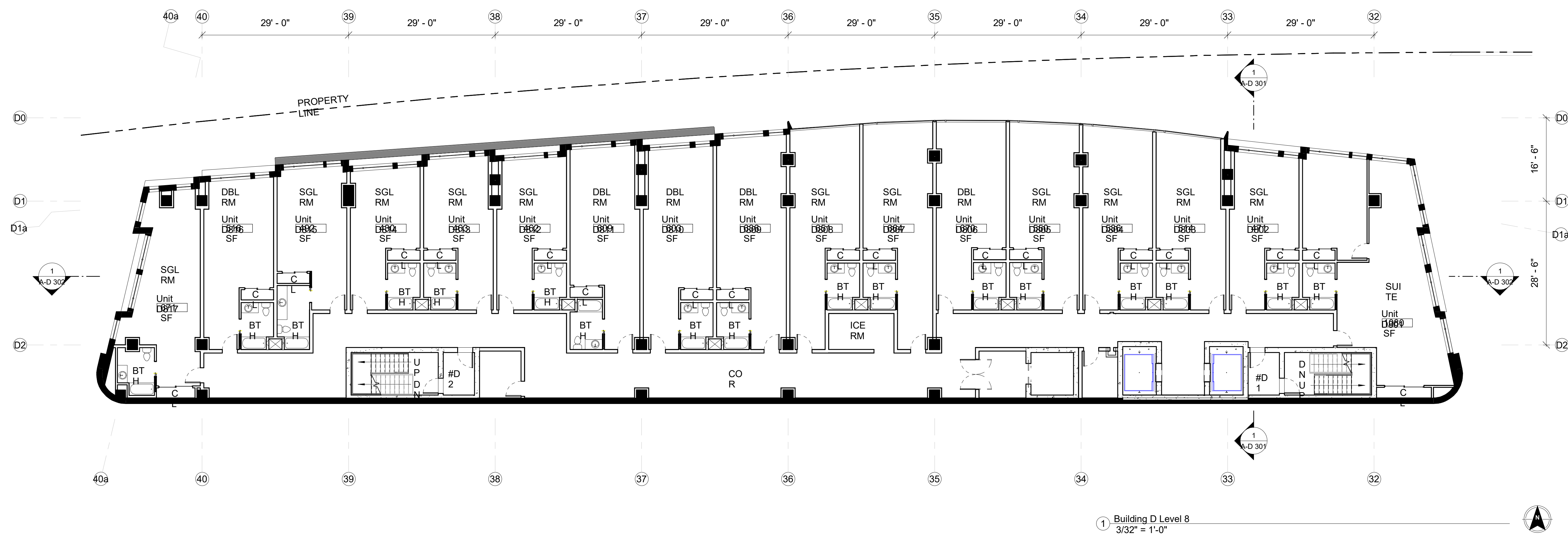
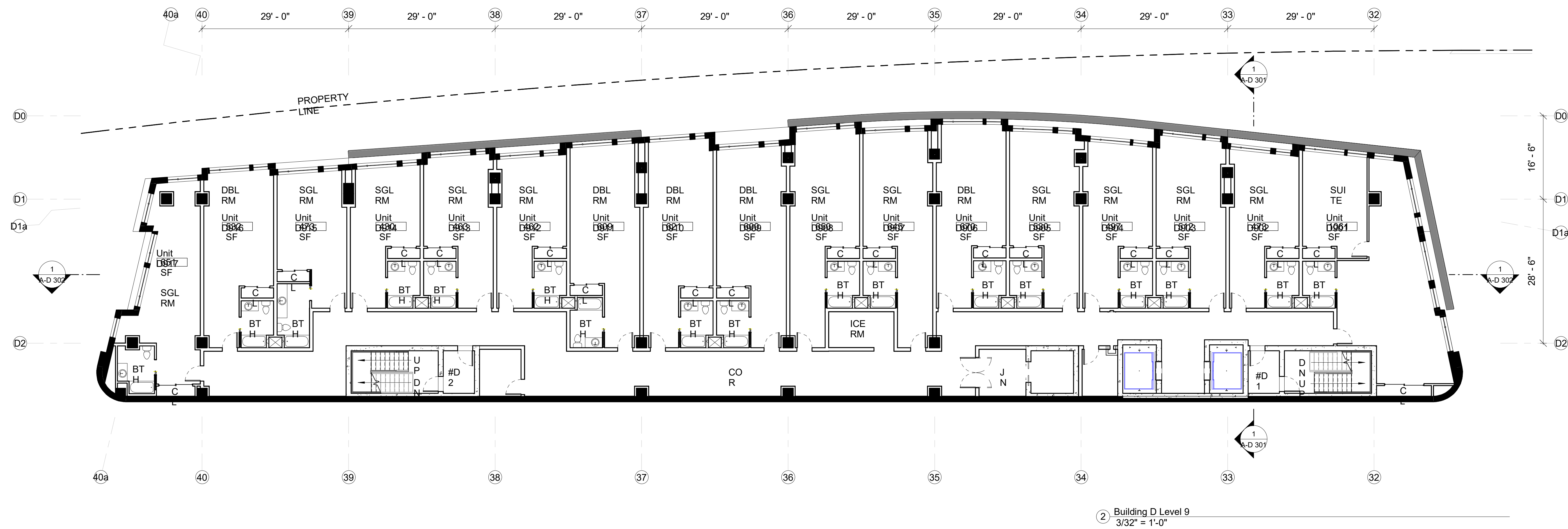
Date: 06/26/2018
Scale: As indicated

Description:
BUILDING D - FLOORPLANS - LEVEL 6 AND 7

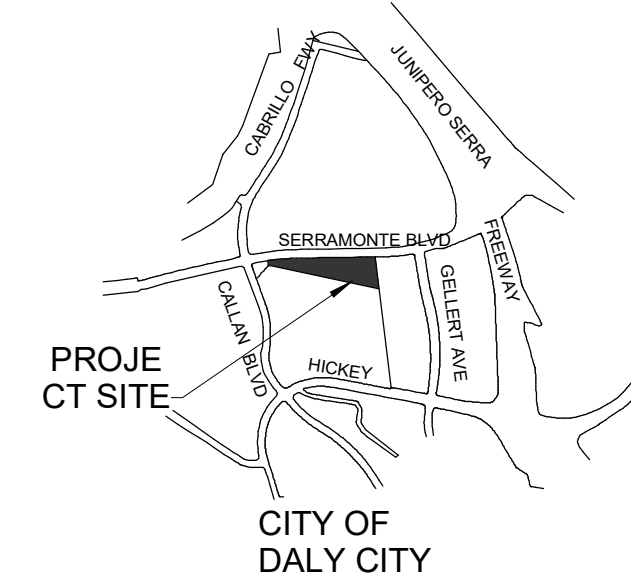
Sheet Number:
A-D 109

525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

No.	Description	Date
1	Issued for Review	09/12/2014
2	Issued for Review	11/20/2014
3	Issued for Review	06/23/2015
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5	Issued for Review	12/29/2015
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7	Issued for Review	12/05/2016
8	Issued for Review	08/24/2017
9	Issued for Review	10/20/2017
10	Issued for Review	04/03/2018
11	Issued for Review	04/17/2018
12	Issued for Review	06/26/2018



VICINITY MAP



BTH - BATHROOM
CL - CLOSET
COR - CORRIDOR
DBL - DOUBLE ROOM
ICE - ICE ROOM
JN - JANITORIAL
SGL - SINGLE ROOM

 FAÇADE
 INTERIOR DEMISING WALL - 1 HR. RATED
 INTERIOR WALL - NON RATED
 CORE - 2 HR RATED
 BUILDING ABOVE
ACCESSIBILITY LEGEND
 NO PARKING - ACCESSIBLE PATH OF TRAVEL
 EXTERIOR ACCESSIBLE ROUTE
 EGRESS PATH
 PROPERTY LINE
 ACCESSIBLE ENTRANCE

NOTE : ALL REQUIRED EXITS FOR BUILDING SHALL BE ACCESSIBLE

Scale: As indicated

BUILDING D -
FLOORPLANS -
LEVEL 8 AND 9

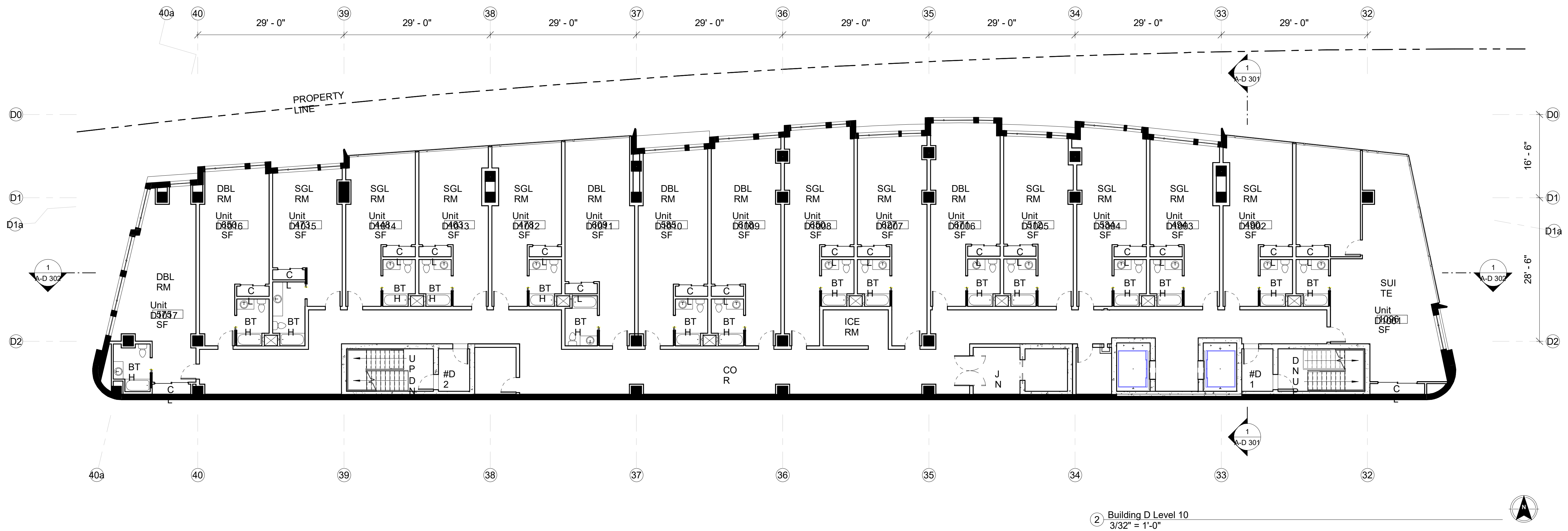
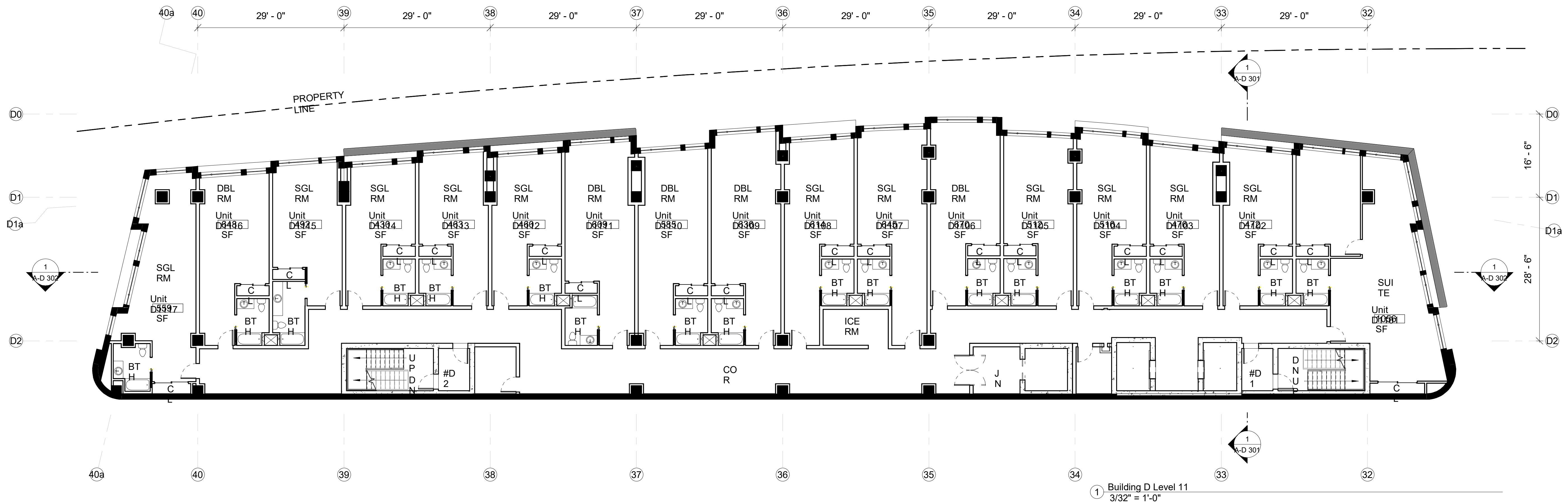
Sheet Number:

A-D 110

The Views - Hotel Site

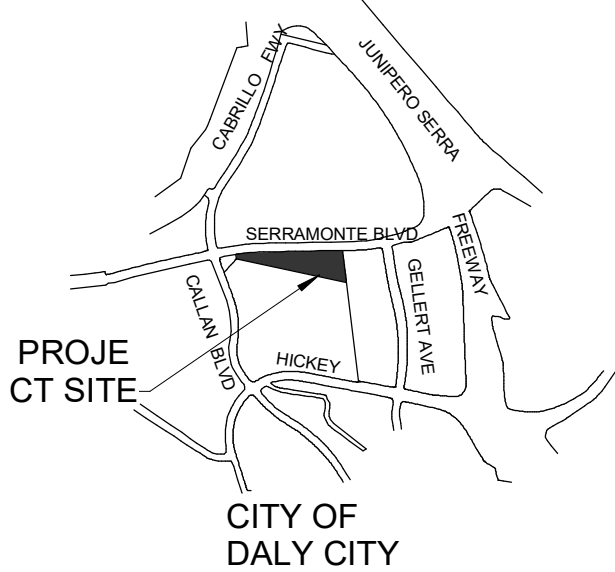
525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

No.	Description	Date
1	Issued for Review	09/12/2014
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SITE LEGEND

VICINITY MAP



ABBREVIATIONS

BTH - BATHROOM
CL - CLOSET
COR - CORRIDOR
DBL - DOUBLE ROOM
ICE - ICE ROOM
JN - JANITORIAL
SGL - SINGLE ROOM

WALL LEGEND

FAÇADE
INTERIOR DEMISING WALL - 1 HR. RATED
INTERIOR WALL - NON RATED
CORE - 2 HR RATED
BUILDING ABOVE
ACCESSIBILITY LEGEND
NO PARKING - ACCESSIBLE PATH OF TRAVEL
EXTERIOR ACCESSIBLE ROUTE
EGRESS PATH
PROPERTY LINE
ACCESSIBLE ENTRANCE
NOTE : ALL REQUIRED EXITS FOR BUILDING SHALL BE ACCESSIBLE



Date: 06/26/2018

Scale: As indicated

Description:

BUILDING D -
FLOORPLANS -
LEVEL 10 AND 11

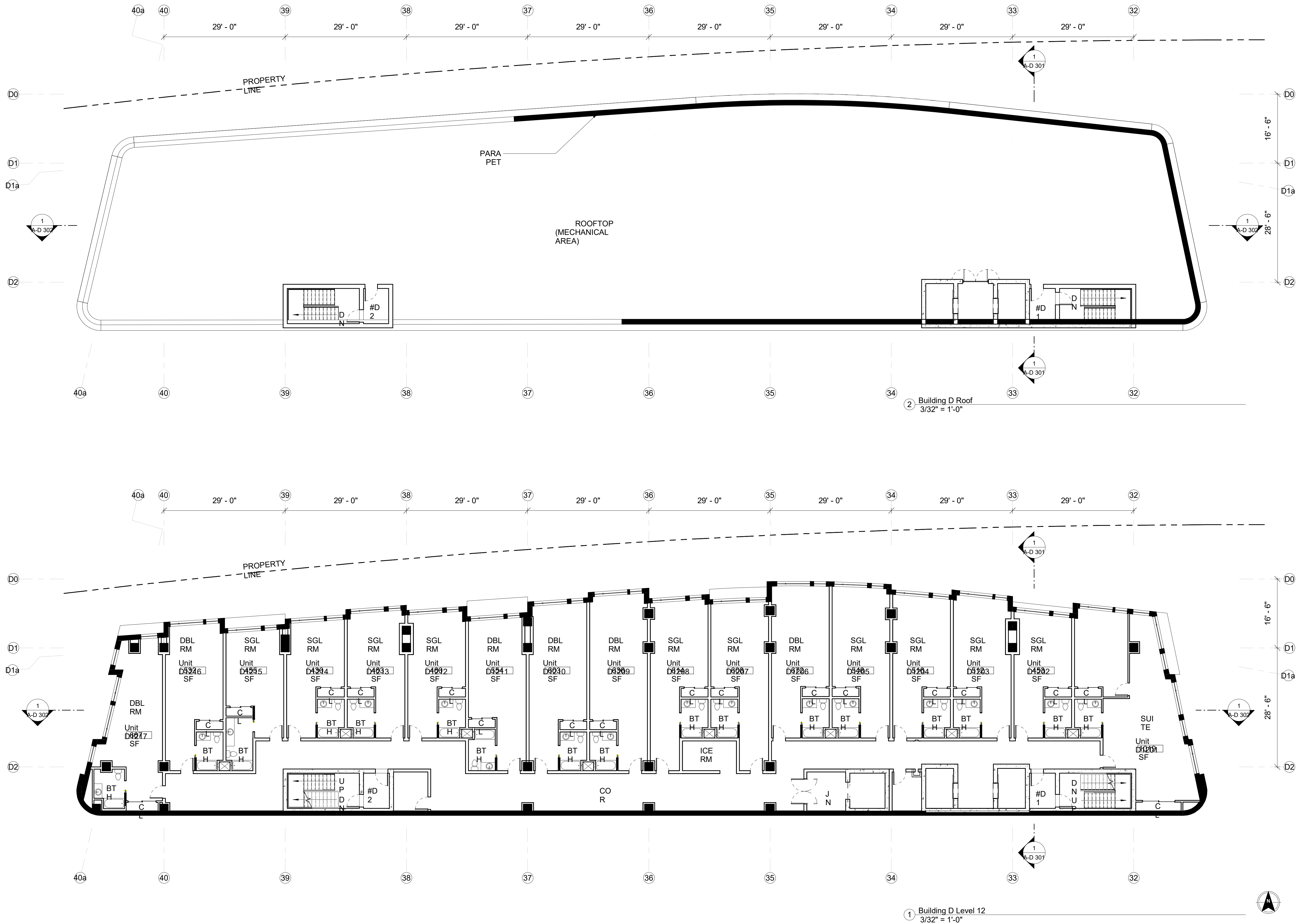
Sheet Number:

A-D 111

The Views - Hotel Site

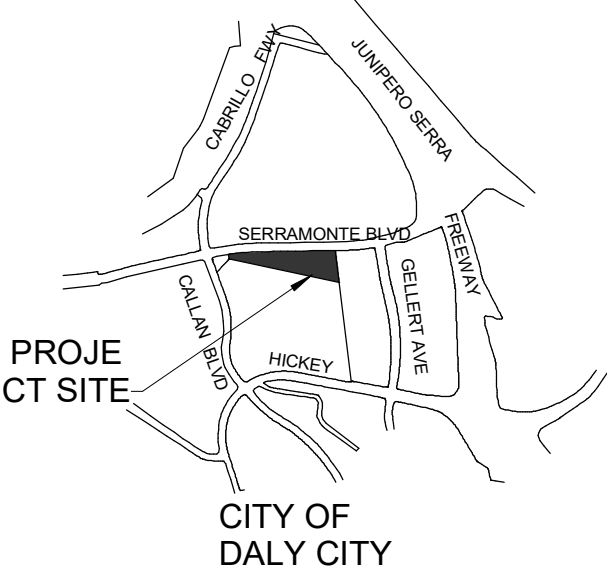
525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

No.	Description	Date
1	Issued for Review	09/12/2014
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10	Issued for Review	04/03/2018
11	Issued for Review	04/17/2018
12	Issued for Review	06/26/2018



SITE LEGEND

VICINITY MAP



ABBREVIATIONS

BTH - BATHROOM
CL - CLOSET
COR - CORRIDOR
DBL - DOUBLE ROOM
ICE - ICE ROOM
JN - JANITORIAL
SGL - SINGLE ROOM

WALL LEGEND

FAÇADE
INTERIOR DEMISING WALL - 1 HR. RATED
INTERIOR WALL - NON RATED
CORE - 2 HR RATED
BUILDING ABOVE
ACCESSIBILITY LEGEND
NO PARKING - ACCESSIBLE PATH OF TRAVEL
EXTERIOR ACCESSIBLE ROUTE
EGRESS PATH
PROPERTY LINE
ACCESSIBLE ENTRANCE
NOTE : ALL REQUIRED EXITS FOR BUILDING SHALL BE ACCESSIBLE



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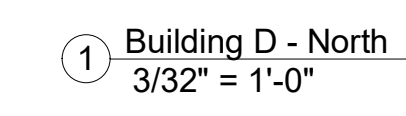
Date: 06/26/2018
Scale: As indicated

Description:
BUILDING D - FLOORPLANS - LEVEL 12 AND ROOF

Sheet Number:
A-D 112

525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

No.	Description	Date
1	Issued for Review	09/12/2014
2	Issued for Review	11/20/2014
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12	Issued for Review	06/26/2018



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Date: 06/26/2018

Scale: $3/32" = 1'-0"$

Description:

BUILDING D -
NORTH ELEVATION

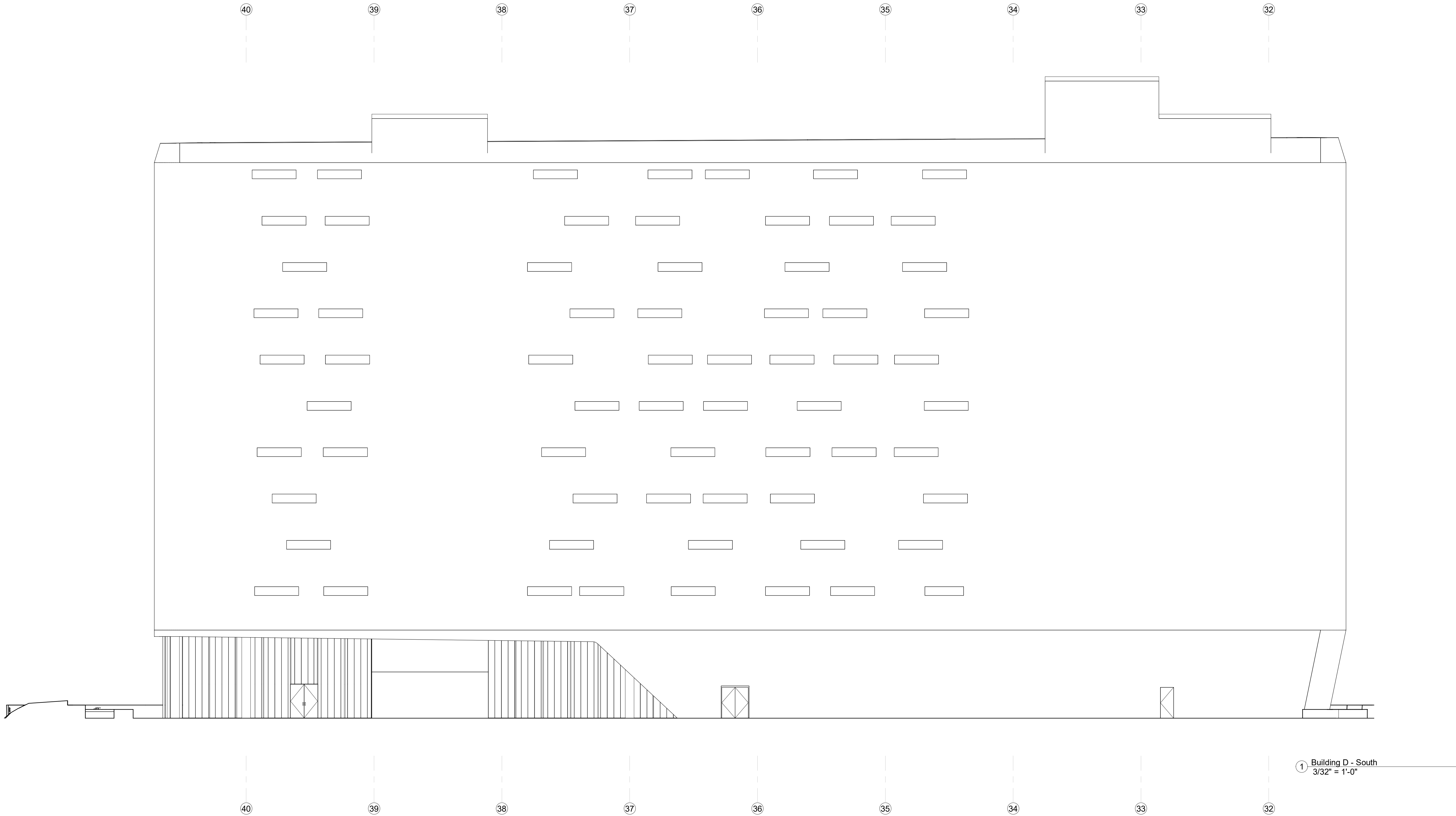
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A-D 201

The Views - Hotel Site

525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

No.	Description	Date
1	Issued for Review	09/12/2014
2	Issued for Review	11/20/2014
3	Issued for Review	06/23/2015
4	Issued for Review	10/19/2015
5	Issued for Review	12/29/2015
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Date: 06/26/2018

Scale: 3/32" = 1'-0"

Description:

BUILDING D -
SOUTH ELEVATION

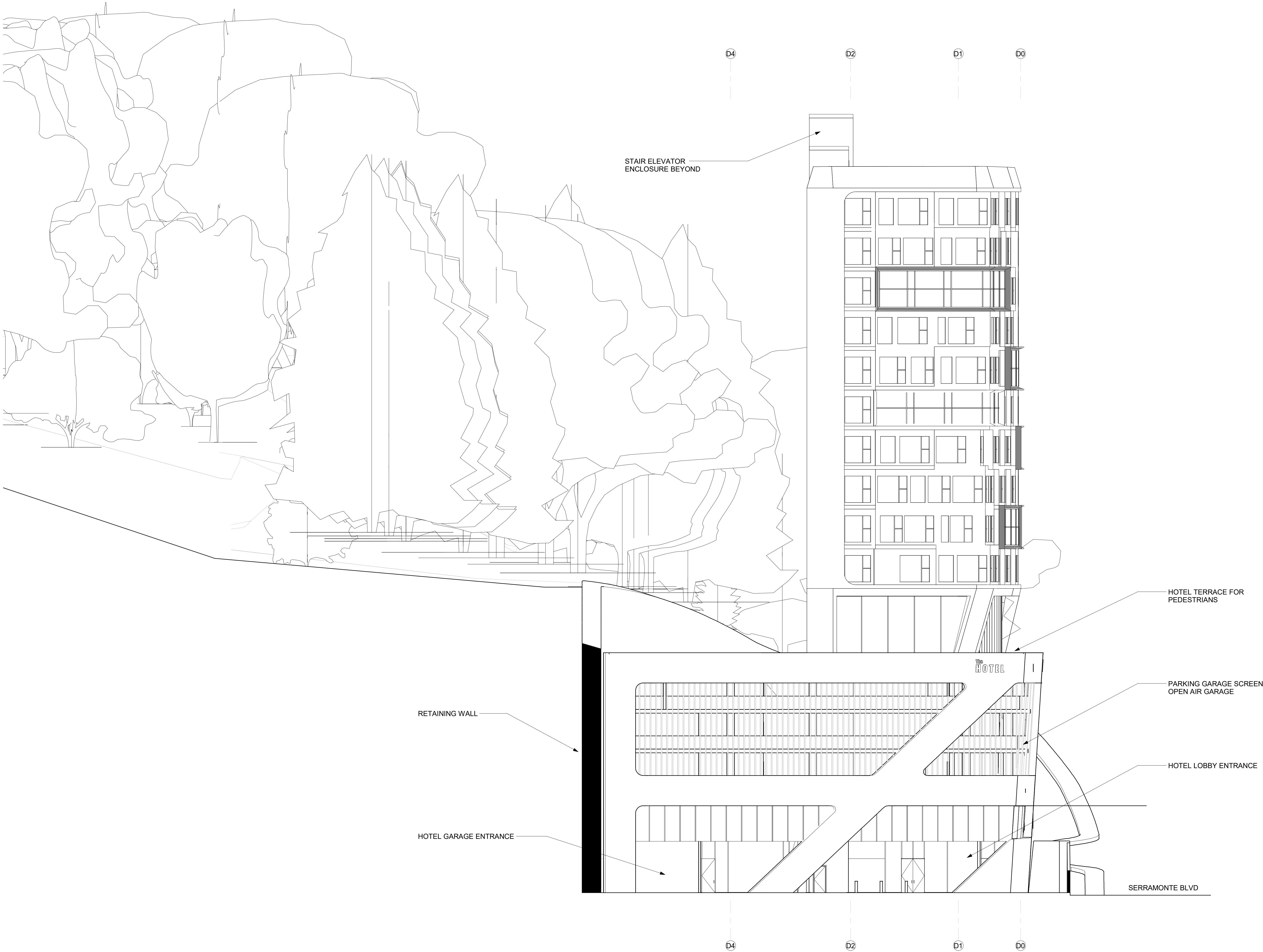
Sheet Number:

A-D 202

The Views - Hotel Site

525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

No.	Description	Date
1	Issued for Review	09/12/2014
2	Issued for Review	11/20/2014
3	Issued for Review	06/23/2015
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Date: 06/26/2018

Scale: 3/32" = 1'-0"

Description:

BUILDING D - EAST
ELEVATION

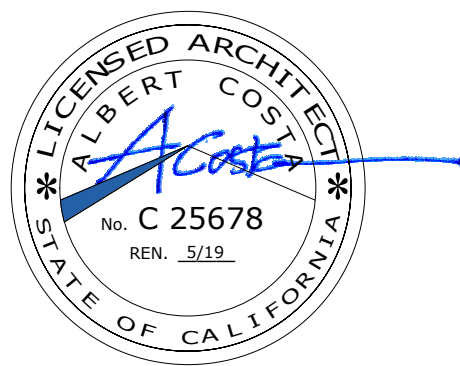
Sheet Number:

A-D 203

The Views - Hotel Site

525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

No.	Description	Date
1	Issued for Review	09/12/2014
2	Issued for Review	11/20/2014
3	Issued for Review	06/23/2015
4	Issued for Review	10/19/2015
5	Issued for Review	12/29/2015
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12	Issued for Review	06/26/2018



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Date: 06/26/2018

Scale: 3/32" = 1'-0"

Description:

BUILDING D - WEST
ELEVATION

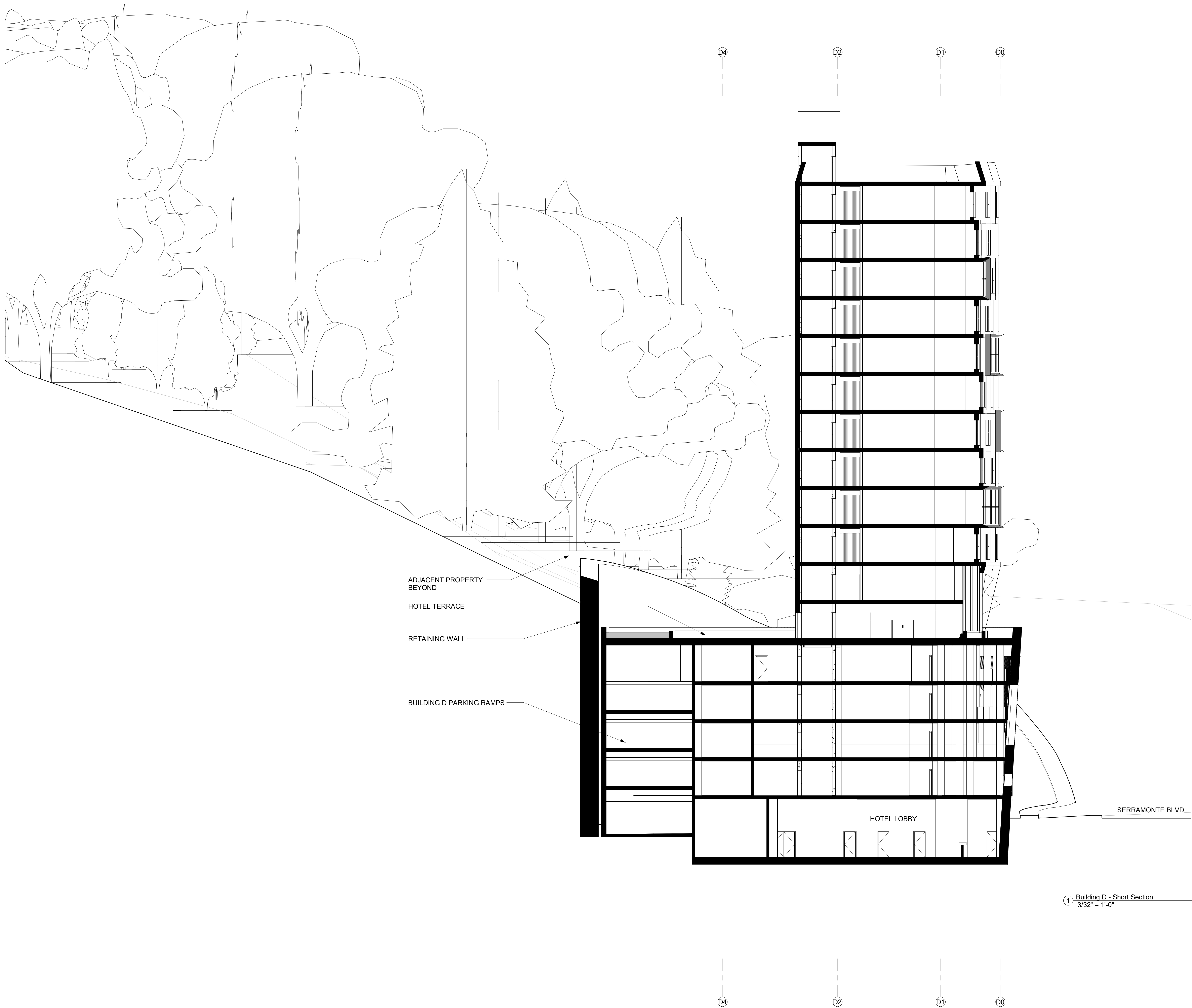
Sheet Number:

A-D 204

The Views - Hotel Site

525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

No.	Description	Date
1	Issued for Review	09/12/2014
2	Issued for Review	11/20/2014
3	Issued for Review	06/23/2015
4	Issued for Review	10/19/2015
5	Issued for Review	12/29/2015
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8	Issued for Review	08/24/2017
9	Issued for Review	10/20/2017
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1 Building D - Short Section
3/32" = 1'-0"



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Date: 06/26/2018
Scale: 3/32" = 1'-0"
Description:

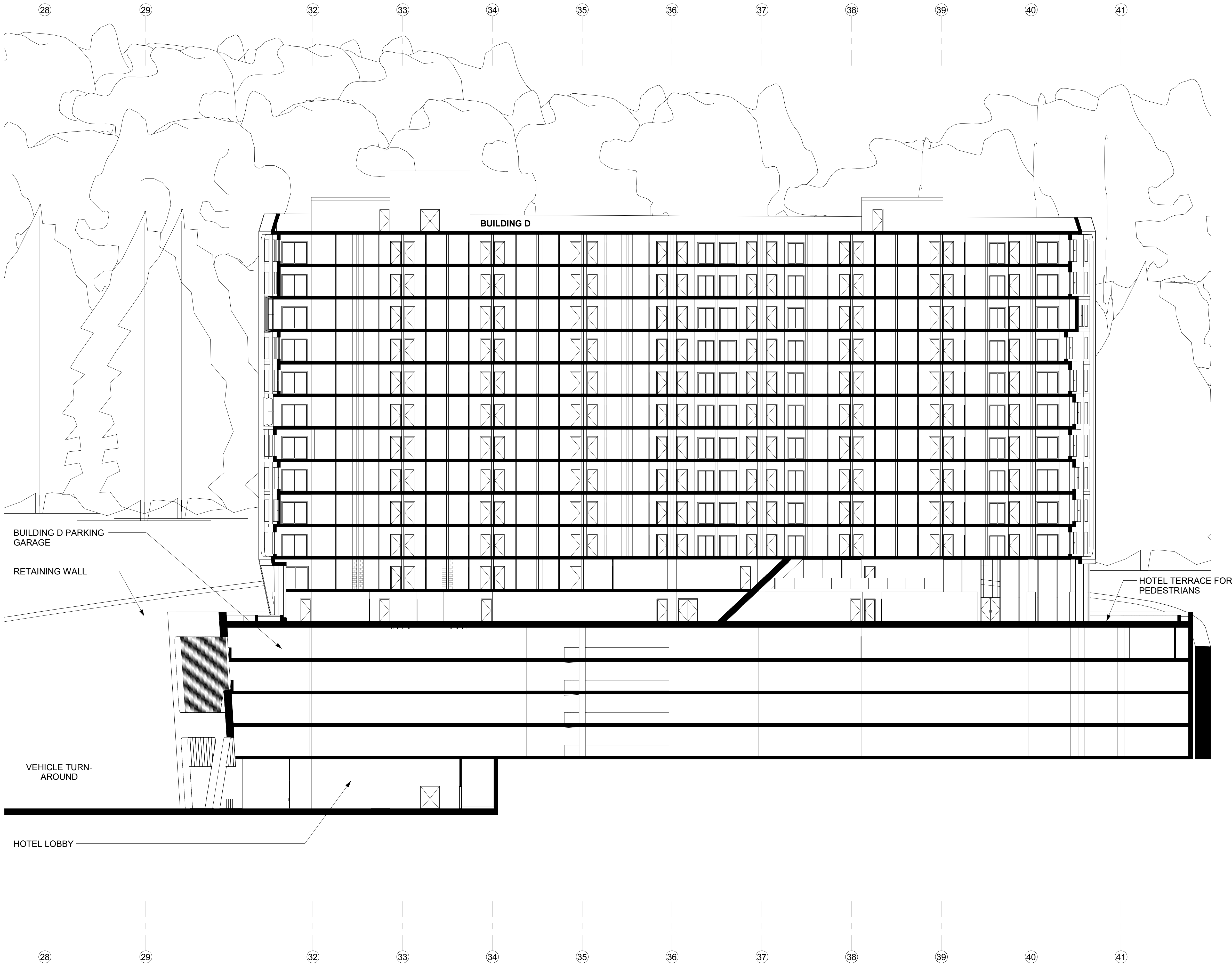
BUILDING D SHORT
SECTION

Sheet Number:
A-D 301

The Views - Hotel Site

525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

No.	Description	Date
9	Issued for Review	10/20/2017
10	Issued for Review	04/03/2018
11	Issued for Review	04/17/2018
12	Issued for Review	06/26/2018



1 Building D - Long Section
1/16" = 1'-0"



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Date: 06/26/2018
Scale: 1/16" = 1'-0"

Description:
BUILDING D LONG SECTION

Sheet Number:
A-D 302

The Views - Hotel Site

525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

No.	Description	Date
1	Issued for Review	09/12/2014
2	Issued for Review	11/20/2014
3	Issued for Review	06/23/2015
4	Issued for Review	10/19/2015
5	Issued for Review	12/29/2015
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Date: 06/26/2018
Scale: As indicated
Description:

BUILDING D STAIR
CORE 1 & 2

Sheet Number:

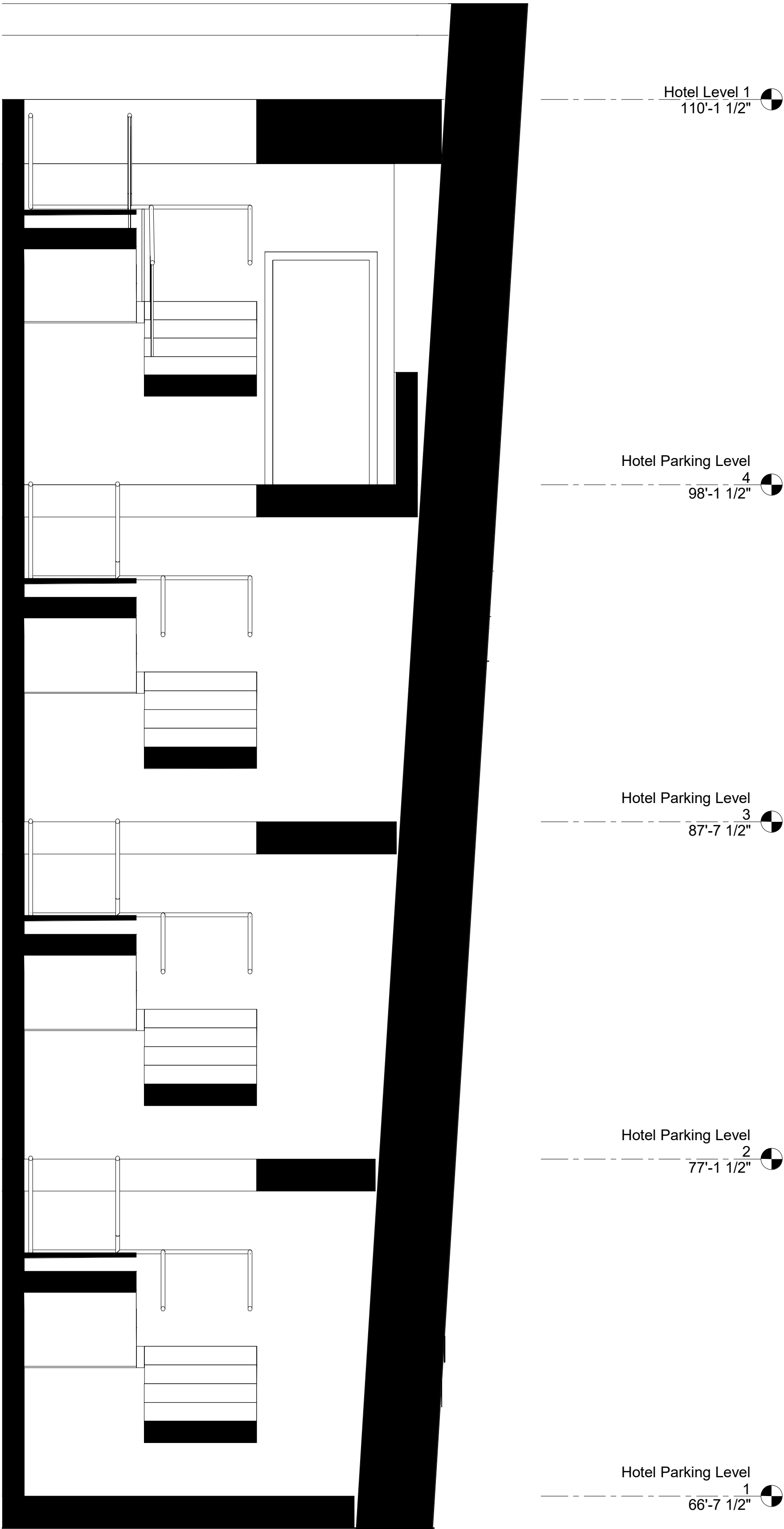
A-D 501



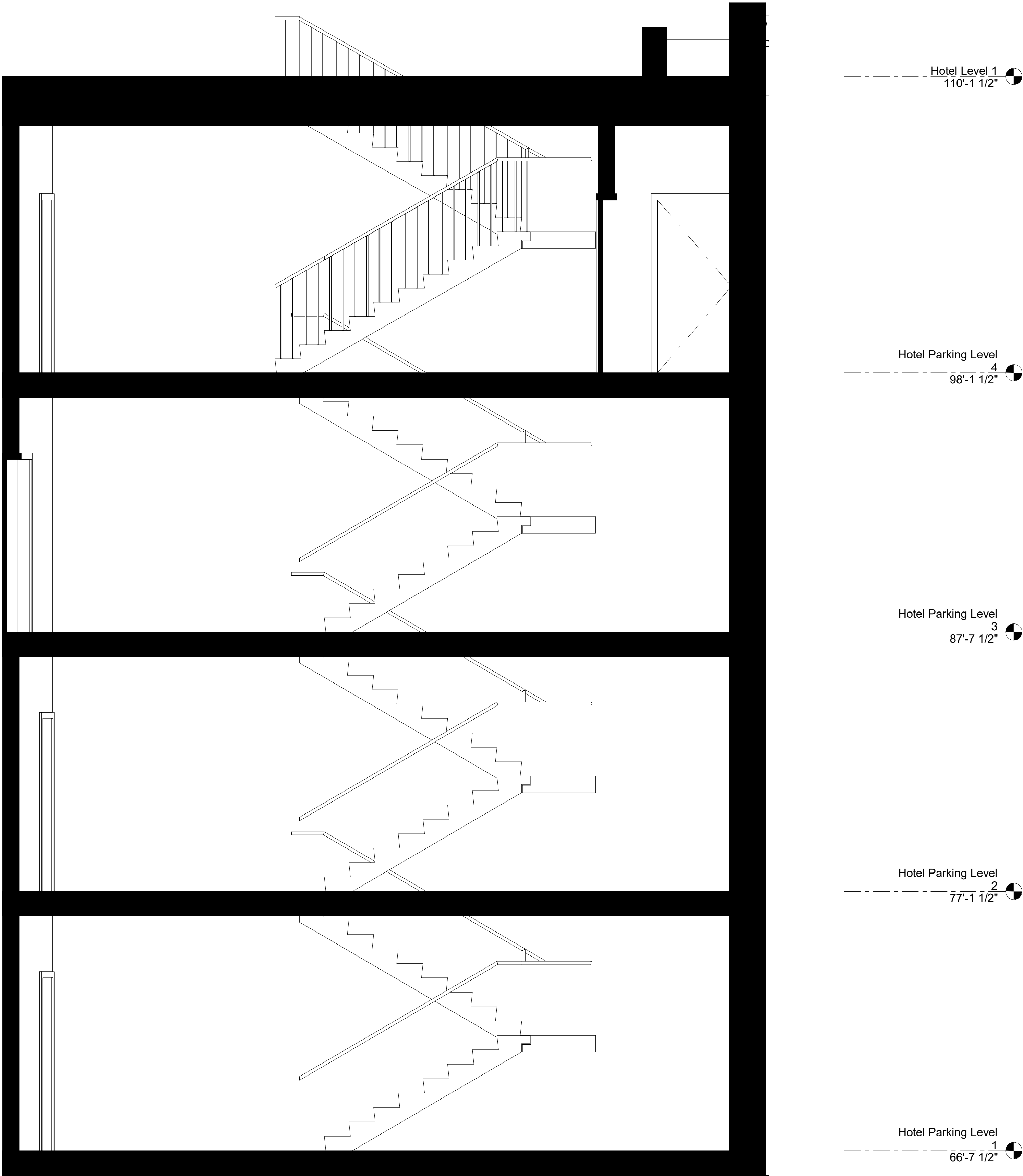
The Views

525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

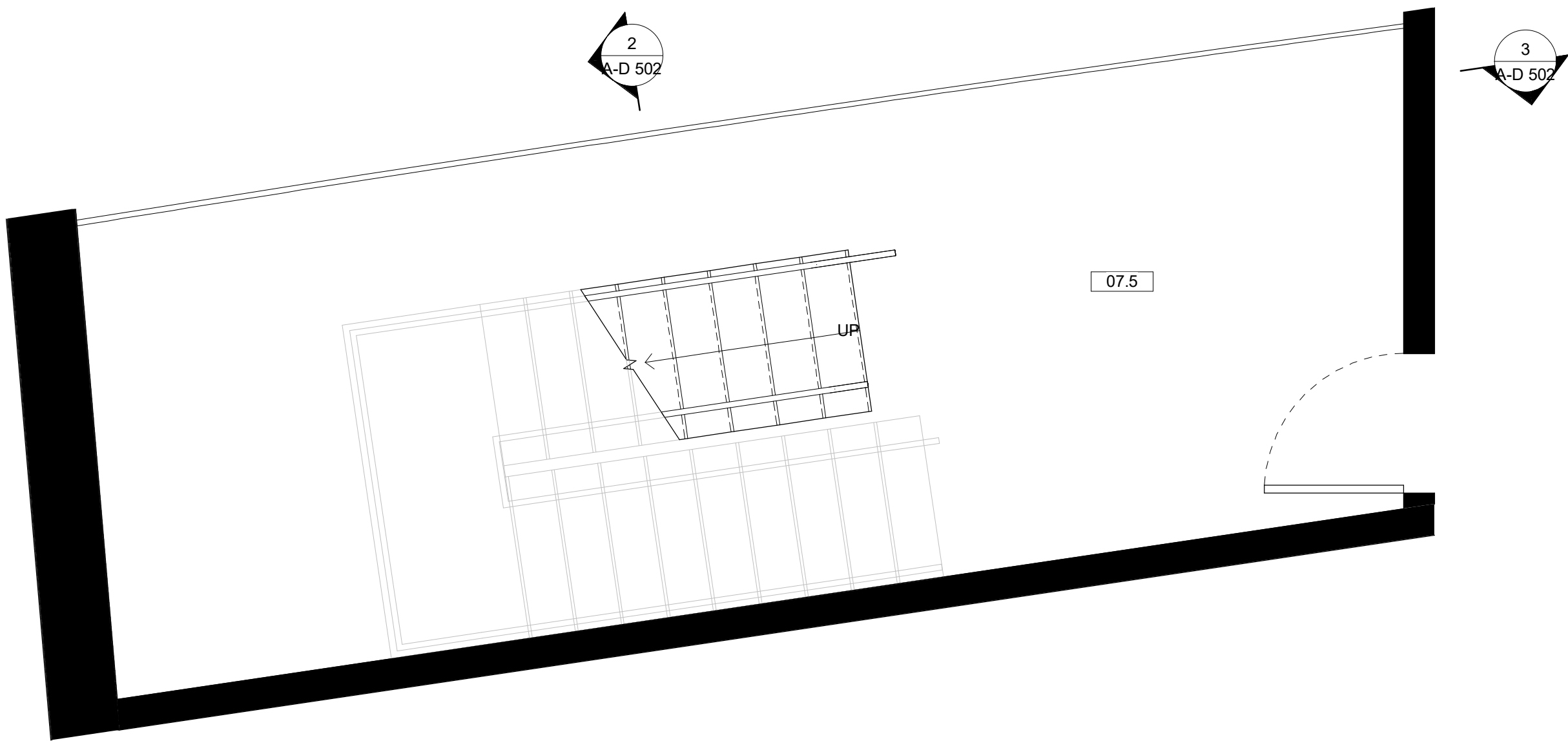
No.	Description	Date
10	Issued for Review	04/03/2018
11	Issued for Review	04/17/2018
12	Issued for Review	06/26/2018



2 Section 9 - #D3
3/8" = 1'-0"



3 Section 10 - #D3
3/8" = 1'-0"



1 Stair Core 3 - Building D - #D3
3/8" = 1'-0"



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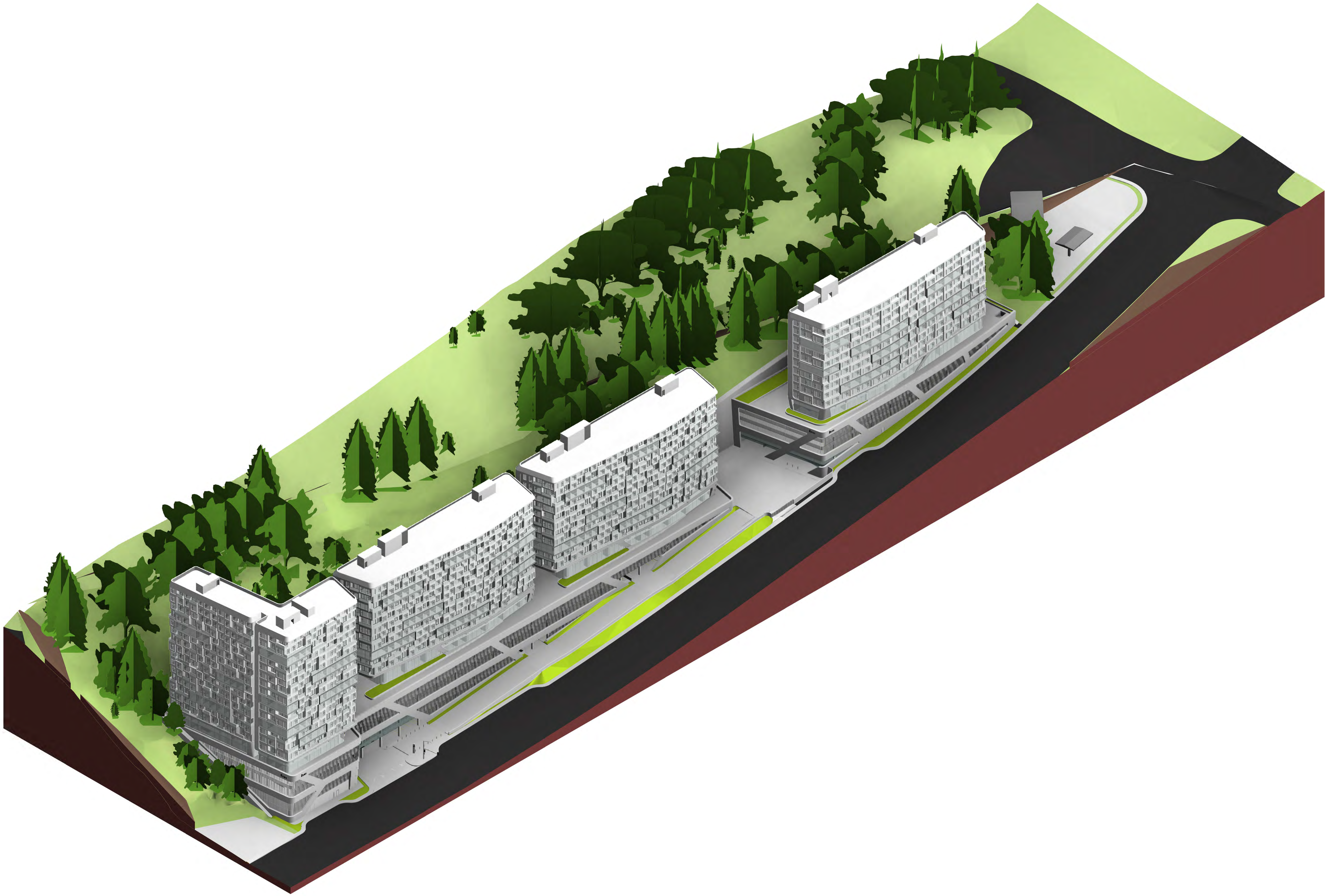
Scale: 3/8" = 1'-0"

Description:

BUILDING D STAIR
CORE 3

Sheet Number:

A-D 502



The Views - Hotel Site

525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

No.	Description	Date
1	Issued for Review	09/12/2014
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3	Issued for Review	06/23/2015
4	Issued for Review	10/19/2015
5	Issued for Review	12/29/2015
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12	Issued for Review	06/26/2018



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Date: 06/26/2018

Scale:

Description:

SITE AXONOMETRIC

Sheet Number:

A-D 901

The Views - Hotel Site

525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

No.	Description	Date
1	Issued for Review	09/12/2014
2	Issued for Review	11/20/2014
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Date: 06/26/2018

Scale:

Description:

SIMULATION -
GELLERT ST.
INTERSECTION

Sheet Number:

A-D 902

The Views - Hotel Site

525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

No.	Description	Date
1	Issued for Review	09/12/2014
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12	Issued for Review	06/26/2018



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Date: 06/26/2018

Scale:

Description:

SIMULATION -
CALHAN
INTERSECTION

Sheet Number:

A-D 903

The Views - Hotel Site

525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

No.	Description	Date
1	Issued for Review	09/12/2014
2	Issued for Review	11/20/2014
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Date: 06/26/2018

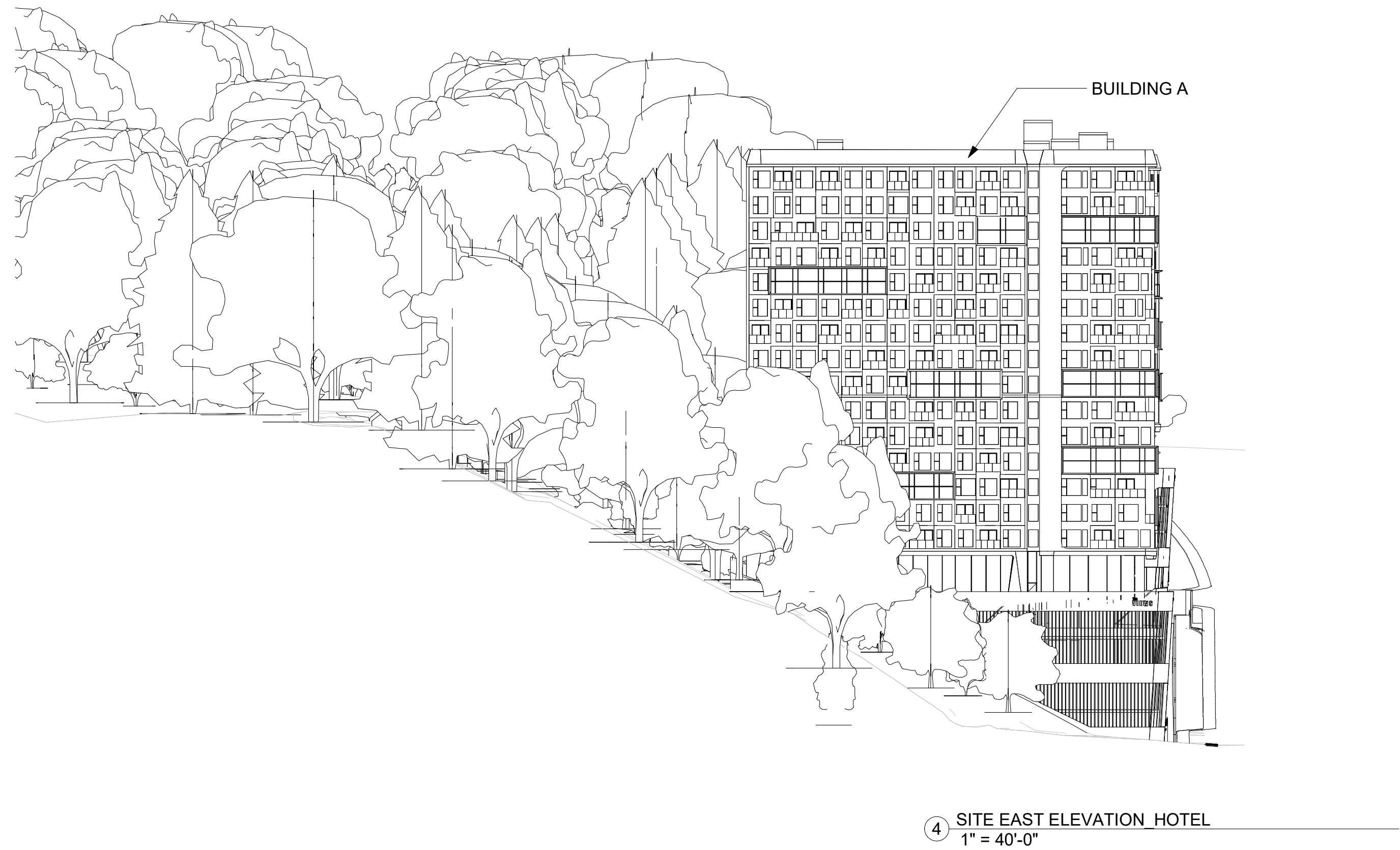
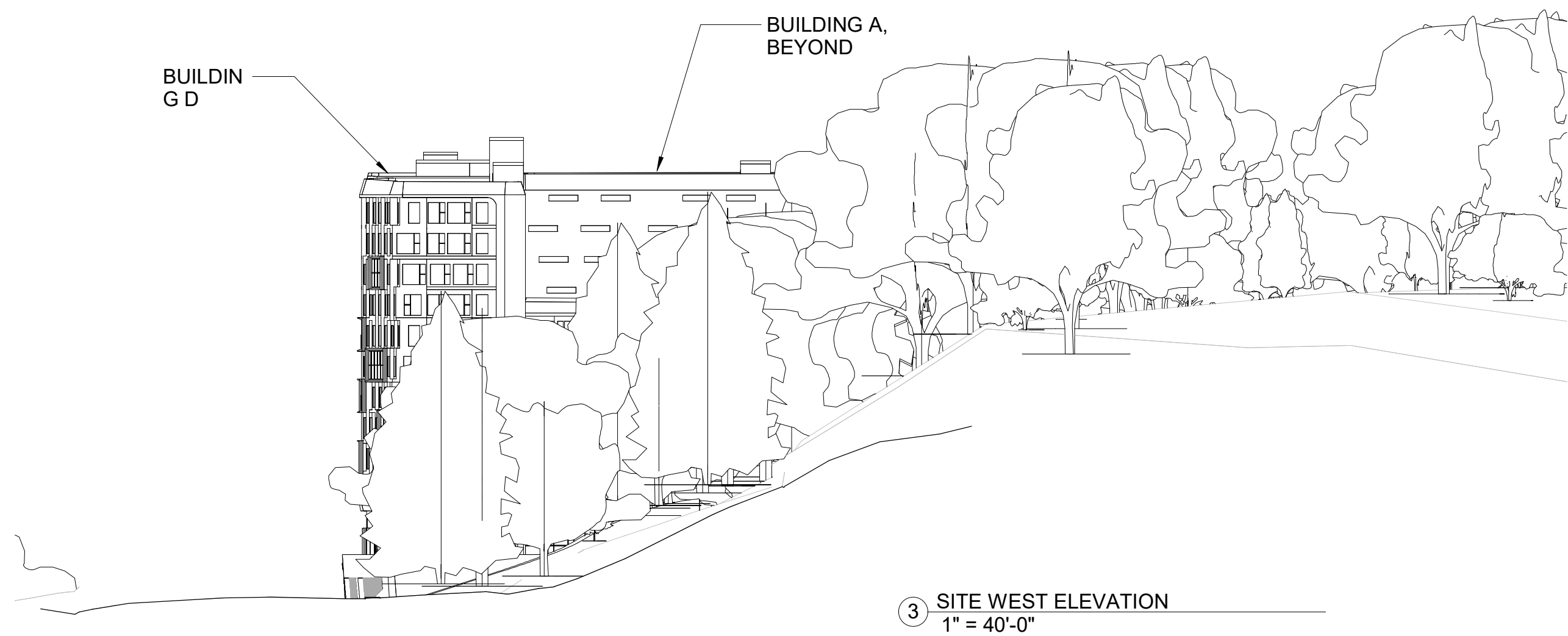
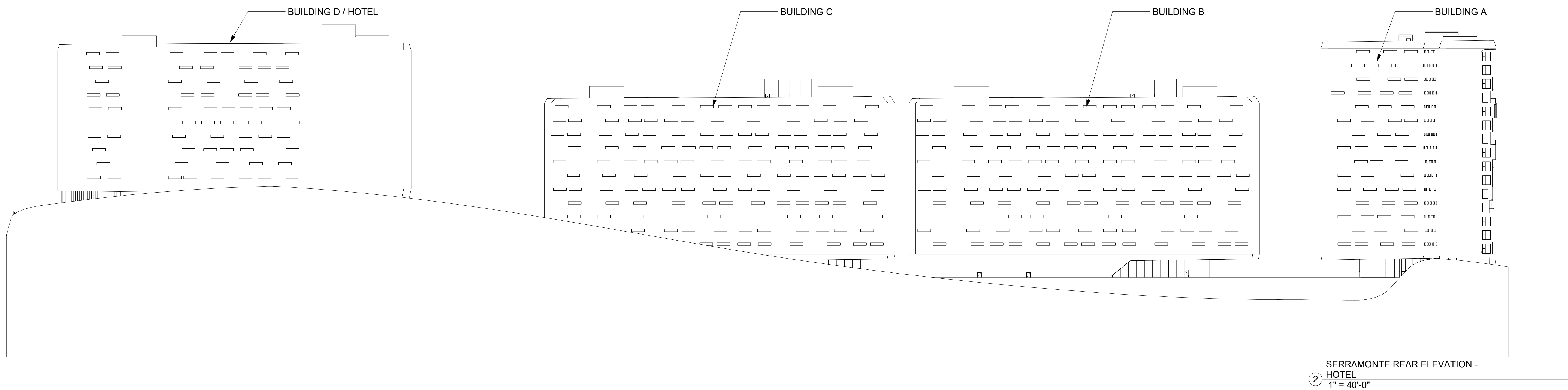
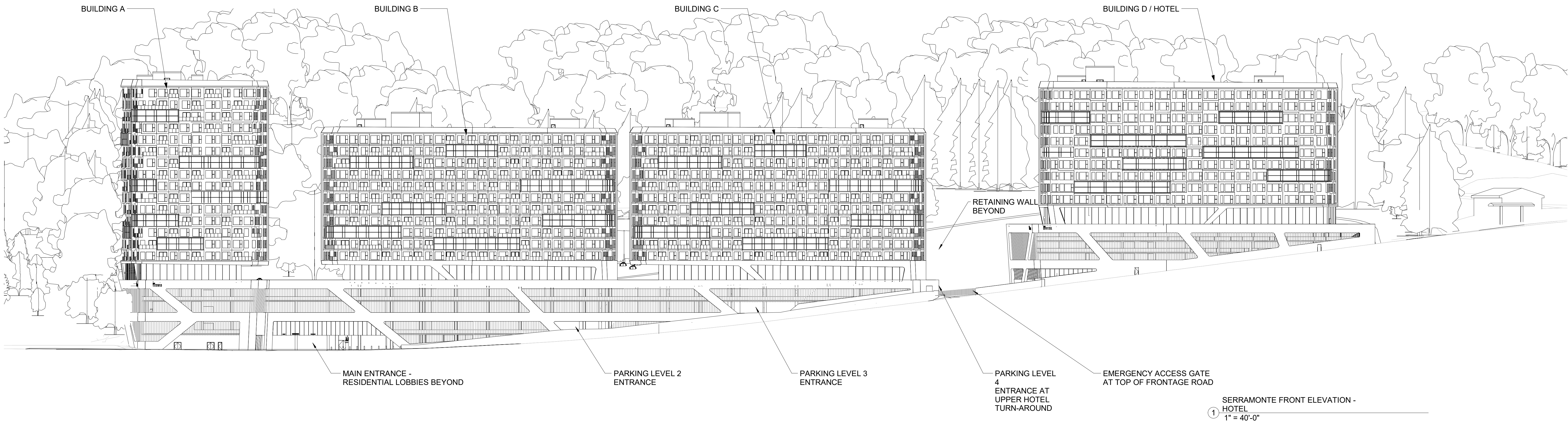
Scale:

Description:

SIMULATION -
CEMETERY GATE

Sheet Number:

A-D 904



The Views - Hotel Site

525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

No.	Description	Date
1	Issued for Review	09/12/2014
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Date: 06/26/2018

Scale: 1" = 40'-0"

Description:

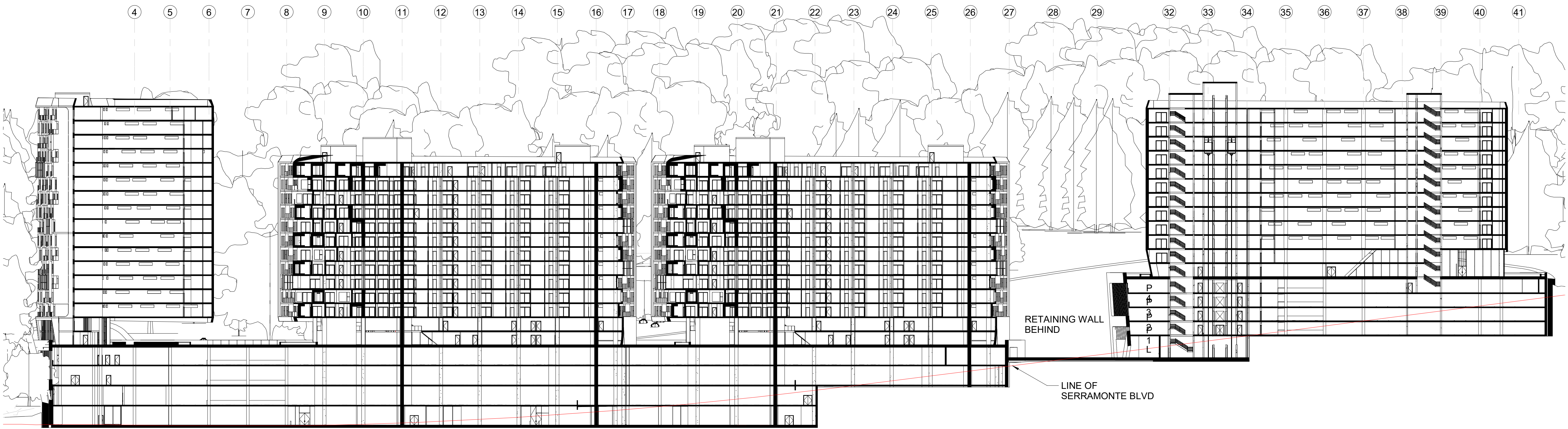
SITE ELEVATIONS

Sheet Number:

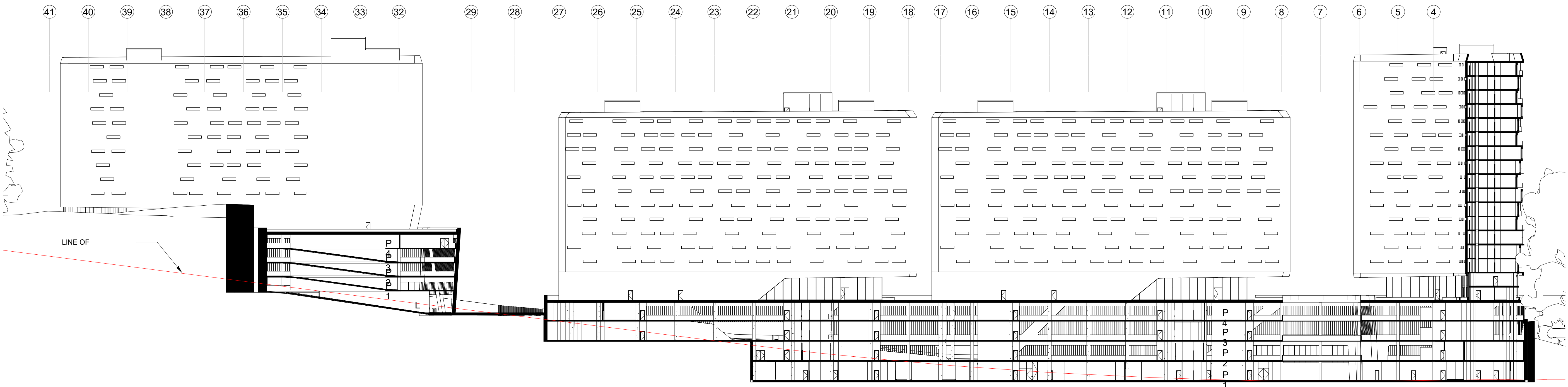
The Views - Hotel Site

525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

No.	Description	Date
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12	Issued for Review	06/26/2018



① SERRAMONTE SITE SECTION - NORTH
1" = 40'-0"



② SERRAMONTE SITE SECTION - SOUTH
1" = 40'-0"



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Date: 06/26/2018
Scale: 1" = 40'-0"
Description:

SITE SECTIONS

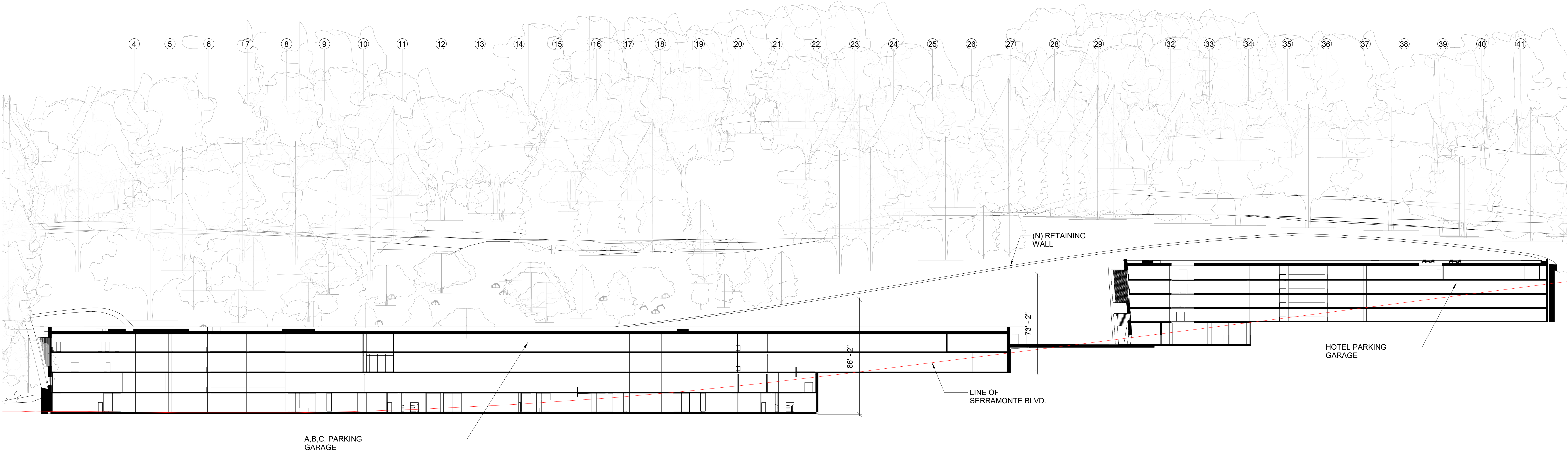
Sheet Number:

A-S 301

The Views - Hotel Site

525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

No.	Description	Date
1	Issued for Review	09/12/2014
2	Issued for Review	11/20/2014
3	Issued for Review	06/23/2015
4	Issued for Review	10/19/2015
5	Issued for Review	12/29/2015
6	Issued for Review	07/11/2016
7	Issued for Review	12/05/2016
8	Issued for Review	08/24/2017
9	Issued for Review	10/20/2017
10	Issued for Review	04/03/2018
11	Issued for Review	04/17/2018
12	Issued for Review	06/26/2018



① RETAINING WALL SECTION
1/32" = 1'-0"

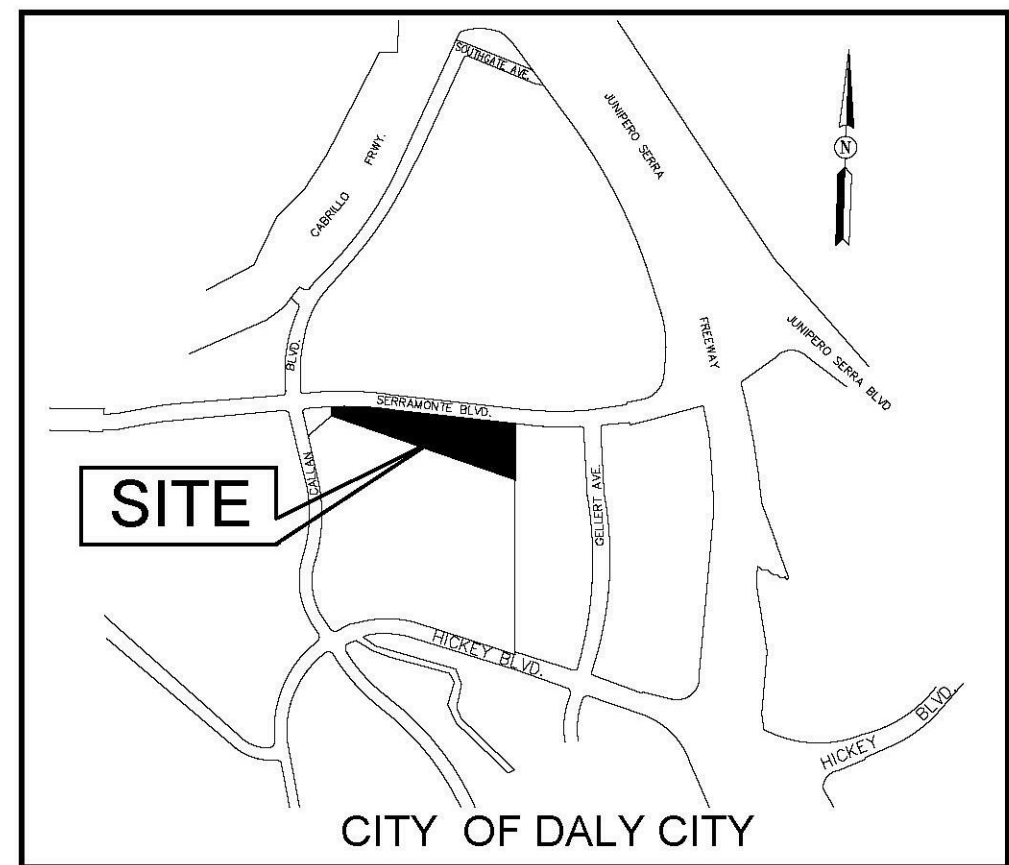
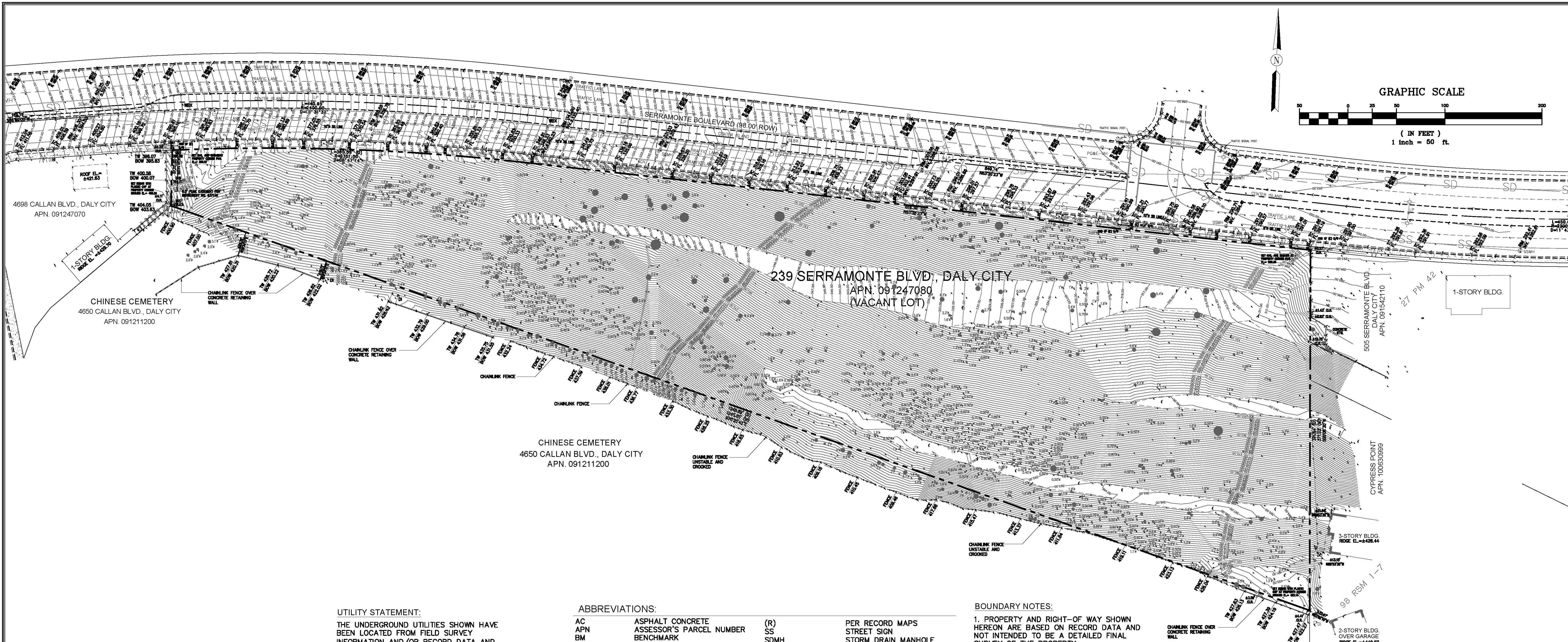


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Date: 06/26/2018
Scale: 1/32" = 1'-0"

Description:
RETAINING WALL
SECTION

Sheet Number:
A-S 302



UTILITY STATEMENT:
THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND/OR RECORD DATA AND ARE APPROXIMATE ONLY. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. ACTUAL LOCATION AND SIZE, TOGETHER WITH THE PRESENCE OF ANY ADDITIONAL UTILITY LINES NOT SHOWN ON THIS PLAN, SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR DURING CONSTRUCTION. PRIOR TO ANY DIGGING, CALL U.S.A. (1-800-642-2444) AT LEAST 48 HOURS IN ADVANCE TO HAVE EXISTING UNDERGROUND UTILITIES MARKED.

DATE OF SURVEY:
TOPOGRAPHIC INFORMATION SHOWN HERE IS BASED UPON A FIELD SURVEY PERFORMED ON MAY 10, 2014.

OWNER / CLIENT:
HENRY LAM
AGH MANAGEMENT CORP.
888 BRANNAN STREET, SUITE 155
SAN FRANCISCO, CA. 94103

ABBREVIATIONS:			
AC	ASPHALT CONCRETE	(R)	PER RECORD MAPS
APN	ASSESSOR'S PARCEL NUMBER	SS	STREET SIGN
BM	BENCHMARK	SDMH	STORM DRAIN MANHOLE
BC	BUILDING CORNER	SLBX	STREET LIGHTING BOX
BL	BUILDING LINE	SSMH	SANITARY SEWER MANHOLE
BOW	BOTTOM OF WALL	S/W	SIDEWALK
BP	BACKFLOW PREVENTER	TC	TOP OF CURB
BW	BACK OF WALK	TR	TREE
CLR.	CLEAR	TSBX	TRAFFIC SIGNAL BOX
(D)	PER RECORDED DEED	TSP	TRAFFIC SIGNAL POLE
DI	DRAIN INLET	TW	TOP OF WALL
D/W	DRIVEWAY	TYP.	TYPICAL
EL./ELEV.	ELEVATION	(T)	TOTAL
(E)/EX.	EXISTING	WBX	WATER BOX
FH	FIRE HYDRANT	WV	WATER VALVE
FL	FLOW LINE		
GND	GROUND		
GV	GAS VALVE		
LG	LIP OF GUTTER		
LP	LIGHT POLE		
MIN	MINIMUM		
(M)/MEAS.	MEASURED		
MH	MANHOLE		
NIS	NOT TO SCALE		
PAV.	PAVEMENT		
PB-MH	PACIFIC BELL MANHOLE		
PL	PROPERTY LINE		
PP	POWER POLE		
ROW	RIGHT OF WAY		
RTW	RETAINING WALL		

BOUNDARY NOTES:

1. PROPERTY AND RIGHT-OF WAY SHOWN HEREON ARE BASED ON RECORD DATA AND NOT INTENDED TO BE A DETAILED FINAL SURVEY OF THE PROPERTY.
2. ALL ANGLES ARE 90° UNLESS OTHERWISE NOTED.
3. ALL DISTANCES ARE MEASURED IN FEET AND DECIMALS THEREOF.
4. PROPERTY LINE TO MONUMENT LINE MEASURED DISTANCES WERE BASED UPON FOUND SURVEY MARKS, CURB SPLITS AND BUILDING OCCUPATIONS.
5. ENCROACHMENT FROM/ONTO THE ADJOINING PROPERTIES THAT MAY EXIST OR MAY BE CONSTRUCTED IS HEREBY ACKNOWLEDGED AND IT SHALL THE RESPONSIBILITY SOLELY OF THE PROPERTY OWNERS INVOLVED TO RESOLVE ANY ISSUES WHICH MAY ARISE THERE FROM. THIS MAP DOES NOT CONVEY ANY INTEREST IN SUCH ENCROACHMENT AREAS TO THE PROPERTY OWNER(S).
6. RECORDED MAP REFERENCES: 66 RSM 8-11, 76 PM 24-25, 27 PM 42, 24 PM 08, AND 72 RSM 02, SAN MATEO COUNTY.
7. RECORD OWNERSHIP INFORMATION WAS TAKEN FROM GRANT DEED, INSTRUMENT NO. 2014-008431, DATED JANUARY 31, 2014.
8. BUILDING FOOTPRINTS SHOWN ARE ALL TAKEN ON THE GROUND LEVEL.
9. ALL EXISTING TREES WERE APPROXIMATELY LOCATED AND SIZE SHOWN WERE MEASURED AT TRUNK MORE OR LESS THREE (3) FEET ABOVE THE GROUND.
10. SANITARY SEWER LINE WERE BASED ON UTILITY MAP ENTITLED "NORTH SAN MATEO COUNTY SANITATION DISTRICT", DATED JUNE 1999 (REVISED JUNE 2008). STORM DRAIN LINE WERE BASED ON UTILITY MAP ENTITLED "DALY CITY STORM DRAIN SYSTEM", FEB. 2000 (REVISED APRIL 2014). WATER LINE WERE BASED ON UTILITY MAP ENTITLED "DALY CITY WATER SYSTEM" DATED JULY 1999 (REVISED FEB. 2011).

LEGEND:	
---	PROPERTY LINE
---	EXISTING LINE
---	BUILDING LIMITS
---	BENCHMARK REFERENCE
---	CHAINLINK FENCE
---	STORM DRAIN LINE (APPROXIMATE)
---	SANITARY SEWER LINE (APPROXIMATE)
---	WATER LINE (APPROXIMATE)

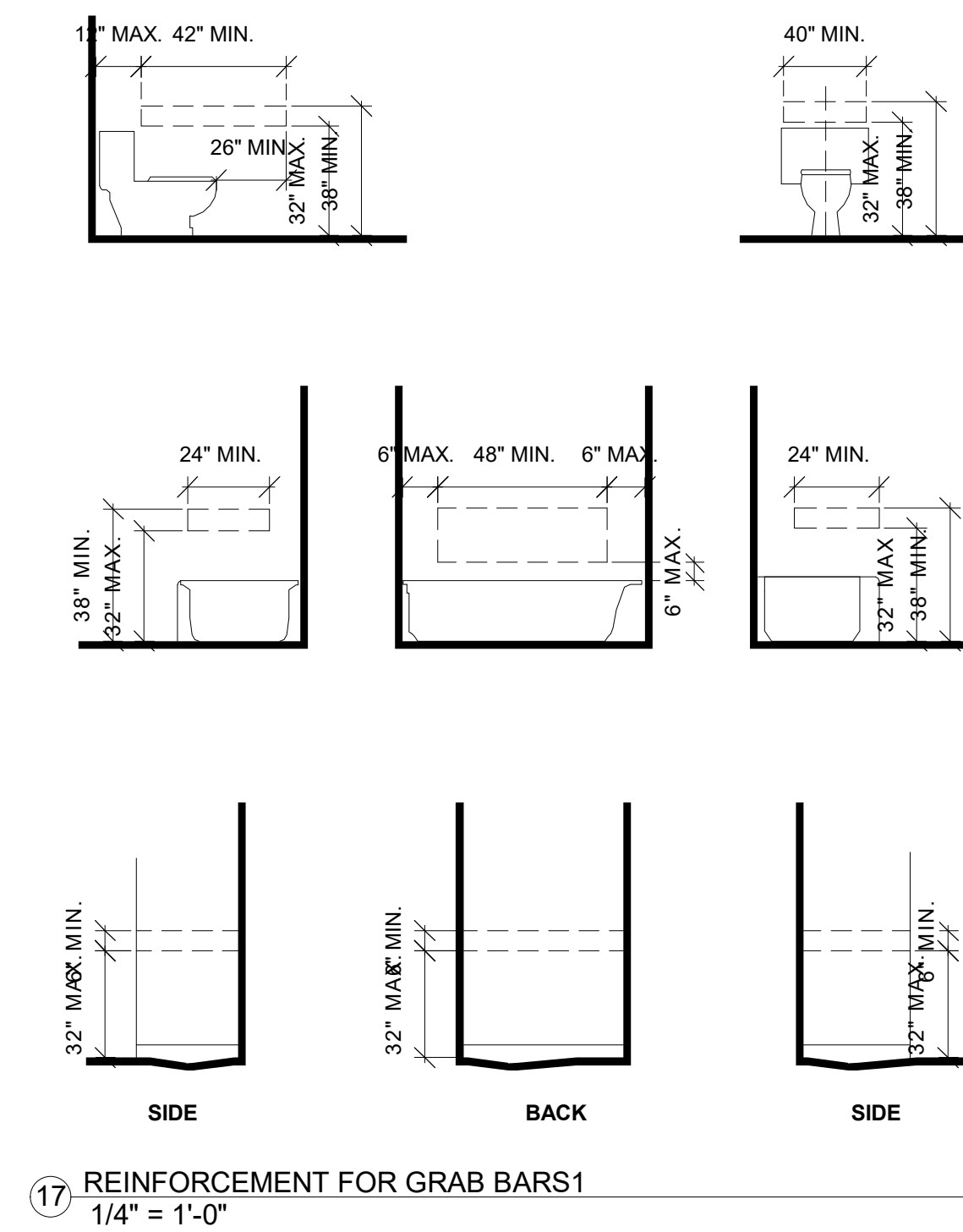
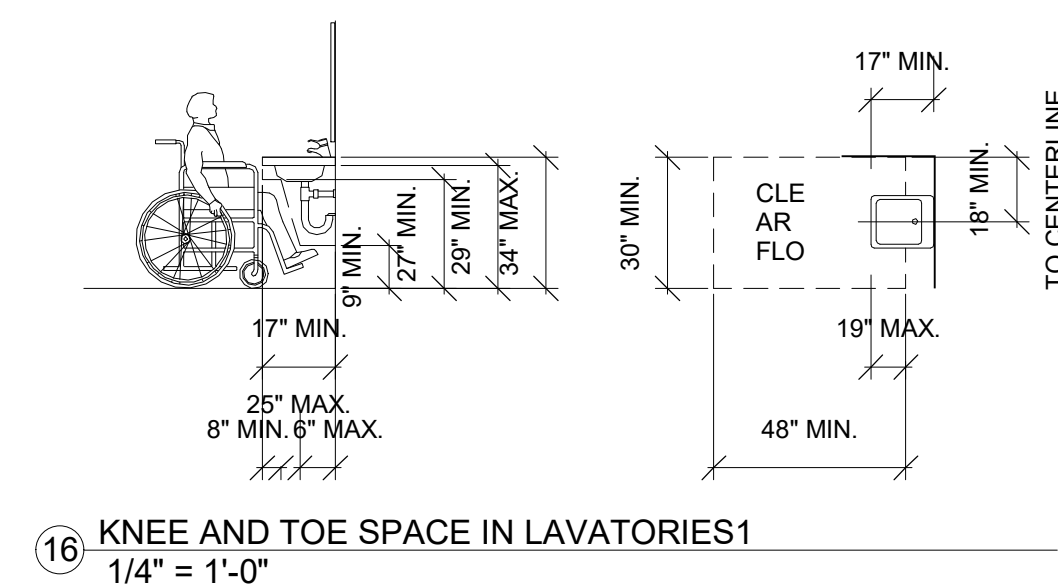
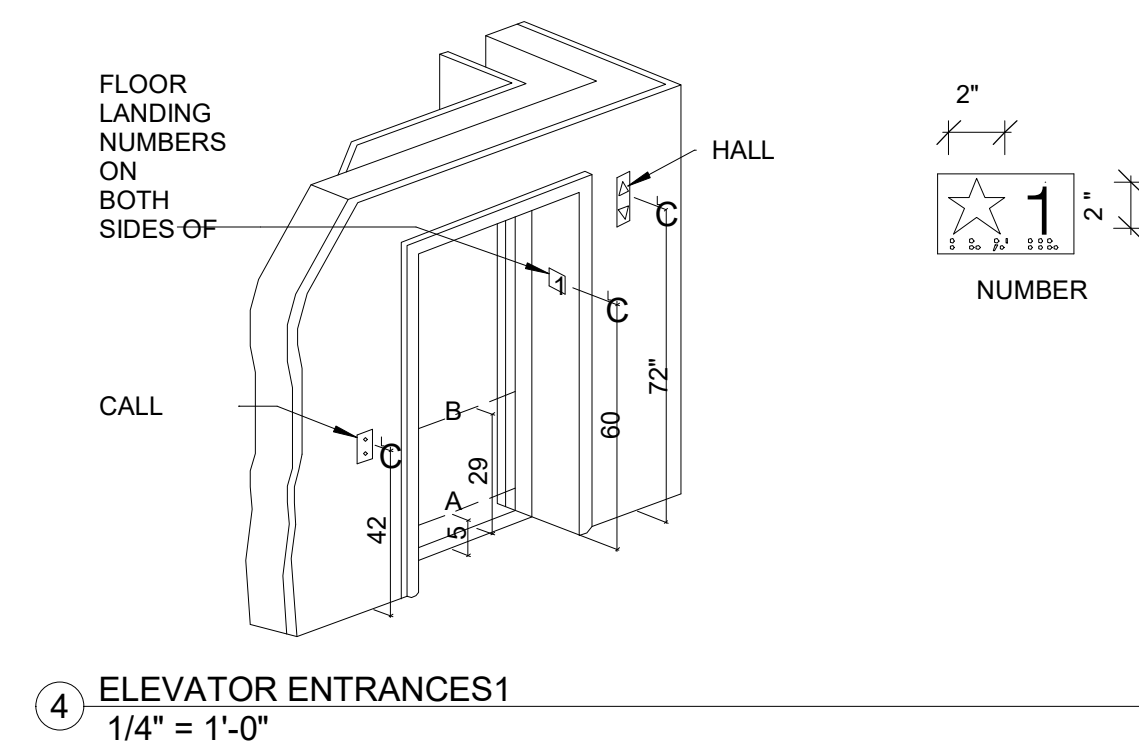
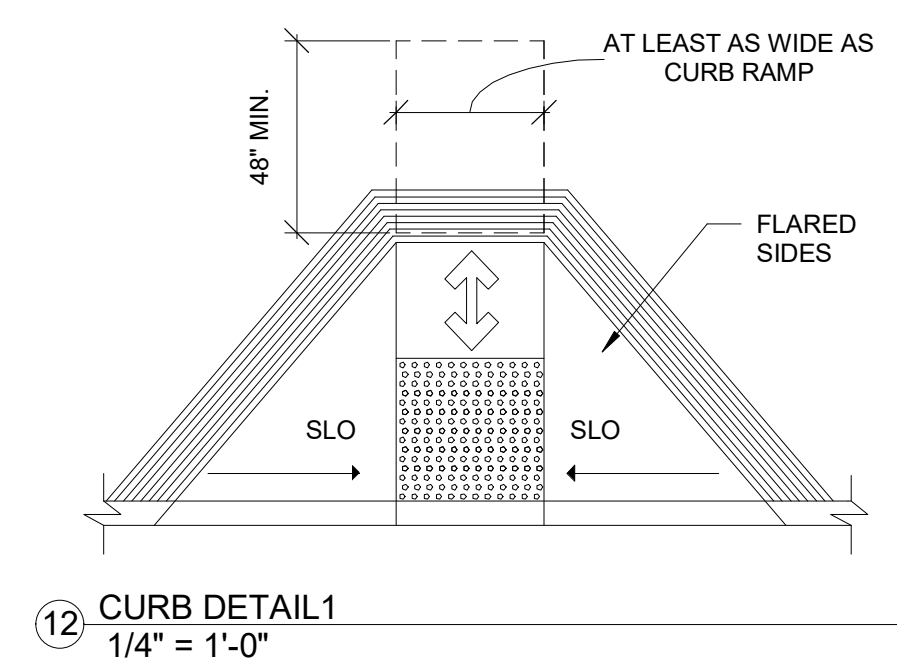
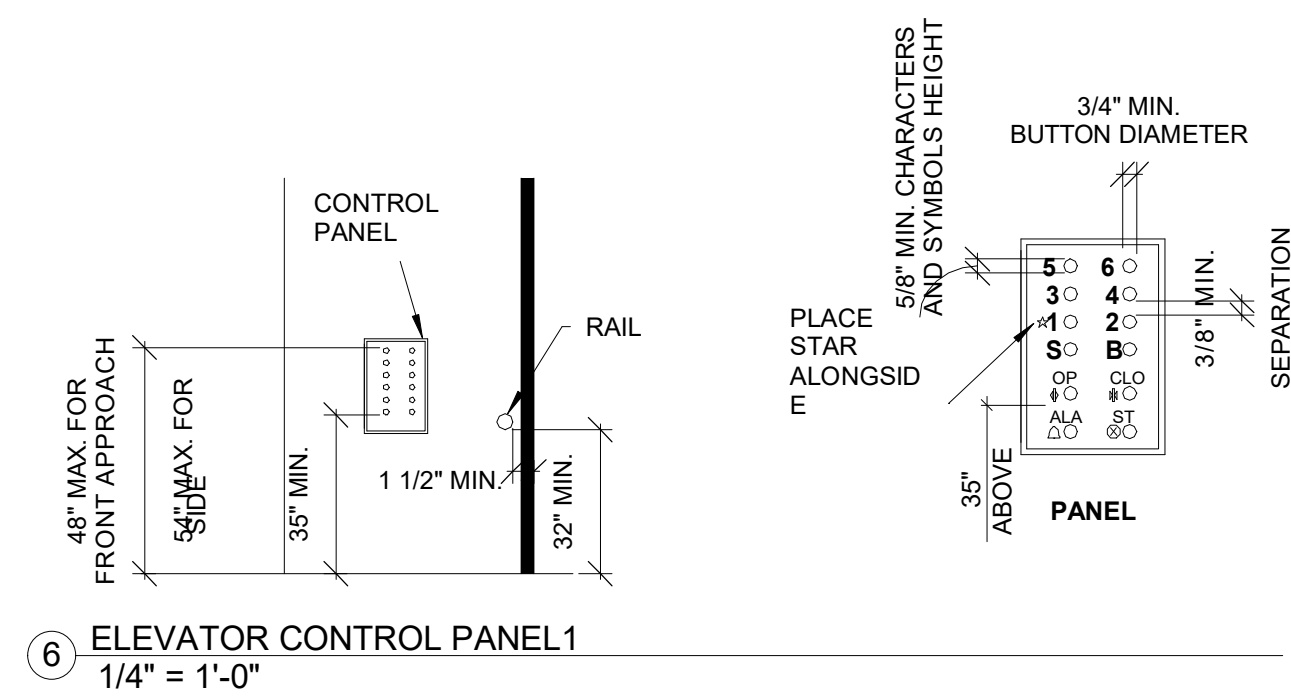
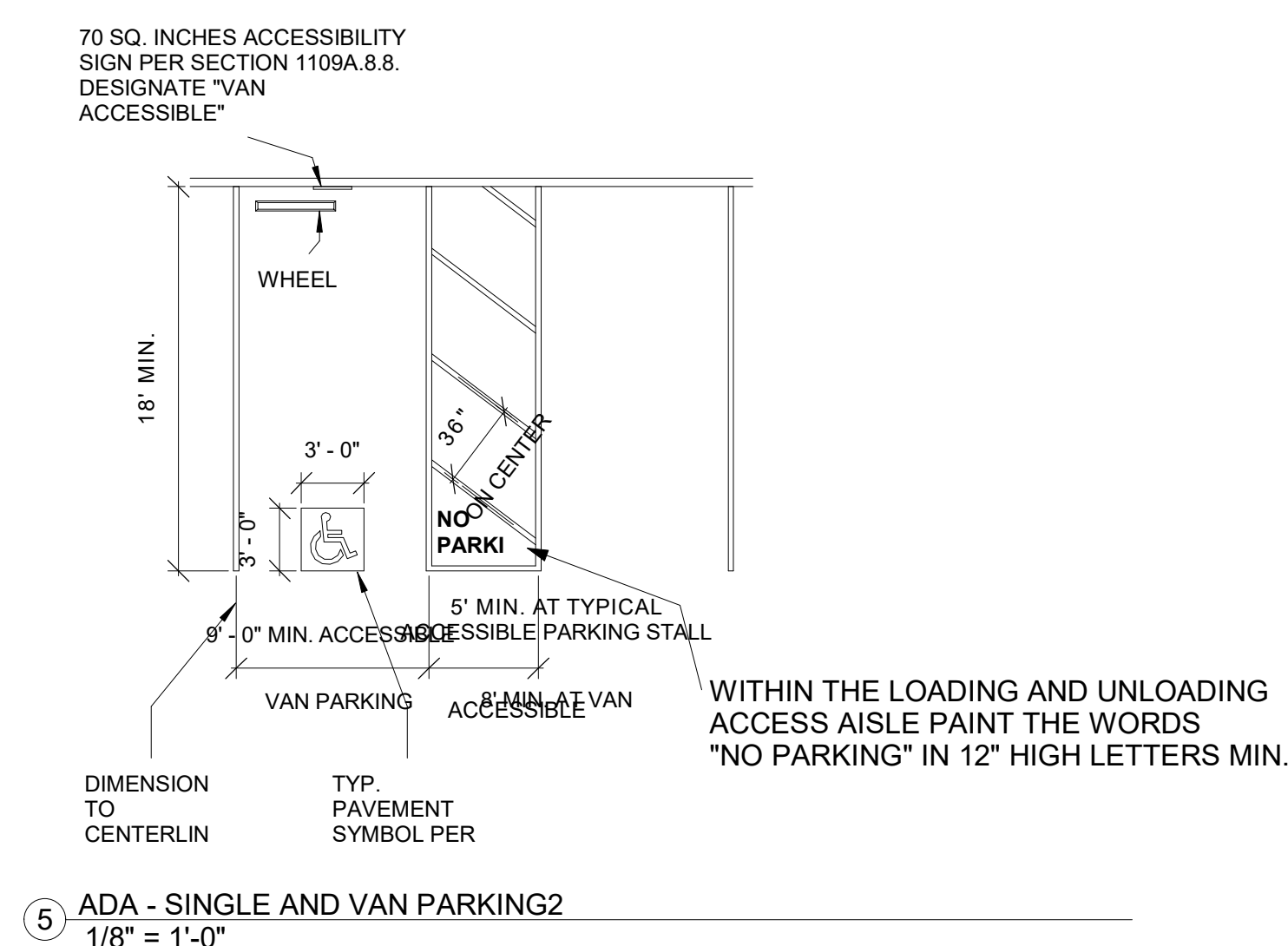
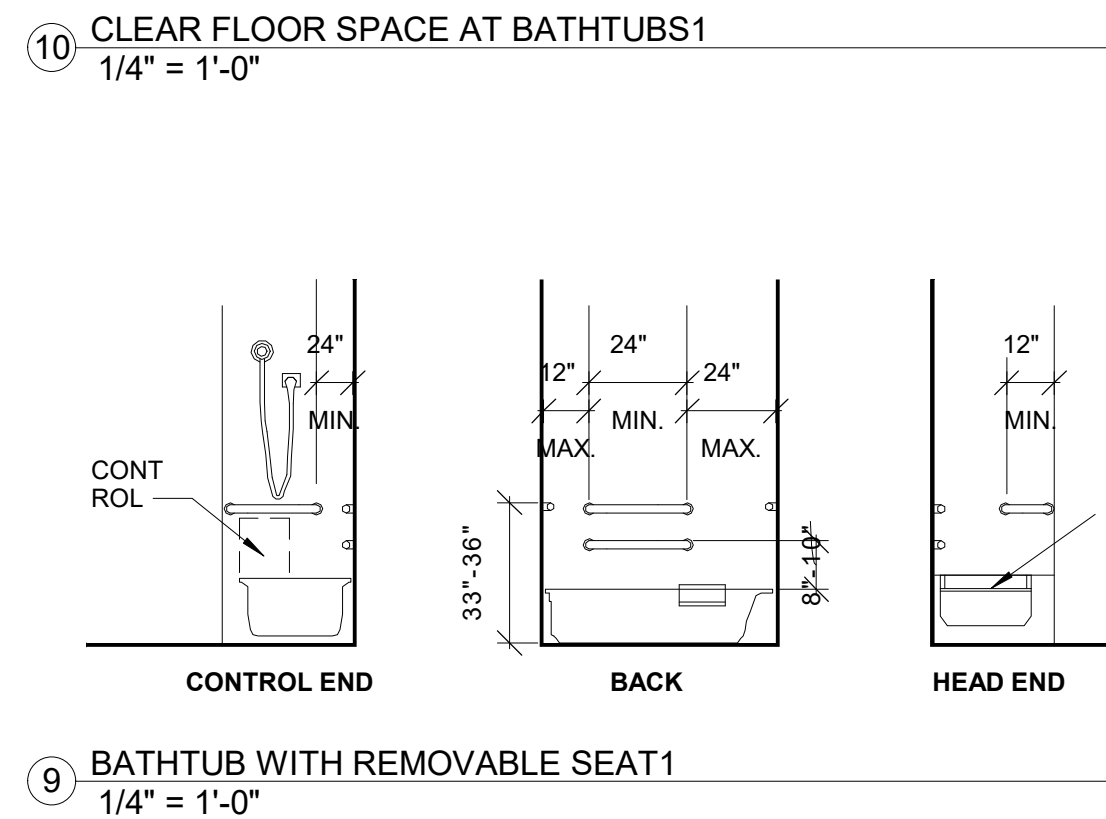
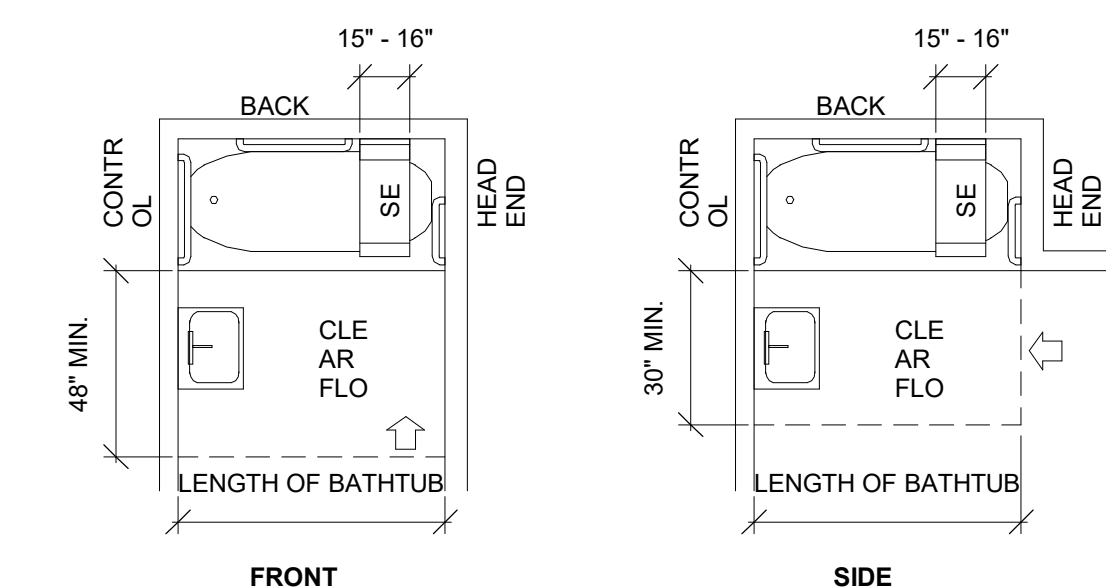
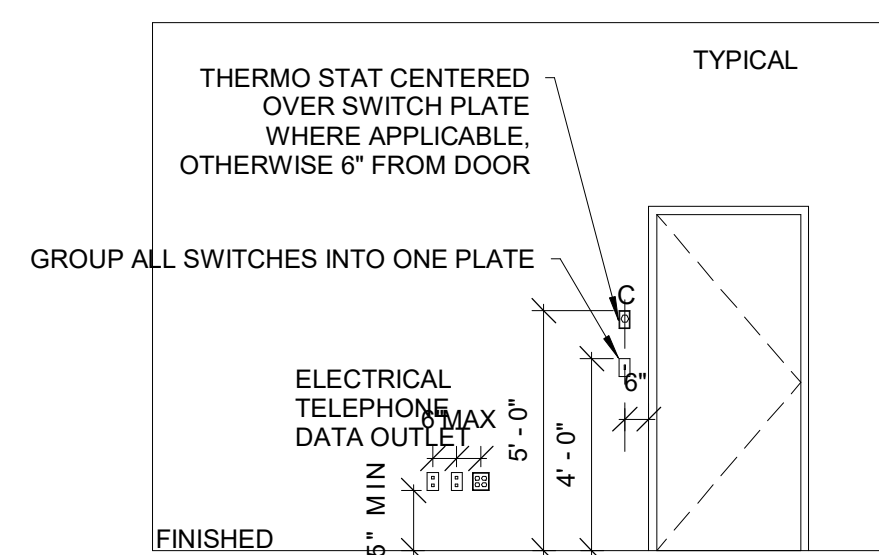
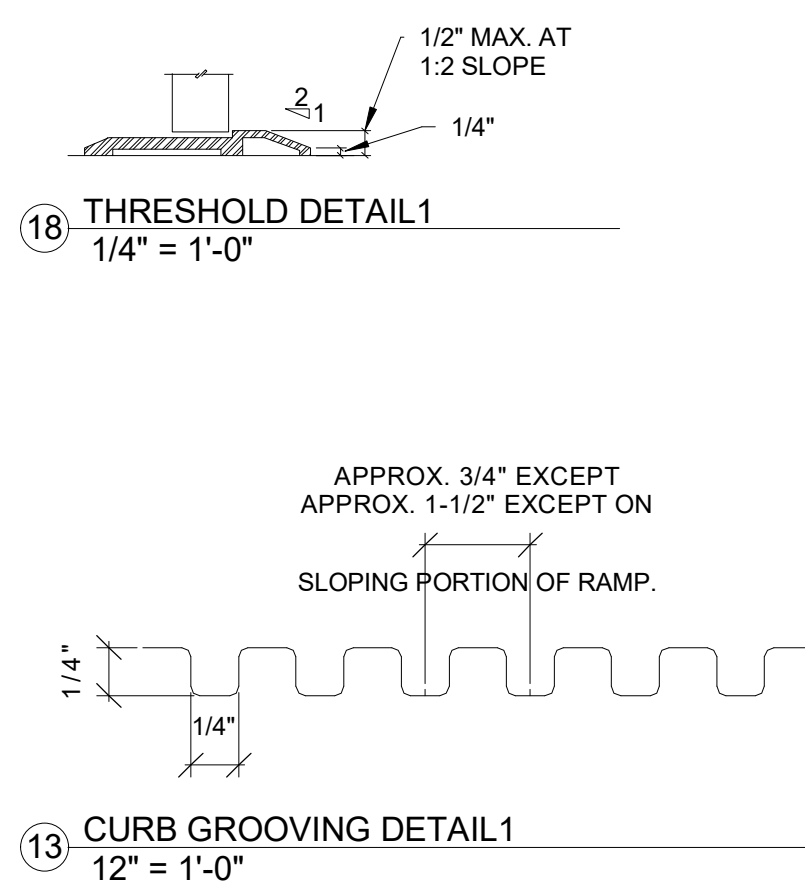
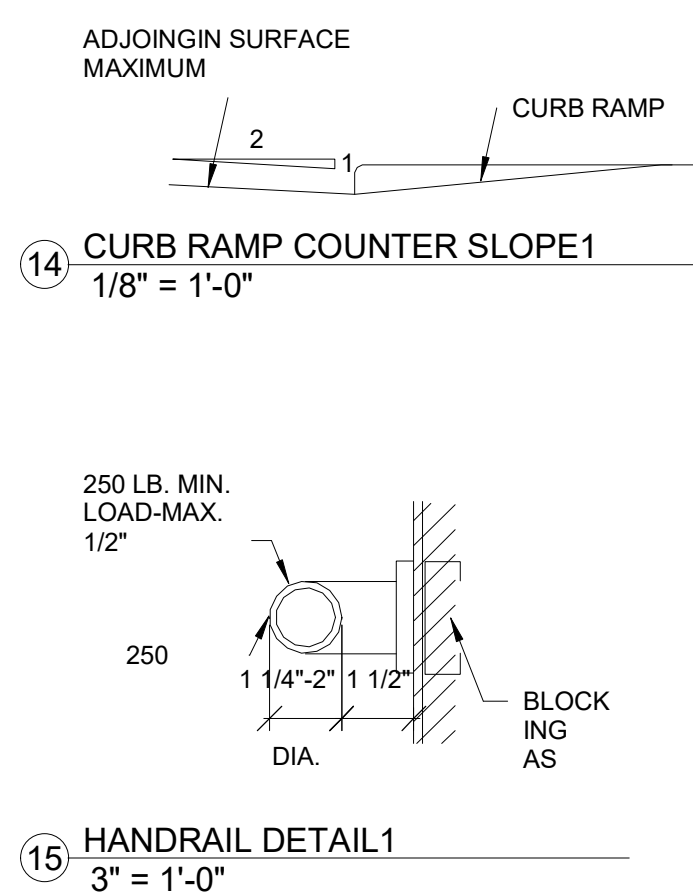
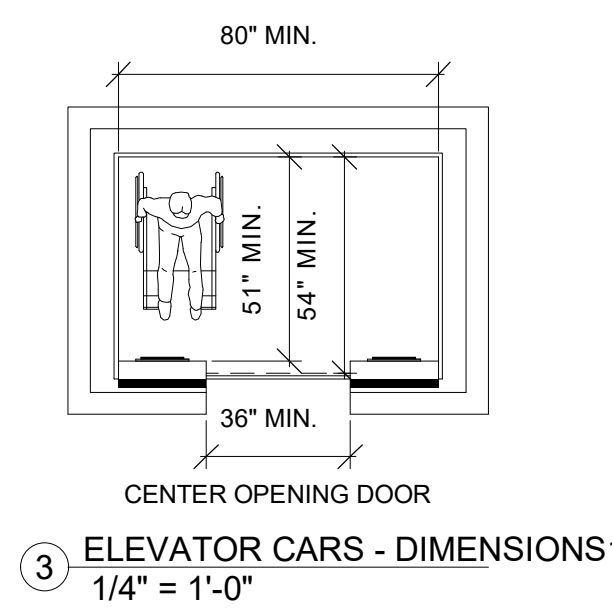
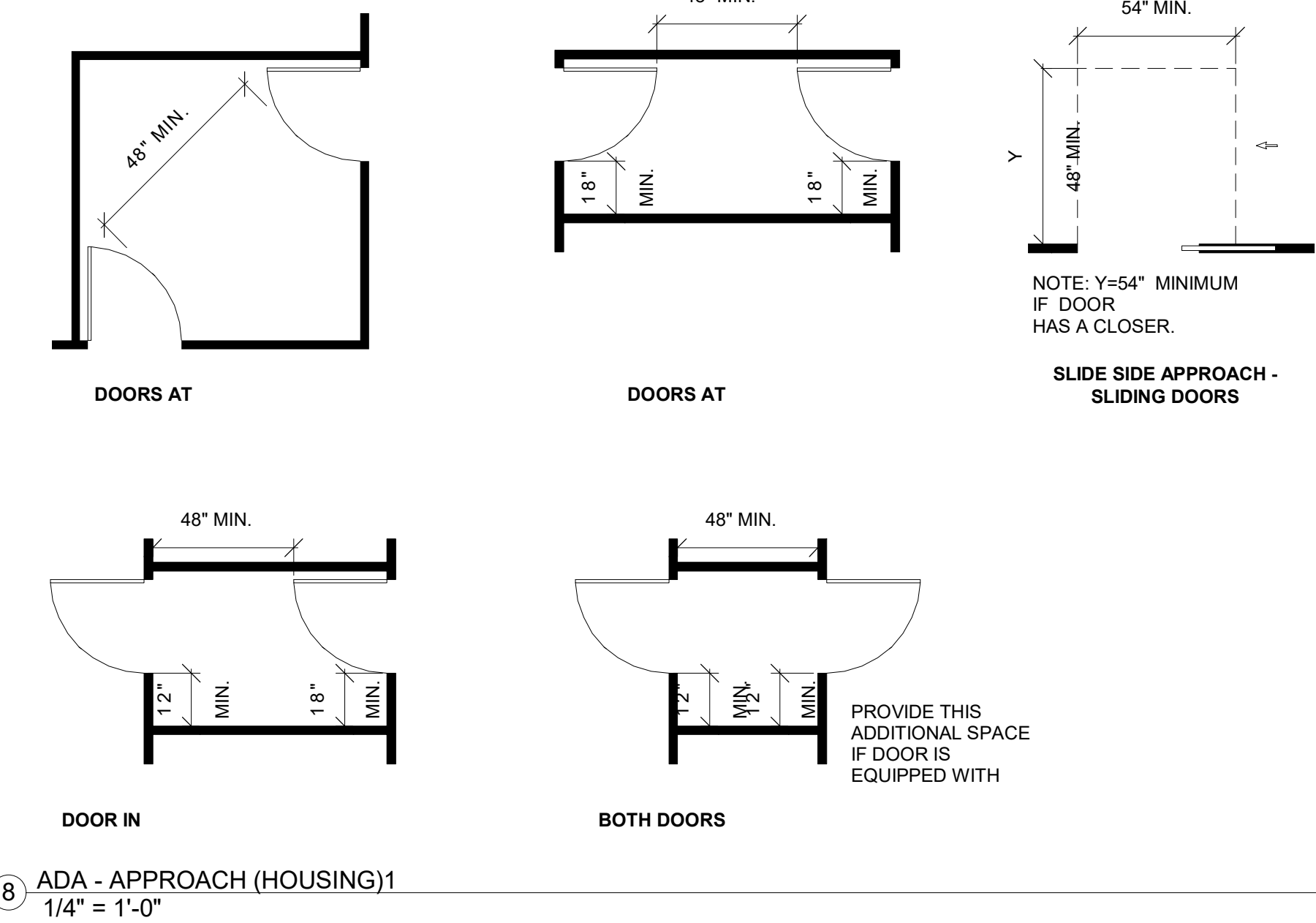
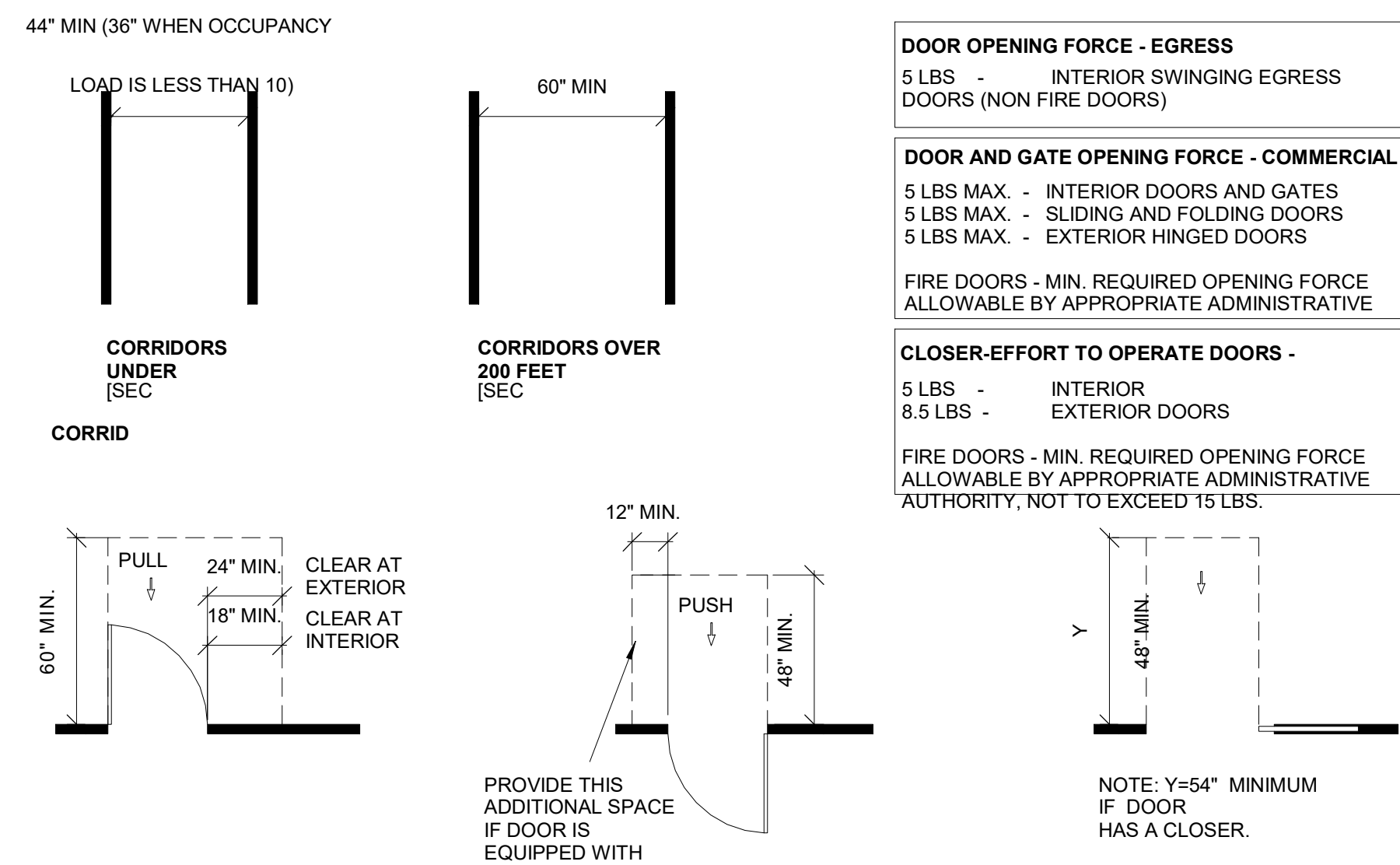
BENCHMARK AT INTERSECTION OF SERRAMONTE BLVD. & CALLAN BLVD.
MONUMENT AG20 IS A CAST IRON DALY CITY MONUMENT AT THE SOUTHWESTERLY SIDE OF SERRAMONTE SHOPPING CENTER WITH NGVD ELEVATION = 415.472' GR.
BASIS OF BEARINGS
FOUND CITY MONUMENTS WITH A BEARING OF N83°38'23"W AT THE CENTERLINE OF SERRAMONTE BOULEVARD SHOWN ON MAP ENTITLED "MAP OF SERRAMONTE UNIT NO. 7", RECORDED IN BOOK 66 OF MAPS AT PAGE 10, FILED IN THE OFFICE OF THE RECORDER OF SAN MATEO COUNTY, STATE OF CALIFORNIA, WAS USED AS BASIS OF BEARING FOR THIS SURVEY.

DESIGNED BY:	HC/LB	DATE:	05/19/2014	DESCRIPTION:	PREPARATION OF TOP PLAN	APPR. BY:	CITY	DATE:		BY:	
DRAWN BY:	LB										
CHECKED BY:	HC										
SCALE:	1"=50'										
GL A CIVIL ENGINEERS, INC.											
414 Mason Street Ste 404,											
San Francisco, CA.											
Tel. (415) 956-6707											
CALIFORNIA											
TOPOGRAPHIC SURVEY PLAN											
239 SERRAMONTE BOULEVARD											
APN: 091247080											
PN 239SERRAMONTE											
DAILY CITY											
SHEET											
C-1											
SHEET 1 OF 1											

EMAIL: GLAENGINEERS@SBCGLOBAL.NET

525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

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11	Issued for Review	04/17/2018



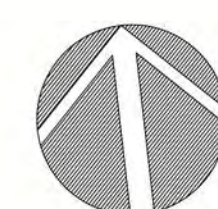
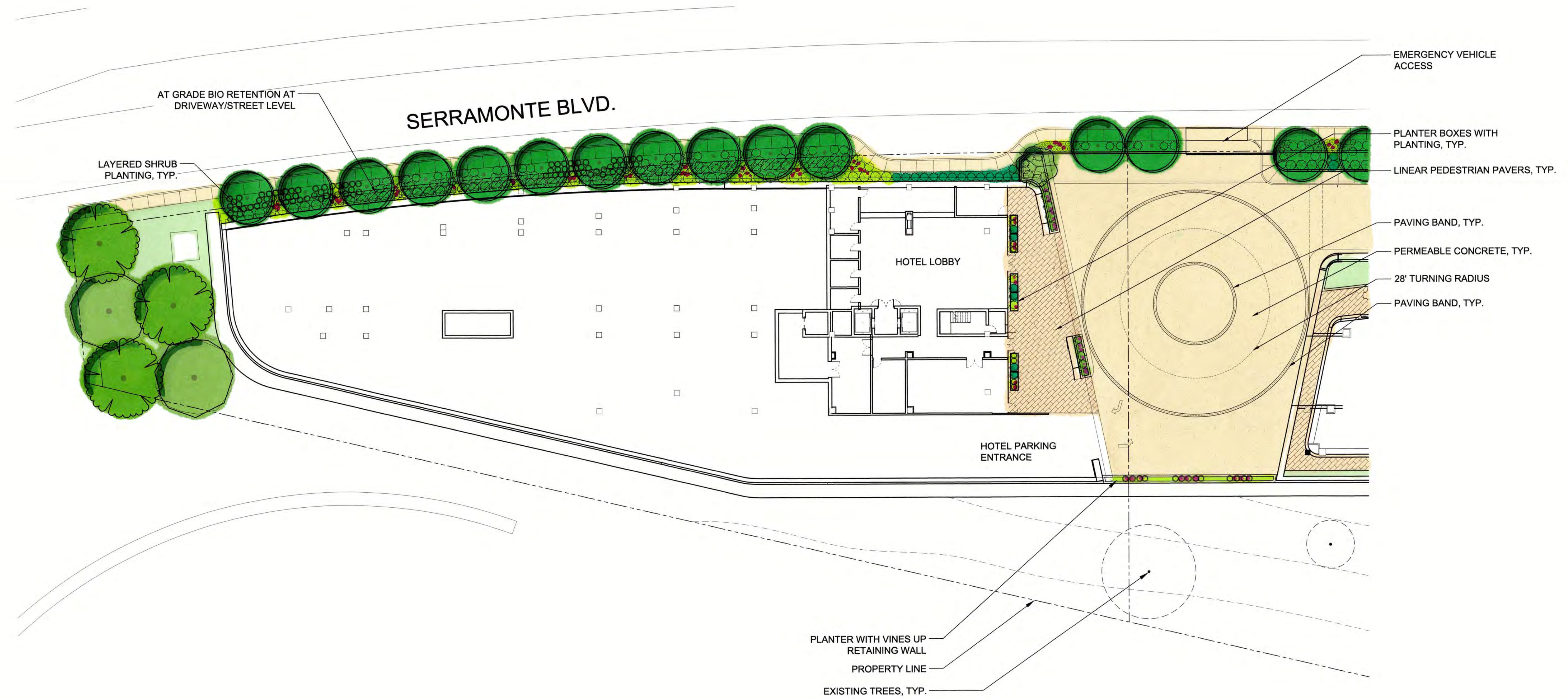
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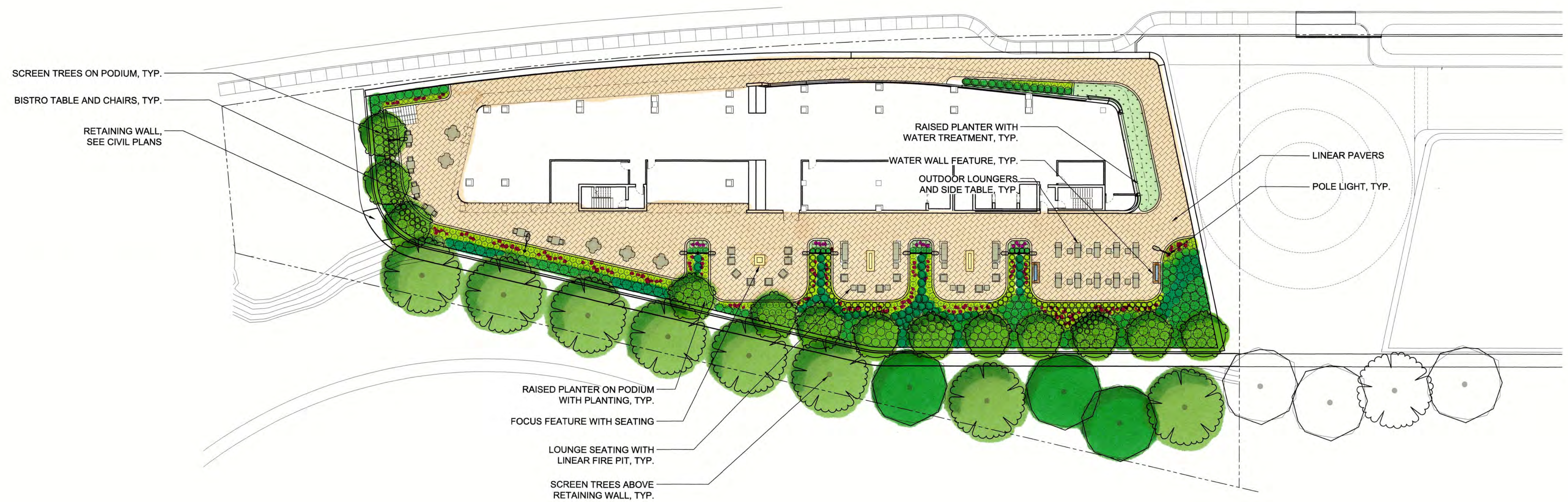
Date: 06/26/2018

Scale: As indicated

ADA DETAILS

Sheet Number:





PAVING: PAVERS AND PERMEABLE CONCRETE



WATER WALL FEATURE



LINEAR FIRE PIT



RAISED PLANTER



CHAISE LOUNGE SEATING



TABLES

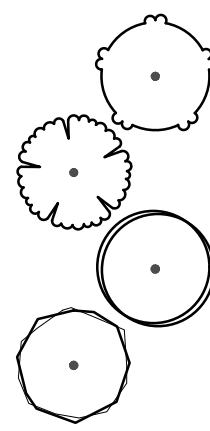


LOUNGE SEATING

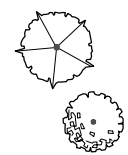


PLANTING PALLET

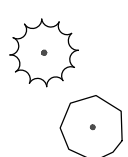
TREES



LARGE SHRUBS



MEDIUM SHRUBS



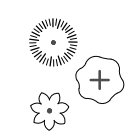
CODE	BOTANICAL NAME	COMMON NAME	CONT.
ARB HYB	ARBUTUS X 'MARINA'	ARBUTUS STANDARD	24"BOX
CAR FAS	CARPINUS BETULUS 'FASTIGIATA'	PYRAMIDAL EUROPEAN HORNBEAM	24"BOX
CUP MAC	CUPRESSUS MACROCARPA	MONTEREY CYPRESS	24"BOX
GEI PAR	GEIJERA PARVIFLORA	AUSTRALIAN WILLOW	24"BOX
GIN BIL	GINGGO BILOBA	MAIDENHAIR TREE	24"BOX
LAG MUS	LAGERSTROEMIA INDICA x 'MUSKOGEE	MUSKOGEE CRAPE MYRTLE	24"BOX
LIR TUL	LIRIODENDRON TULIPIFERA	TULIP TREE	24"BOX
LOP CON	LOPHOSTEMON CONFERTUS	BRISBANE BOX	24BOX

CODE	BOTANICAL NAME	COMMON NAME	CONT.
ARC SU2	ARCTOSTAPHYLOS X 'SUNSET'	SUNSET MANZANITA	5 GAL
CEA HYB	CEANOTHUS SPECIES	WILD LILAC	5 GAL
CHO DEW	CHOISYA SPECIES	MEXICAN ORANGE	5 GAL
ECH PU2	ECHIUM SPECIES		5 GAL
GRE NOE	GREVILLEA X 'NOELLII'	GREVILLEA	5 GAL
LAV ASS	LAVATERA ASSURGENTIFLORA	MALLOW	5 GAL
LIG TE3	LIGUSTRUM TEXANUM	TEXAS PRIVET	5 GAL
MYR CAL	MYRICA CALIFORNICA	PACIFIC WAX MYRTLE	5 GAL
PIT TOB	PITTOSPORUM TOBIRA	MOCK ORANGE	5 GAL

PRU BRI	PRUNUS CAROLINIANA 'BRIGHT 'N TIGHT' TM	BRIGHT 'N TIGHT CAROLINA LAUREL	5 GAL
RHA SEA	RHAMNUS CALIFORNICA 'SEAVIEW'	CALIFORNIA COFFEE BERRY	5 GAL
RHA M11	RHAPHIOLEPIS SPECIES	INDIAN HAWTHORN	5 GAL
ROS TUS	ROSMARINUS OFFICINALIS 'TUSCAN BLUE'	TUSCAN BLUE ROSEMARY	5 GAL
SAL LEU	SALVIA LEUCANTHA	MEXICAN BUSH SAGE	5 GAL
XYL COM	XYLOSMA CONGESTUM 'COMPACTA'	COMPACT XYLOSMA	5 GAL

CODE	BOTANICAL NAME	COMMON NAME	CONT.
ABE PRO	ABELIA X GRANDIFLORA 'PROSTRATA'	PROSTRATE GLOSSY ABELIA	5 GAL
AGA AFR	AGAPANTHUS AFRICANUS	LILY OF THE NILE	1 GAL
CAL LIT	CALLISTEMON CITRINUS 'LITTLE JOHN'	DWARF BOTTLE BRUSH	1 GAL
CAR NAT	CARISSA GRANDIFLORA	NATAL PLUM	5 GAL
COP HYB	COPROSMA SPECIES	GOLD MIRROR PLANT	5 GAL
DIE BIC	DIETES BICOLOR	FORTNIGHT LILY	1 GAL
ESC CO2	ESCALLONIA X 'COMPACTA'	COMPACT ESCALLONIA	5 GAL
EUO FOR	EUONYMUS FORTUNEI	WINTERCREEPER	5 GAL
EUR CHR	EURYOPS SPECIES	EURYOPS	5 GAL
FES MAI	FESTUCA MAIREI	ATLAS FESCUE	5 GAL
GAL SPE	GALVEZIA SPECIOSA	ISLAND BUSH SNAPDRAGON	5 GAL
MAH REP	MAHONIA REPENS	CREEPING MAHONIA	5 GAL
PHO TEN	PHORMIUM TENAX	NEW ZEALAND FLAX	5 GAL

SMALL SHRUBS & GROUND COVER



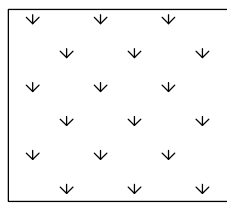
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ACA RED	ACACIA REDOLENS	BANK CATCLAW	5 GAL
COT DAM	COTONEASTER DAMMERI	BEARBERRY COTONEASTER	1 GAL
ERI BEA	ERIGERON GLAUCUS	BEACH DAISY	1 GAL
ERY BOW	ERYSIMUM X 'BOWLES' MAUVE'	WALLFLOWER	5 GAL
FES GLA	FESTUCA SPECIES	BLUE FESCUE	1 GAL
HEM DWA	HEMEROCALLIS SPECIES	DWARF DAYLILY	1 GAL
JUN SHO	JUNIPERUS CONFERTA	SHORE JUNIPER	5 GAL
LAN GO2	LANTANA SPECIES	LANTANA	1 GAL
LIM PER	LIMONIUM PEREZII	STATICE	5 GAL
LIR DEN	LIRIOPE DENSIFLORA	LILYTURF	1 GAL
MIM GE3	MIMULUS X 'GEORGIE WHITE'	GEORGIE WHITE MONKEYFLOWER	5 GAL
PEN FAS	PENNISETUM X 'FAIRY TAILS'	EVERGREEN FOUNTAIN GRASS	5 GAL
SAN VIR	SANTOLINA VIRENS	GREEN LAVENDER COTTON	5 GAL
SED AN3	SEDUM X 'ANGELINA'	ANGELINA SEDUM	1 GAL
SIS BEL	SISYRINCHIUM BELLUM	BLUE EYED GRASS	1 GAL
SOL HET	SOLLYA HETEROPHYLLA	AUSTRALIAN BLUEBELL	5 GAL
THY GOL	THYMUS SPECIES	THYME	1 GAL

VINE/ESPALIER



CODE	BOTANICAL NAME	COMMON NAME	CONT.
FIC PUM	FICUS PUMILA	CREEPING FIG	5 GAL
PAS YEL	PASSIFLORA LUTEA	YELLOW PASSION VINE	5 GAL
PAS LAV	PASSIFLORA X 'LAVENDER LADY'	PASSION VINE	5 GAL

WATER TREATMENT PLANTS



CODE	BOTANICAL NAME	COMMON NAME	CONT.
ROS LUT	ROSA BANKSIAE 'LUTEA'	BANKSIA ROSE	5 GAL
ACH MOO	ACHILLEA X 'MOONSHINE'	MOONSHINE YARROW	5 GAL
ARC DEN	ARCTOSTAPHYLOS DENSIFLORA	VINE HILL MANZANITA	1 GAL
CHO TEC	CHONDROPETALUM TECTORUM	CAPE RUSH	5 GAL
DES CAL	DESCHAMPSIA CESPITOSA	CALIFORNIA HAIR GRASS	5 GAL
FES MAI	FESTUCA MAIREI	ATLAS FESCUE	5 GAL
GAR COA	GARRYA ELLIPTICA	COAST SILKTASSEL	5 GAL
JUN PAT	JUNCUS PATENS	CALIFORNIA GRAY RUSH	5 GAL

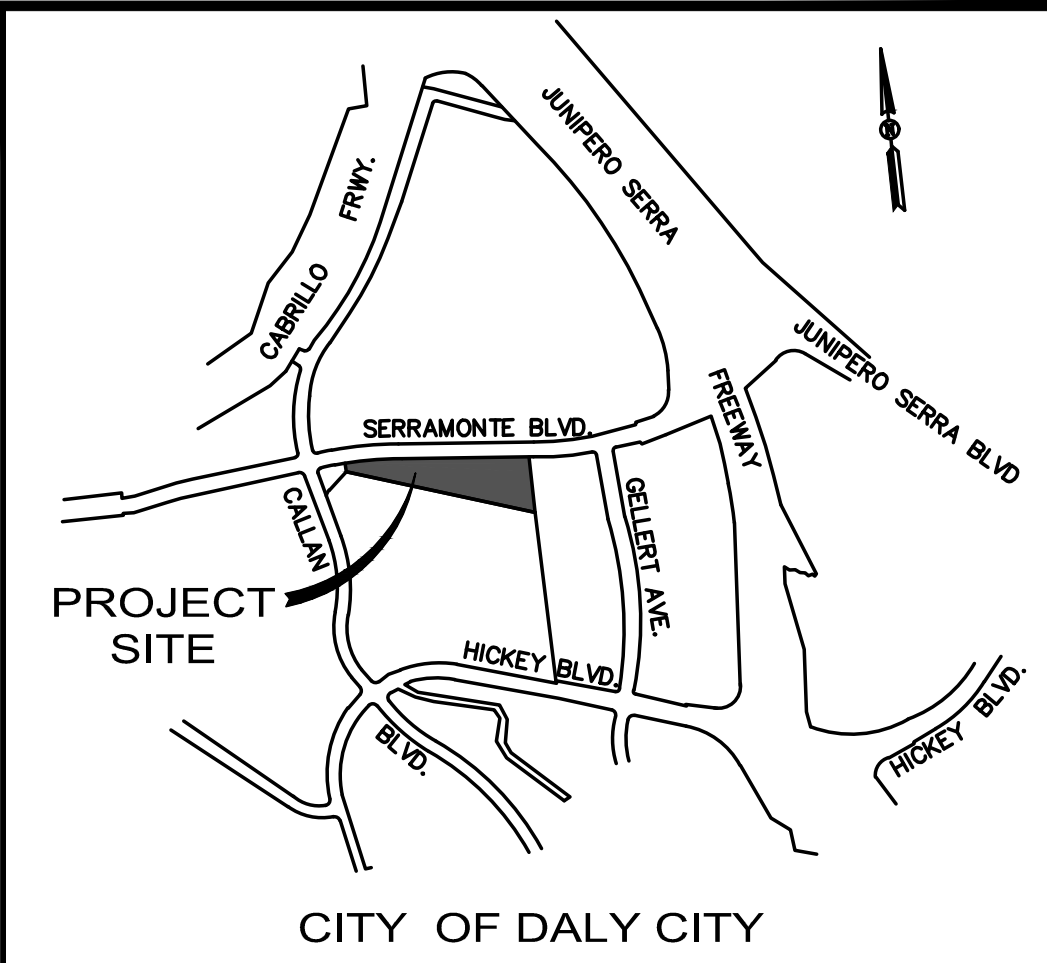
CONCEPTUAL TREE PALETTE



CONCEPTUAL SHRUBS & GROUNDCOVER PALETTE



TENTATIVE MAP
THE VIEWS
239 SERRAMONTE BLVD.
DALY CITY, SAN MATEO COUNTY, CALIFORNIA
FOR: SERRAMONTE TERRACES, LLC



VICINITY MAP
NOT TO SCALE

BENCHMARK AT INTERSECTION OF SERRAMONTE BLVD.
& CALLAN BLVD.

MONUMENT AG20 IS A CAST IRON DALY CITY MONUMENT AT THE SOUTHWESTERLY SIDE OF SERRAMONTE SHOPPING CENTER WITH NGVD ELEVATION = 415.472' GR.

BASIS OF BEARINGS

FOUND CITY MONUMENTS WITH A BEARING OF N83°38'23"W AT THE CENTERLINE OF SERRAMONTE BOULEVARD SHOWN ON MAP ENTITLED "MAP OF SERRAMONTE UNIT NO. 7", RECORDED IN BOOK 66 OF MAPS AT PAGE 10, FILED IN THE OFFICE OF THE RECORDER OF SAN MATEO COUNTY, STATE OF CALIFORNIA, WAS USED AS BASIS OF BEARING FOR THIS SURVEY.

DATE OF SURVEY:

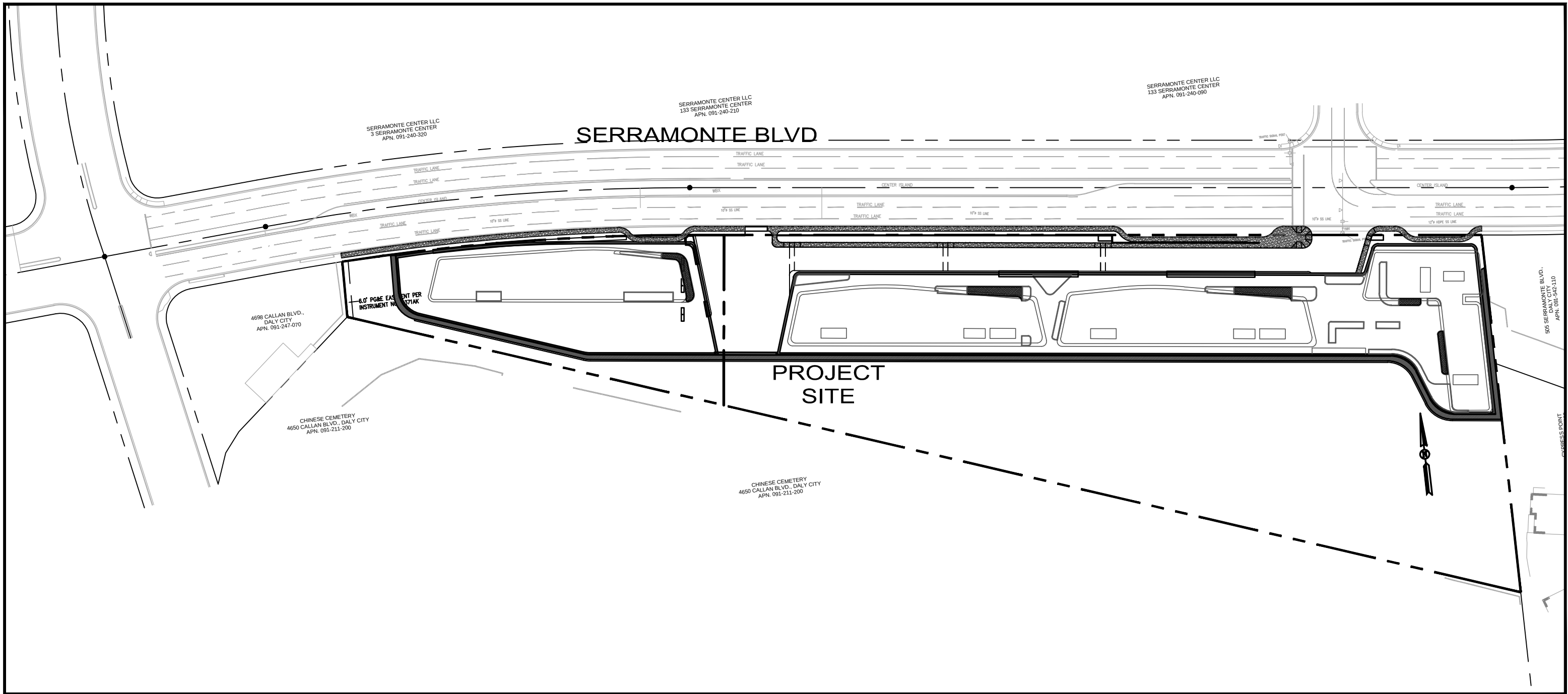
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UTILITY STATEMENT:

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LOCATION MAP
NOT TO SCALE

LEGEND :

- PROPERTY LINE
- EXISTING LINE
- BUILDING LIMITS
- BENCHMARK REFERENCE
- CHAINLINK FENCE
- STORM DRAIN LINE (APPROXIMATE)
- SANITARY SEWER LINE (APPROXIMATE)
- WATER LINE (APPROXIMATE)

ABBREVIATIONS:

AC	ASPHALT CONCRETE	MH	MANHOLE
APN	ASSESSOR'S PARCEL NUMBER	NTS	NOT TO SCALE
BM	BENCHMARK	PAV.	PAVEMENT
BC	BUILDING CORNER	PB-MH	PACIFIC BELL MANHOLE
BL	BUILDING LINE	PL	PROPERTY LINE
BOW	BOTTOM OF WALL	PP	POWER POLE
BP	BACKFLOW PREVENTER	ROW	RIGHT OF WAY
BW	BACK OF WALK	RTW.	RETAINING WALL
CLR.	CLEAR	(R)	PER RECORD MAPS
(D)	PER RECORDED DEED	SS	STREET SIGN
DI	DRAIN INLET	SDMH	STORM DRAIN MANHOLE
D/W	DRIVEWAY	SLBX	STREET LIGHTING BOX
EL./ELEV.	ELEVATION	SSMH	SANITARY SEWER MANHOLE
(E)/EX.	EXISTING	S/W	SIDEWALK
FH	FIRE HYDRANT	TC	TOP OF CURB
FL	FLOW LINE	TR	TREE
GND	GROUND	TSBX	TRAFFIC SIGNAL BOX
GV	GAS VALVE	TSP	TRAFFIC SIGNAL POLE
LG	LIP OF GUTTER	TW	TOP OF WALL
LP	LIGHT POLE	TYP.	TYPICAL
MIN	MINIMUM	(T)	TOTAL
(M)/MEAS.	MEASURED	WBX	WATER BOX
		WV	WATER VALVE

GENERAL NOTES:

- | | | | |
|-----------------------|--|-----------------------------------|---|
| 1. OWNER / DEVELOPER: | SERRAMONTE TERRACES, LLC
159 EL CAMINO REAL
MILLBRAE, CA 94030 | 5. APN: | 091-247-080 |
| 2. ARCHITECT: | COSTA BROWN ARCHITECTURE, INC.
1620 MONTGOMERY STREET, SUITE 300
SAN FRANCISCO, CA 94111 | 6. ZONING: | PD (PLANNED DEVELOPMENT), PD-57 |
| 3. CIVIL ENGINEER: | GREEN CIVIL ENGINEERING
204 EAST 2nd AVENUE #820
SAN MATEO, CA 94401 | 7. LOT AREA: | 6.07± ACRES
4.98± ACRES (PHASE I)
1.09± ACRES (PHASE II) |
| 4. SURVEYOR: | GLA CIVIL ENGINEERING, INC.
944 MARKET STREET, SUITE 711
SAN FRANCISCO, CA 94102 | 8. TOTAL NO. OF PROPOSED UNITS: | 3 STRUCTURES - 323 UNITS (PHASE I)
1 STRUCTURE - 176 ROOMS (PHASE II) |
| | | 9. TOTAL NO. OF PARKING PROVIDED: | 667 SPACES
480 (PHASE I)
187 (PHASE II) |
| | | 10. UTILITIES: | CITY OF DALY CITY
CITY OF DALY CITY
CITY OF DALY CITY
NORTH COUNTY FIRE AUTHORITY
PACIFIC GAS & ELECTRIC
AT&T
COMCAST |

SHEET INDEX

TM#1	COVER SHEET
TM#2	TOPOGRAPHICAL SURVEY
TM#3	EXISTING PARCELS AND EASEMENTS
TM#4	PROPOSED PARCELS AND EASEMENTS
TM#5	PRELIMINARY GRADING AND DRAINAGE PLAN
TM#6	PRELIMINARY UTILITY PLAN
TM#7	PRELIMINARY STORMWATER CONTROL PLAN & DETAILS

REV.	DATE	DESCRIPTION
1	2018/05/06	REVISION PER CITY COMMENTS

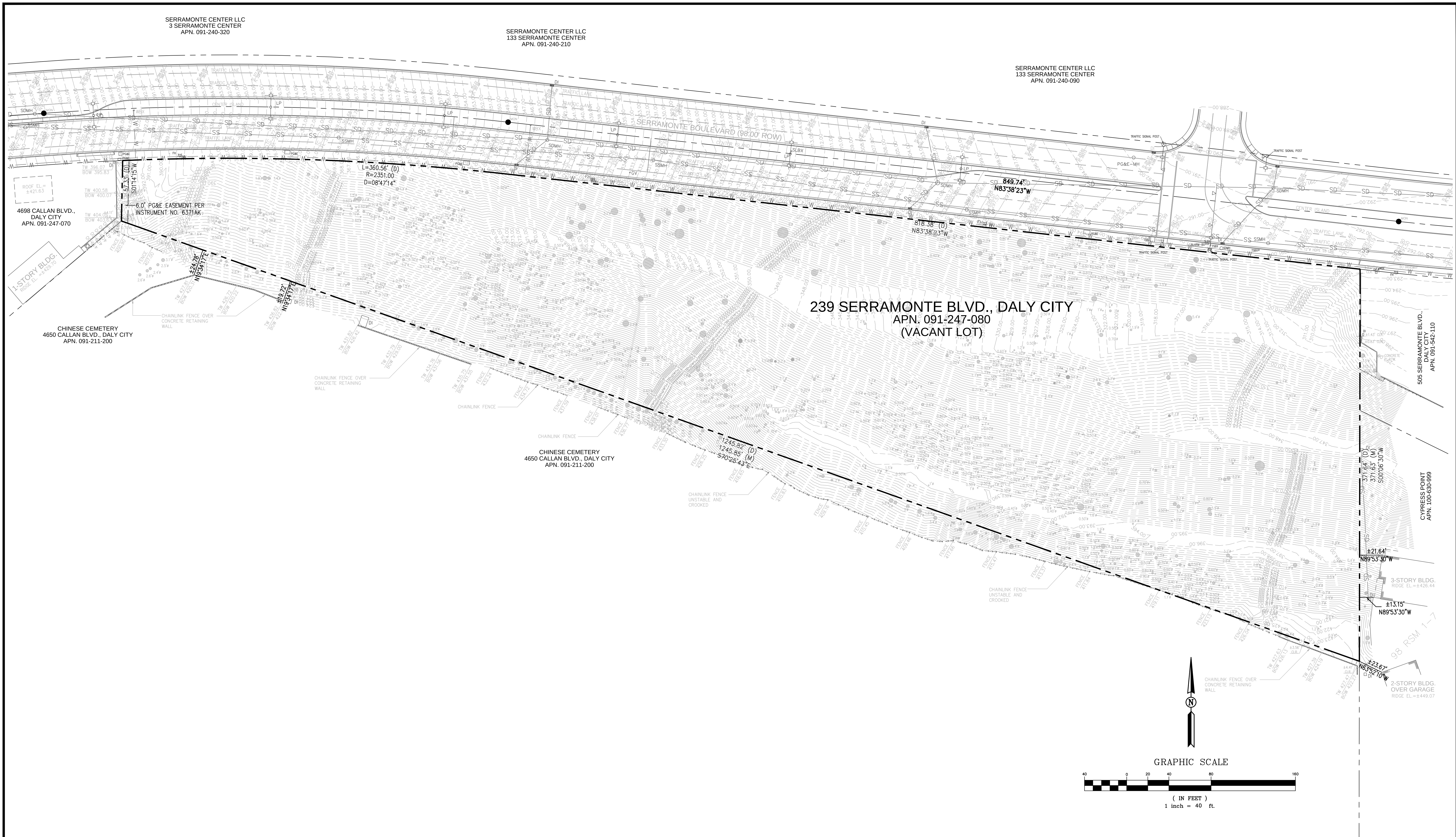
GREEN
CIVIL ENGINEERING, INC
GREEN-ENG@HOTMAIL.COM
204 E 2ND AVE #820
SAN MATEO, CA 94401



OWNER:
SERRAMONTE TERRACES, LLC
159 EL CAMINO REAL
MILLBRAE, CA 94030

COVER SHEET
TENTATIVE MAP
239 SERRAMONTE BLVD
DALY CITY, CALIFORNIA

SCALE
VERTICAL: 1"= AS SHOWN
HORIZONTAL: 1"= AS SHOWN
SHEET
TM 1
OF 7 SHEET
JOB NO.
2014026



REV.	DATE	DESCRIPTION
1	2018/05/06	REVISION PER CITY COMMENTS

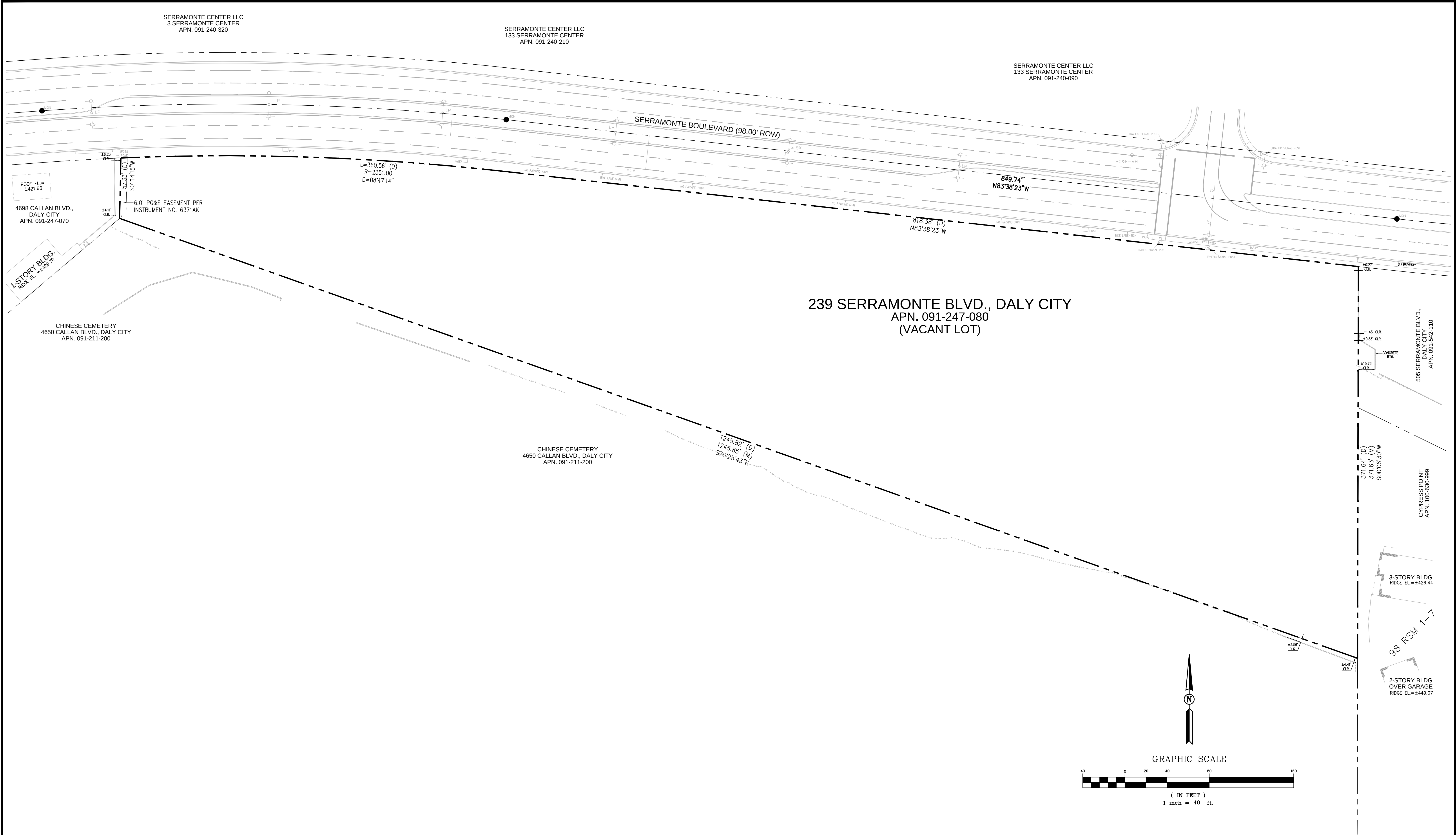
GREEN
CIVIL ENGINEERING, INC
GREEN-ENG@HOTMAIL.COM
204 E 2ND AVE #820
SAN MATEO, CA 94401



OWNER:
SERRAMONTE TERRACES, LLC
159 EL CAMINO REAL
MILLBRAE, CA 94030

TOPOGRAPHIC SURVEY
TENTATIVE MAP
239 SERRAMONTE BLVD
DALY CITY, CALIFORNIA

SCALE
VERTICAL: 1"= AS SHOWN
HORIZONTAL: 1"= AS SHOWN
SHEET
TM 2
OF 7 SHEET
JOB NO.
2014026



REV.	DATE	DESCRIPTION
1	2018/05/06	REVISION PER CITY COMMENTS

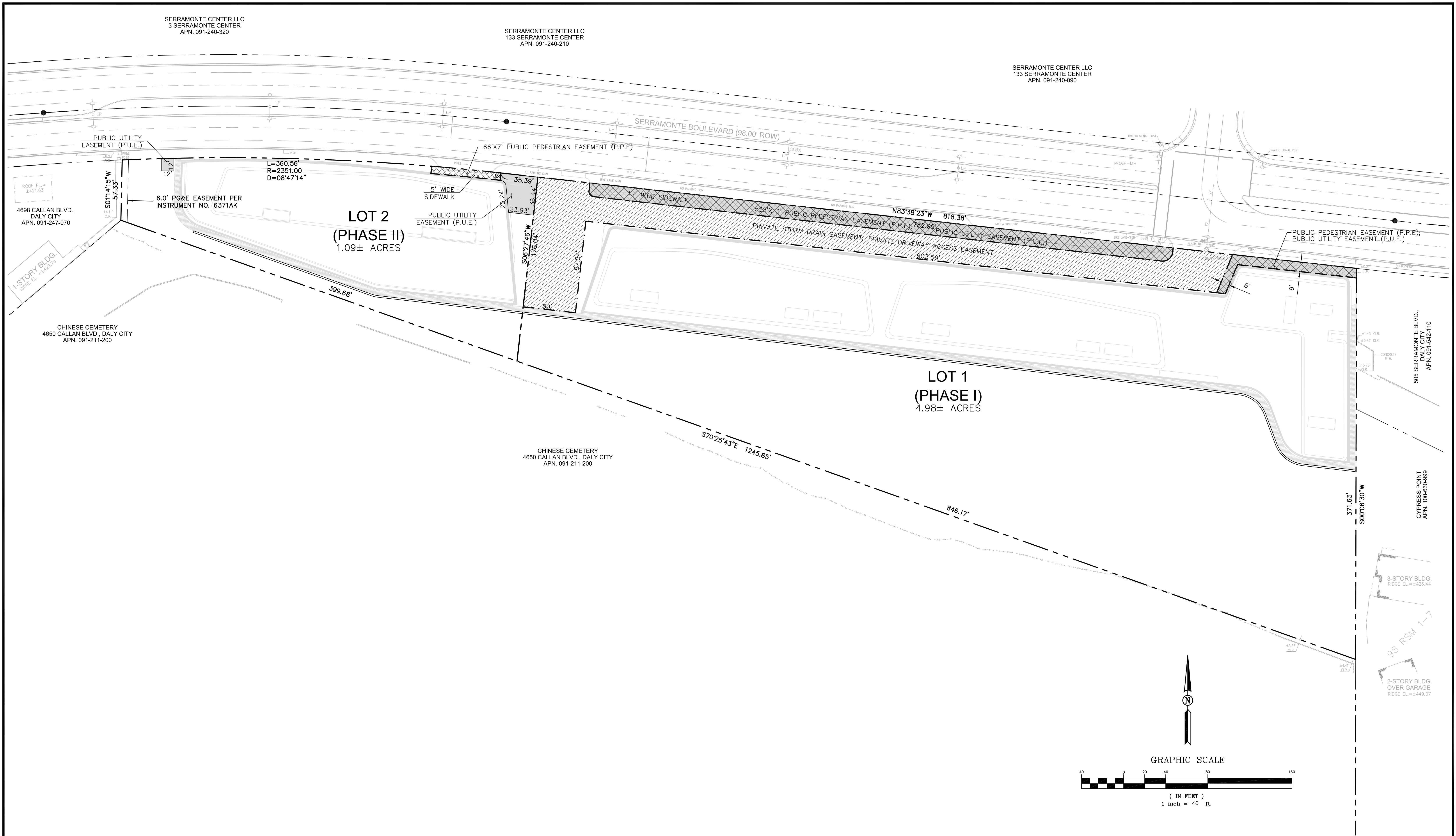
GREEN
CIVIL ENGINEERING, INC
GREEN-ENG@HOTMAIL.COM
204 E 2ND AVE #820
SAN MATEO, CA 94401



OWNER:
SERRAMONTE TERRACES, LLC
159 EL CAMINO REAL
MILLBRAE, CA 94030

EXISTING PARCELS AND EASEMENTS
TENTATIVE MAP
239 SERRAMONTE BLVD
DALY CITY, CALIFORNIA

SCALE
VERTICAL: 1"= AS SHOWN
HORIZONTAL: 1"= AS SHOWN
SHEET
TM 3
OF 7 SHEET
JOB NO.
2014026



REV.	DATE	DESCRIPTION
1	2018/05/06	REVISION PER CITY COMMENTS

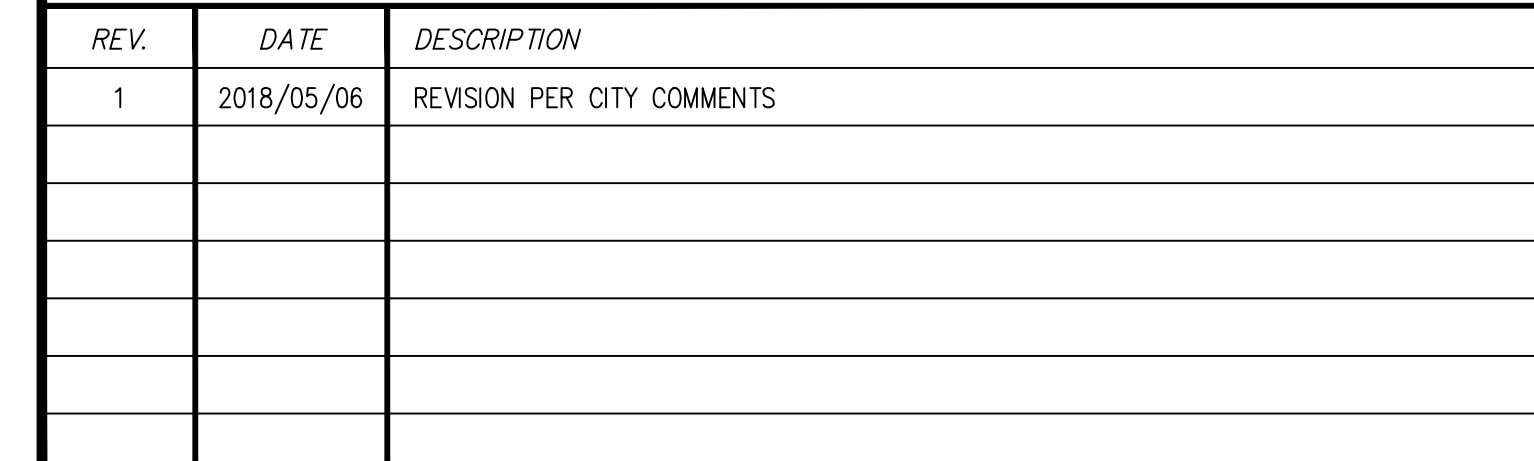
GREEN
CIVIL ENGINEERING, INC
GREEN-ENG@HOTMAIL.COM
204 E 2ND AVE #820
SAN MATEO, CA 94401



OWNER:
SERRAMONTE TERRACES, LLC
159 EL CAMINO REAL
MILLBRAE, CA 94030

**PROPOSED PARCELS AND EASEMENTS
TENTATIVE MAP**
239 SERRAMONTE BLVD
DALY CITY, CALIFORNIA

SCALE
VERTICAL: 1"= AS SHOWN
HORIZONTAL: 1"= AS SHOWN
SHEET
TM 4
OF 7 SHEET
JOB NO.
2014026



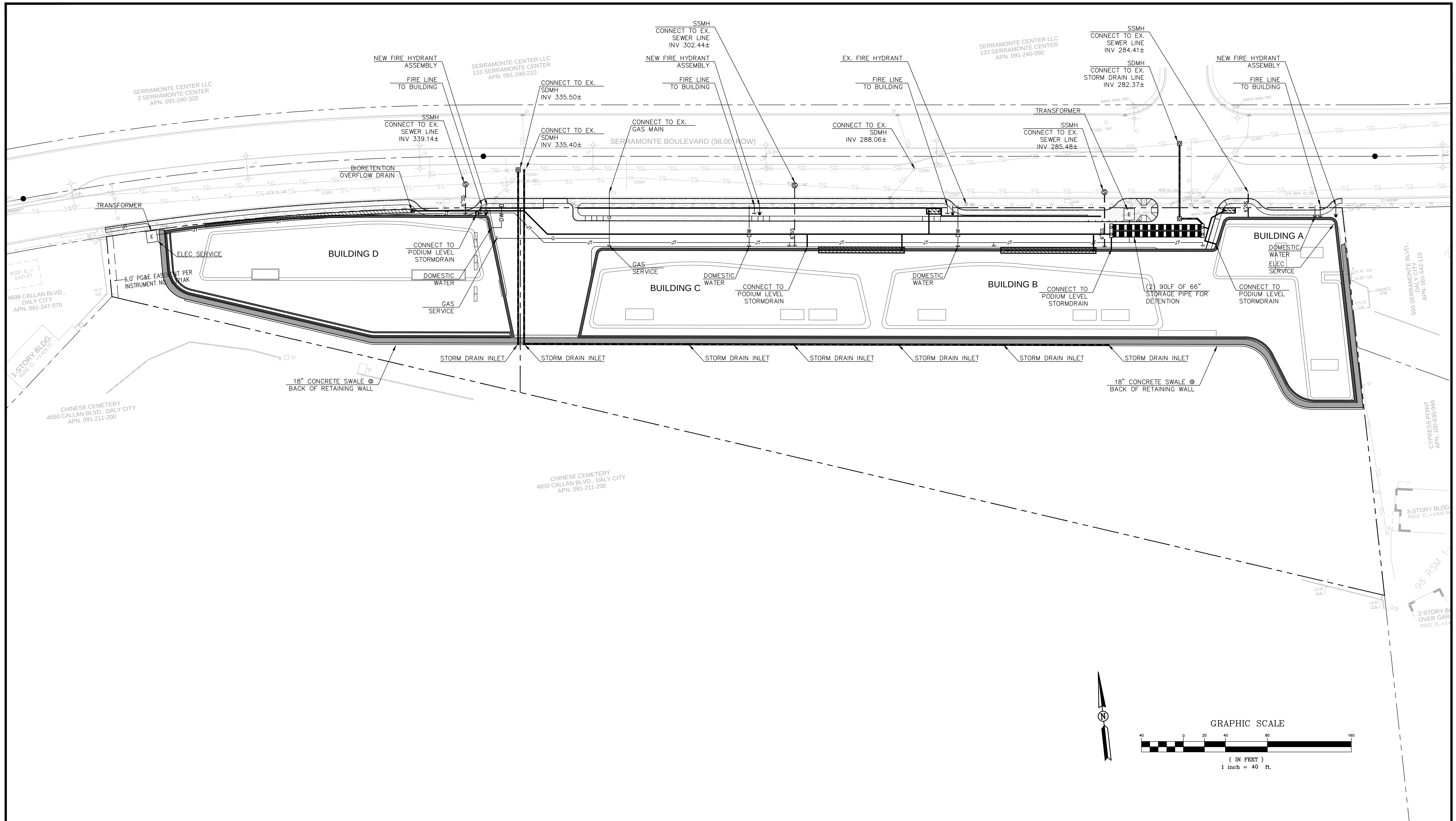
OWNER:
SERRAMONTE TERRACES, LLC
159 EL CAMINO REAL
MILLBRAE, CA 94030

PRELIMINARY GRADING & DRAINAGE PLAN
TENTATIVE MAP
239 SERRAMONTE BLVD
DALY CITY, CALIFORNIA

SCALE
VERTICAL: 1"= AS SHOWN
HORIZONTAL: 1"= AS SHOWN

SHEET
TM 5
OF 7 SHEET

JOB NO.
2014026



REV.	DATE	DESCRIPTION
1	2018/05/06	REVISION PER CITY COMMENTS

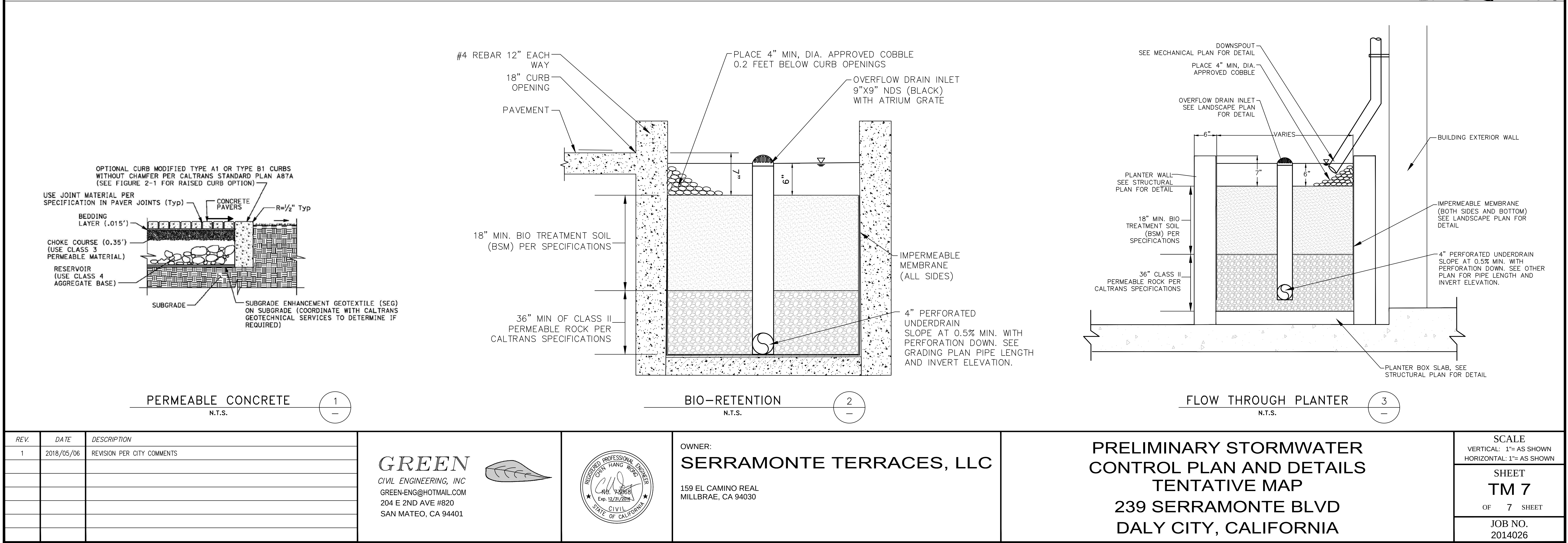
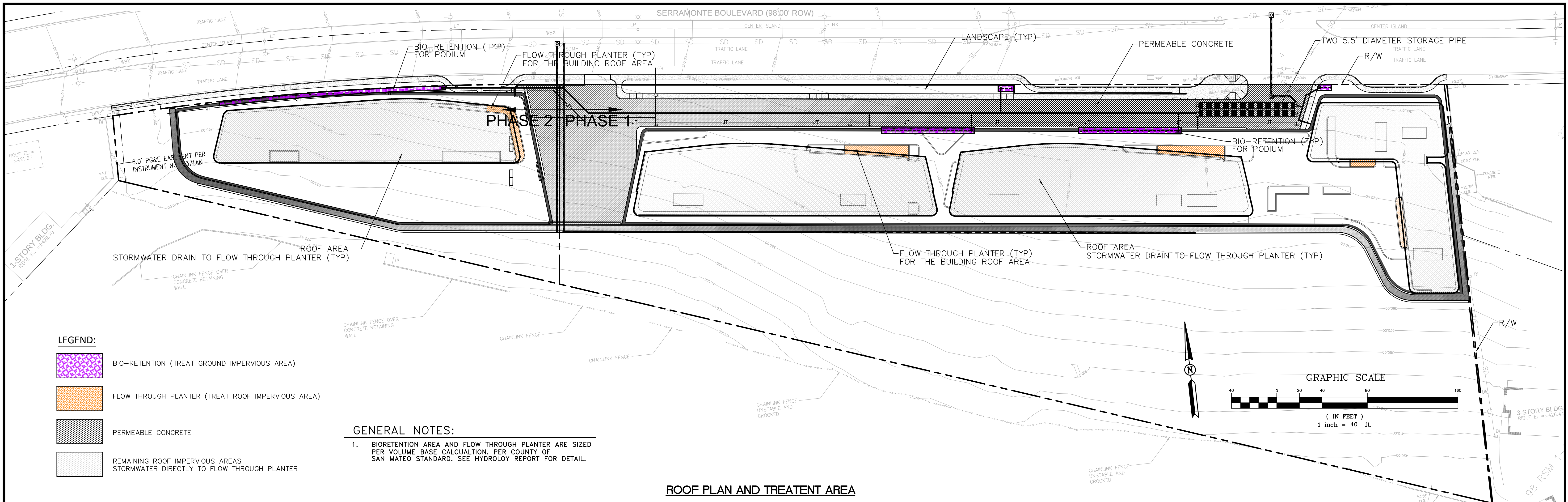
GREEN
CIVIL ENGINEERING, INC
GREEN-ENG@HOTMAIL.COM
204 E 2ND AVE #820
SAN MATEO, CA 94401



OWNER:
SERRAMONTE TERRACES, LLC
159 EL CAMINO REAL
MILLBRAE, CA 94030

PRELIMINARY UTILITY PLAN
TENTATIVE MAP
239 SERRAMONTE BLVD
DALY CITY, CALIFORNIA

SCALE
VERTICAL: 1"= AS SHOWN
HORIZONTAL: 1"= AS SHOWN
SHEET
TM 6
OF 7 SHEET
JOB NO.
2014026



Summary of Discussion from the Pre-Application Meeting

Meeting Date: Monday, March 12, 2018
Meeting Time: 6:00 p.m. to 7:30 p.m.
Meeting Address: 371 Gellert Blvd., Daly City – Outback Steakhouse in Serramonte Plaza
Project Address: 525-595 Serramonte Boulevard, Daly City
Property Owner: Serramonte Terraces, LLC
Project Architect: Albert Costa, Costa Brown Architecture, Inc.

Please summarize the questions/comments and your response from the Pre-Application meeting in the space below. Please state if/how the project has been modified in response to any concerns.

Question/Concern #1:

Neighbor: Will our view be blocked? We're in the condominiums above McDonalds.

Project Sponsor Response: No, the proposed project site is set to the north of McDonalds, and the development will not be directly in front of the existing condos.

Question/Concern #2:

Neighbor: Will there be a fence on the property line?

Project Sponsor Response: Yes.

Question/Concern #3:

Neighbor: Is it feasible to have a hotel here?

Project Sponsor Response: It may not be a great location for a hotel, but it was basically mandated by City Council on a previous design for this parcel. This is the current plan.

Question/Concern #4:

Neighbor: Parking is very difficult in this area, and I'm concerned about not enough parking. Are you providing enough parking spaces?

Project Sponsor Response: We are proposing 420 onsite parking places for the residences and 187 parking places for the hotel, for a total of 607 parking places.

Question/Concern #5:

Neighbor: Where will the garage entrances be?

Project Sponsor Response: Multiple garage entrances are on the frontage road along Serramonte Boulevard.

Question/Concern #6:

Neighbor: What is the height of the building? Where do you measure from?

Project Sponsor Response: The tallest residential building is 17 stories tall. It is measured from the terrace level, which is over the 4-story garage.

Question/Concern #7:

Neighbor: Are there any design controls?

Project Sponsor Response: There are design guidelines that the City regulates, and every project must consider them. In addition to that, the design is reviewed by the Daly City Planning Division and Planning Commission.

Question/Concern #8:

Neighbor: What is the timeline?

Project Sponsor Response: It is still unknown, but it always surprises me how long it can take.

Question/Concern #9:

Neighbor: Are there any open spaces?

Project Sponsor Response: Yes, a large terrace above the parking will be open space.

Question/Concern #10:

Neighbor: Will there be bicycle parking?

Project Sponsor Response: Yes, there is a formula the City uses to calculate how many spaces.

Pre-Application Meeting Sign-in Sheet

Meeting Date: Monday, March 12, 2018
 Meeting Time: 6:00 p.m. to 7:30 p.m.
 Meeting Address: 371 Gellert Blvd., Daly City – Outback Steakhouse in Serramonte Plaza
 Project Address: 525-595 Serramonte Boulevard, Daly City
 Property Owner: Serramonte Terraces, LLC
 Project Architect: Albert Costa, Costa Brown Architecture, Inc.

Please print your name below, state your address and/or affiliation with a neighborhood group, and provide your phone number. Providing your name below does not represent support or opposition to the project; it is for documentation purposes only.

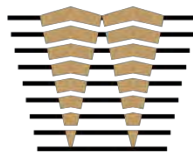
NAME/ORGANIZATION	ADDRESS	PHONE #	EMAIL	SEND PLANS
1. Brad Jones / Cypress Point	309 Innisfree Dr	415-809-9770	bjones5219@gmail.com	☒
2. KATHI + BEN JAYME	398 Innisfree Drive DC 94015	(650) 990-1015	bkjsayme@gmail.com	☒
3. Rich Brugger	396 Innisfree Dr	650 852 9932	richbrugger@hotmail.com	☒
4. Josephine Muscat	366 Innisfree Dr			☐
5.				☐
6. bjones5219@gmail.com				☐
7.				☐
8.				☐
9.				☐
10.				☐
11.				☐
12.				☐
13.				☐

Serramonte Views Residential and Hotel Development

Parking Demand Analysis

August 24, 2018

Architects • Engineers • Parking Planners



WATRY DESIGN, INC.



August 24, 2018

Mr. Henry Lam
Costa Brown Architecture Inc.
1620 Montgomery Street, Suite 300
San Francisco, CA 94111
415-986-0101
www.costa-brown.com

RE: Serramonte Views Hotel and Residential Development, Daly City, CA– Parking Demand Analysis
WDI Job #16135.111

Mr. Lam:

We were asked to assist with developing the parking demands for the proposed mixed-use development. Specifically, we were asked to study the regional and local parking demands for the project and to compare to current City standards. The following report addresses methodology and recommendations.

Summary

- Residential peak parking demand of 438 cars occurs at 10:00 PM for both weekdays and weekends. This peak demand includes reserved tenant parking and guest parking. 480 parking stalls are provided for residential use.
- Hotel peak parking demand of 187 cars occurs at 9:00 PM on weekdays. This peak demand includes guest and employee parking. 149 parking stalls are provided in addition to 38 valet spaces when needed, for hotel use.

Methodology

A shared use study analyses the parking demands for the various uses within a mixed use project. As an example, if a movie theater was built in a green field as a stand-alone project it would have a specific parking demand. If that same theater were located in a mixed use development containing retail, restaurants, office, and residential, the specific theater parking demand would be reduced due to the fact that some of the people are already on site visiting a restaurant, shopping, or live there and have already parked. Another component of a shared use application would be office users needing parking when the residential parking demand is at the low point. Conversely the residential peak occurs when the office peak is at the lowest allowing for sharing of some of the parking inventory.

Our approach is to first establish the parking demands based on the City standards for each component of the project as stand-alone numbers. We then develop a shared use parking demand analysis using the Urban Land Institute (ULI) model with adjustments for the project specifics such as location and demographics of the area. The shared use demand takes into consideration public transportation or ride sharing (multi-modal) and those already on-site while visiting another use.



Project Description

The Serramonte Hotel and Condominium Development is located at 525-585 Serramonte Blvd. between Callan and Gellert Boulevards. The project consists of three residential condominium towers (Bldgs. A, B, and C) and a hotel tower (Bldg. D). Building A includes 133 residential units within 17 stories; Buildings B and C each include 95 residential units within 13 stories. The hotel includes 176 guest rooms and 6,076 square feet of meeting space, and a small dining room for guests. The dining room is intended to support guests staying at the hotel and is not designed as a destination. The meeting rooms are a destination and parking is provided to serve this use.

The residential buildings A, B, and C will share a single four level parking garage, which predominately follows the grade of Serramonte Boulevard; the parking garage structure steps once below grade along Serramonte Boulevard as the grade and street rise upwards to the west. Hotel and meeting space parking is provided in a four-level parking garage within building D, located above grade and below the hotel. All parking entrances and exits are at grade.

The residential portion of the project is supported with 480 parking stalls and the hotel has 187 parking stalls; 149 dedicated parking stalls, 38 valet parked spaces.

Table 1		
Summary of Buildings, Use, and Number of Condominium Units		
Use	Stories	No. of Units
Bldg. A – Residential (condos)	17	133
Bldg. B – Residential (condos)	12	95
Bldg. C – Residential (condos)	12	95
<u>Total Residential Units</u>		<u>323</u>
Bldg. D - Hotel Guest Rooms - Meeting Space		176 rooms 6,076 Sq. Ft.



City Parking Demand

The Daly City Code of Ordinances, Chapter 17.34 - Off-Street Parking and Loading, 17.34.020 - Schedule of parking requirements, requires the following minimum parking to be provided.

- Residential
 - One bedroom 1.5 parking stalls per unit
 - Two bedroom and larger 2.0 parking stalls per unit
- Hotel
 - Guest rooms 1.0 parking stall per room
 - Lobby/amenity/office 1.0 parking stall per 300 square feet
 - Meeting space 1.0 parking stall per 200 square feet

Table 2 - Summary of City Parking Demand		
Residential	Units	Parking
<u>Bldg. A – Residential</u>		
One bedrooms	71 Units	107 stalls
Two bedrooms	60 Units	120 stalls
Three bedrooms	2 Units	4 stalls
<u>Totals</u>	<u>133 Units</u>	<u>231 stalls</u>
<u>Bldg. B – Residential</u>		
One bedrooms	21 Units	32 stalls
Two bedrooms	74 Units	148 stalls
Three bedrooms	0 Units	0 stalls
<u>Totals</u>	<u>95 Units</u>	<u>180 stalls</u>
<u>Bldg. C – Residential</u>		
One bedrooms	21 Units	32 stalls
Two bedrooms	74 Units	148 stalls
Three bedrooms	0 Units	0 stalls
<u>Totals</u>	<u>95 Units</u>	<u>180 stalls</u>
Totals for Residential	323	591 stalls
Hotel	Unit	Parking
<u>Bldg. D – Hotel</u>		
Guest rooms (1 stall per room)	176 rooms	176 stalls
Lobby / Office (1 stall per 300 SF)	10,635 Sq. Ft.	36 stalls
Meeting rooms (1 stall per 200 SF)	6,076 Sq. Ft.	31 stalls
<u>Totals</u>		<u>243 stalls</u>
Totals for Hotel		243 stalls



ULI Shared Use Parking Demand

The shared parking demand analysis utilizes the ULI model with adjustments specific to the project and region the project is located. Adjustments include adjustments to the ULI base parking ratio to reflect local conditions and characteristics, multi-modal adjustments for those who arrived by means other than a private vehicle (no parking required), and a non-captive adjustment accounting for those already on site enjoying another use (already parked). No non-captive adjustments were used in this analysis.

Residential

We recommend adjusting the ULI base parking ratio of 1.5 parking stalls per residential unit to 1.37 spaces per unit. The recommended ratio includes 1.30 stalls per residential unit for resident parking and .07 stalls per residential unit for guest parking (5% guest parking).

The ULI base parking ratio of 1.5 is a mean number for all regions within the U.S. regardless of demographics and local demands. This adjustment is based on Watry's 40 years of experience providing professional parking consulting in the Peninsula area and supported with field surveys of actual parking demands on a number of area projects. The average surveyed parking demand is 1.28 parking stalls per residential unit (see Appendix A).

A multi-modal adjustment of 20% was applied to residential visitors. This assumes that eight of ten visitors will arrive by private vehicle and require parking.

The base parking demand for the residential units is 443 cars (323 units x 1.37 ratio). With the 20% reduction from the visitor demand of 23 cars the net parking demand is 438 cars (five car reduction). Refer to Appendix C, Residential Shared Use Parking Demand Model, pages one and four for details.

Hotel

The ULI base parking ratio for business hotels is 1.0 parking stalls for each guest room, and 0.25 stalls per room for weekdays and 1.18 for weekends for employees. We recommend using the 1.0 parking stalls for each room for guest parking, 0.25 stalls per room for employees on weekdays, and 0.18 stalls per room on weekends. These demand number are based on recent similar projects we have collaborated on with local traffic engineers to establish actual demands. Peninsula area hotels are currently experiencing parking demands reduced by as much as 50% due to ride sharing.

For guest parking a 20% to 25% multi-modal reduction was used for hotel shuttle, Uber, ridesharing, taxi, etc. For employees a 25% multi-modal reduction was used to account for public transit or ridesharing. This assumes that three of every four employees will arrive by private vehicle require a parking stall.

For Meeting and Banquet space we recommend 1.0 parking stall for every five guest seats. Guest seats are calculated at 14 SF for each seat (14.29 parking stalls for every 1,000 GSF). This number is based on the Traffic Engineering Handbook, Seventh Editions.

The base parking demand for just the Hotel guests is 176 cars. The peak weekday parking demand after multi-modal and non-captive adjustments is 132 cars in June at 11:00 pm (refer to Attachment D page,



4). The peak weekday demand for the Hotel within the entire project's peak demand is 112 cars in June at 9:00 pm¹. Refer to Appendix D, Hotel Shared Use Parking Demand Model page three for details.

Summary and Recommendations:

Hotel parking demand recommendations for the project peak demand is 187 stalls.

- 112 parking stalls for the Hotel guests (project peak demand at 9:00 PM on weekdays)¹.
- 7 parking stalls for Hotel employees
- 68 parking stalls for meeting room spaces

Residential parking demand recommendations for the project peak demand is 438 stalls.

Table 3 - Summary of ULI Based <u>Project Peak</u> Parking Demands		
Residential	Units	Peak Parking Demand
<u>Buildings A, B, and C – Residential</u>		
<u>Totals</u>	323 Units	438 stalls
Totals for Residential	323 Units	438 stalls
Hotel	Units	Peak Parking Demand
<u>Bldg. D – Hotel</u>		
Guest	176 Rooms	112 stalls
Employees		7 stalls
Meeting Rooms	6,076 Sq. Ft.	68 stalls
<u>Totals</u>		187 stalls

¹ The Hotel guest parking demand of 112 is the *project peak* demand at 9:00 PM on weekdays in June. This is different than the *Hotel peak* demand of 132 cars which occurs at 11:00 PM on weekdays. The project peak demand at 9:00 PM includes parking for meeting room events which drives the 9:00 PM project peak.



Parking Supply

The parking supply for the Residential and Hotel portions of the project are shown on the table below.

Table 4 - Summary of Parking Provided for Residential					
Parking	Level 4	Level 3	Level 2	Level 1	Totals
Standard	38	40	24	4	106
Compact	0	0	0	0	0
Visitor	0	0	0	10	10
Stacker	126	126	86	4	342
ADA	0	0	2	5	7
ADA Van	0	0	0	2	2
EV	0	0	0	13	13
Sub-Totals	164	166	110	38	480
Valet	0	0	0	0	0
Totals	164	166	110	38	480

Table 5 - Summary of Parking Provided for Hotel						
Parking	Level 4	Level 3	Level 2	Level 1	Not Used	Totals
Standard	41	38	33	25	0	137
Compact	0	0	0	0	0	0
Visitor	0	0	0	0	0	0
Stacker	0	0	0	0	0	0
ADA	0	0	2	2	0	4
ADA Van	0	0	1	1	0	2
EV	0	0	0	6	0	6
Valet	20	18	0	0	0	38
Sub-Totals	41	38	36	34	0	149
Totals	61	56	36	34	0	187



Conclusions

The Residential parking supply of 480 parking stalls satisfies the peak demand of 438 cars.

The Hotel parking supply of 187 parking stalls satisfies the peak project demand for the hotel guests, meeting space guests, and employees. The 187 parking stalls is made up of 149 traditional parking spaces complimented with 38 valet-parked cars within the drive aisles.

Valet can park up to 20 cars on each of the four garage levels for a total potential supply of 229 cars (149 traditional spaces plus 80 valet spaces). Refer to Attachment B.

The Hotel peak project demand of 119 stalls (112 guests and 7 employees) will be provided with self-parking within the hotel building. The meeting space peak demand is anticipated at 68 cars and can be provided with a combination of self-parking and valet parking when required. The valet staff can park cars within the drive aisles on any of the hotel's four levels which could yield an increase of 20 cars per level making up for peak demands. See Attachment B for typical hotel valet parking layout.

Sincerely,

WATRY DESIGN, INC.

Associate Principal

cc: Matt Davis, Dave LoCoco

Attachment A
Parking Ratio Survey of Similar Projects

Project	Location	Number of Residential Units	Number of Parking Spaces	Design Ratio	Survey Ratio (actual use)	Comments
The Shadows	Mountain View	180	341	1.89	1.22	
Central Park	Mountain View	354	696	1.97	1.38	
Park Place	Mountain View	373	511	1.37	0.91	
North Park	Mountain View	188	324	1.72	1.14	
Avalon Mountain View	Mountain View	248	426	1.72	1.21	
Avalon Towers	Mountain View	211	529	2.51	1.17	
Madera	Mountain View	203	313	1.54	1.01	
Markham	Cupertino	504	575	1.14	1.14	
Siena	Cupertino	128	182	1.42	1.42	
Ariosio	Cupertino	201	275	1.37	1.37	
Archstone	Cupertino	311	385	1.24	1.24	
Biltmore	Cupertino	179	276	1.54	1.54	
Hamptons	Cupertino	342	478	1.40	1.40	
The Metropolitan	San Mateo	218	305	1.40	1.40	
Altaire	San Mateo	103	194	1.88	1.88	
Township	Redwood City	132	169	1.28	1.06	
The Plaza	Foster City	307	693	2.26	1.44	
Colonnade	Los Altos	167	321	1.92	1.14	
Hearth North	Santa Clara	289	474	1.64	1.26	
Hearth South	Santa Clara	259	462	1.78	1.22	
Cobalt	Santa Clara	222	378	1.70	1.23	
Park Central	Santa Clara	173	345	1.99	1.27	
Mansion Grove	Santa Clara	1000	1670	1.67	1.32	
Average				1.67	1.28	

Data sources:

Watry Design data base of projects
Hexagon Engineering field surveys of project's parking occupancy counts.

The Views - Hotel Building Information
Building D Parking Count
Daly City, California

Floor	Accessible	Accessible Van	Electric Vehicle	Stacker	Standard	Total
Hotel Parking Level 4	0	0	0	0	41	41
Hotel Parking Level 3	0	0	0	0	38	38
Hotel Parking Level 2	2	1	0	0	33	36
Hotel Parking Level 1	2	1	6	0	25	34
Residential Parking Level 4	0	0	0	0	0	38
Totals	4	2	6	0	137	187

WALL LEGEND	
	EXTERIOR WALL
	INTERIOR DEMISING WALL - 1 HR RATED
	INTERIOR WALL - NON RATED
	2 HR RATED CONCRETE WALL
ACCESSIBILITY LEGEND	
	NO PARKING - ACCESSIBLE PATH OF TRAVEL
	EXTERIOR ACCESSIBLE ROUTE
	EGRESS PATH
	PROPERTY LINE
	ACCESSIBLE ENTRANCE

NOTE - ALL REQUIRED EXITS FOR BUILDING SHALL BE ACCESSIBLE

525-585 Serramonte Blvd, Daly City, CA
Job Number: 14020

No.	Description	Date
1	Issued for Review	09/12/2014
2	Issued for Review	11/20/2014
3	Issued for Review	06/23/2015
4	Issued for Review	10/19/2015
5	Issued for Review	12/29/2015
6	Issued for Review	07/11/2016
7	Issued for Review	12/05/2016
8	Issued for Review	08/24/2017

Costa Brown
Architecture

1620 Montgomery Street, Suite 300
San Francisco, CA 94111
Tel: 415 986 0101

The Views - Hotel Site

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Date: 08/24/2017
Scale: 1/16" = 1'-0"
Description:

BUILDING D -
FLOORPLANS - GARAGE
P4

Sheet Number:
A-D 105



① HOTEL GARAGE LEVEL 4
1/16" = 1'-0"



Project: Serramonte Residential
Description: ULI Model

Mar. 17, 2018

kst = thousand square feet

Projected Parking Supply:				Max Parking Spaces				Mode Adjustment				Noncaptive Ratio			
Land Use	Quantity	Weekday	Weekend	Weekday	Evening	Daytime	Evening	Weekday	Evening	Daytime	Evening	Weekday	Evening	Daytime	Evening
Residential, Rental, Shared Spaces	0 units	0	0		100%	100%	100%		100%	100%	100%		100%	100%	100%
Reserved	0 sp/unit	0	0		100%	100%	100%		100%	100%	100%		100%	100%	100%
Guest	units	0	0		100%	100%	100%		100%	100%	100%		100%	100%	100%
Residential, Owned, Shared Spaces	323 units	97	97		100%	100%	100%		100%	100%	100%		100%	100%	100%
Reserved	1 sp/unit	323	323		100%	100%	100%		100%	100%	100%		100%	100%	100%
Guest	323 units	23	23		80%	80%	80%		80%	80%	80%		100%	100%	100%
Subtotal Customer/Guest Spaces		23	23												
Subtotal Employee/Resident Spaces		97	97												
Subtotal Reserved Spaces		323	323												
Total Parking Spaces		443	443												

Recommended Parking Ratios						
Spaces required per unit land use						
Land Use	Weekday		Weekend		Unit	
	Visitor	Employee	Visitor	Employee		
Community Shopping Center (<400 ksf)	2.90	0.70	3.20	0.80	/ksf GLA	
Regional Shopping Center (400 to 600 ksf)	Linear 2.9<x<3.2				/ksf GLA	
Super Regional Shopping Center (>600 ksf)	3.20	0.80	3.60	0.90	/ksf GLA	
Fine/Casual Dining Restaurant	15.25	2.75	17.00	3.00	/ksf GLA	
Family Restaurant	9.00	1.50	12.75	2.25	/ksf GLA	
Fast Food Restaurant	12.75	2.25	12.00	2.00	/ksf GLA	
Nightclub	15.25	1.25	17.50	1.50	/ksf GLA	
Cineplex	0.19	0.01	0.26	0.01	/seat	
Performing Arts Theater	0.30	0.07	0.33	0.07	/seat	
Arena	0.27	0.03	0.30	0.03	/seat	
Pro Football Stadium	0.30	0.01	0.30	0.01	/seat	
Pro Baseball Stadium	0.31	0.01	0.34	0.01	/seat	
Health Club	6.60	0.40	5.50	0.25	/ksf GLA	
Convention Center	5.50	0.50	5.50	0.50	/ksf GLA	
Hotel-Business	1.00	0.25	0.90	0.18	/room	
Hotel-Leisure	0.90	0.25	1.00	0.18	/room	
Restaurant/Lounge	10.00		10.00		/ksf GLA	
Conference Ctr/Banquet (20 to 50 sq ft/guest room)	30.00		30.00		/ksf GLA	
Convention Space (>50 sq ft/guest room)	20.00		10.00		/ksf GLA	
Residential, Rental, Shared Spaces *	0.07	1.50	0.07	1.50	/unit	
Residential, Owned, Shared Spaces *	0.07	0.30	0.07	0.30	/unit	
Office <25 ksf	0.30	3.5	0.03	0.35	/unit	
Office 25 to 100 ksf	Linear 0.3<x<0.25				/ksf GLA	
Office 100 to 500 ksf	Linear 0.25<x<0.2				/ksf GLA	
Office >500 ksf	0.20	2.60	0.02	0.26	/ksf GLA	
Data Processing Office	0.25	5.75	0.03	0.58	/ksf GLA	
Medical/Dental Office	3.00	1.50	3.00	1.50	/ksf GLA	
Bank (Branch) with Drive-In	3.00	1.60	3.00	1.60	/ksf GLA	

Table
Project: Serramonte Residential
Description: ULI Model

3/19/2018

		January																Overall Pk			
		Weekday Estimated Peak-Hour Parking Demand																10 PM	6 AM	PM Peak Hr	Eve Peak Hr
Residential, Owned, Shared Spaces Reserved	Monthly Adj	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM	
	100%	97	87	82	78	73	68	63	68	68	68	73	82	87	94	95	96	97	97	97	97
	100%	323	323	323	323	323	323	323	323	323	323	323	323	323	323	323	323	323	323	323	323
	100%	-	2	4	4	4	4	4	4	4	4	4	4	7	11	18	18	18	15	9	18
	Guest	-	2	4	4	4	4	4	4	4	4	4	4	7	11	18	18	18	15	9	18
TOTAL DEMAND	Customer	-	2	4	4	4	4	4	4	4	4	4	4	7	11	18	18	18	15	9	18
	Employee	97	87	82	78	73	68	63	68	68	68	73	82	87	94	95	96	97	97	97	97
	Reserved	323	323	323	323	323	323	323	323	323	323	323	323	323	323	323	323	323	323	323	323
ULI base data have been modified from default values.		420	412	409	405	400	395	390	395	395	395	400	412	421	435	436	437	438	435	429	438
Footnote(s):																		438	420	412	438

		January																Overall Pk			
		Weekend Estimated Peak-Hour Parking Demand																10 PM	6 AM	PM Peak Hr	Eve Peak Hr
Residential, Owned, Shared Spaces Reserved	Monthly Adj	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM	
	100%	97	87	82	78	73	68	63	68	68	68	73	82	87	94	95	96	97	97	97	97
	100%	323	323	323	323	323	323	323	323	323	323	323	323	323	323	323	323	323	323	323	323
	100%	-	4	4	4	4	4	4	4	4	4	4	4	7	11	18	18	18	15	9	18
	Guest	-	4	4	4	4	4	4	4	4	4	4	4	7	11	18	18	18	15	9	18
TOTAL DEMAND	Customer	-	4	4	4	4	4	4	4	4	4	4	4	7	11	18	18	18	15	9	18
	Employee	97	87	82	78	73	68	63	68	68	68	73	82	87	94	95	96	97	97	97	97
	Reserved	323	323	323	323	323	323	323	323	323	323	323	323	323	323	323	323	323	323	323	323
ULI base data have been modified from default values.		420	414	409	405	400	395	390	395	395	395	400	412	421	435	436	437	438	435	429	438

3/19/2018

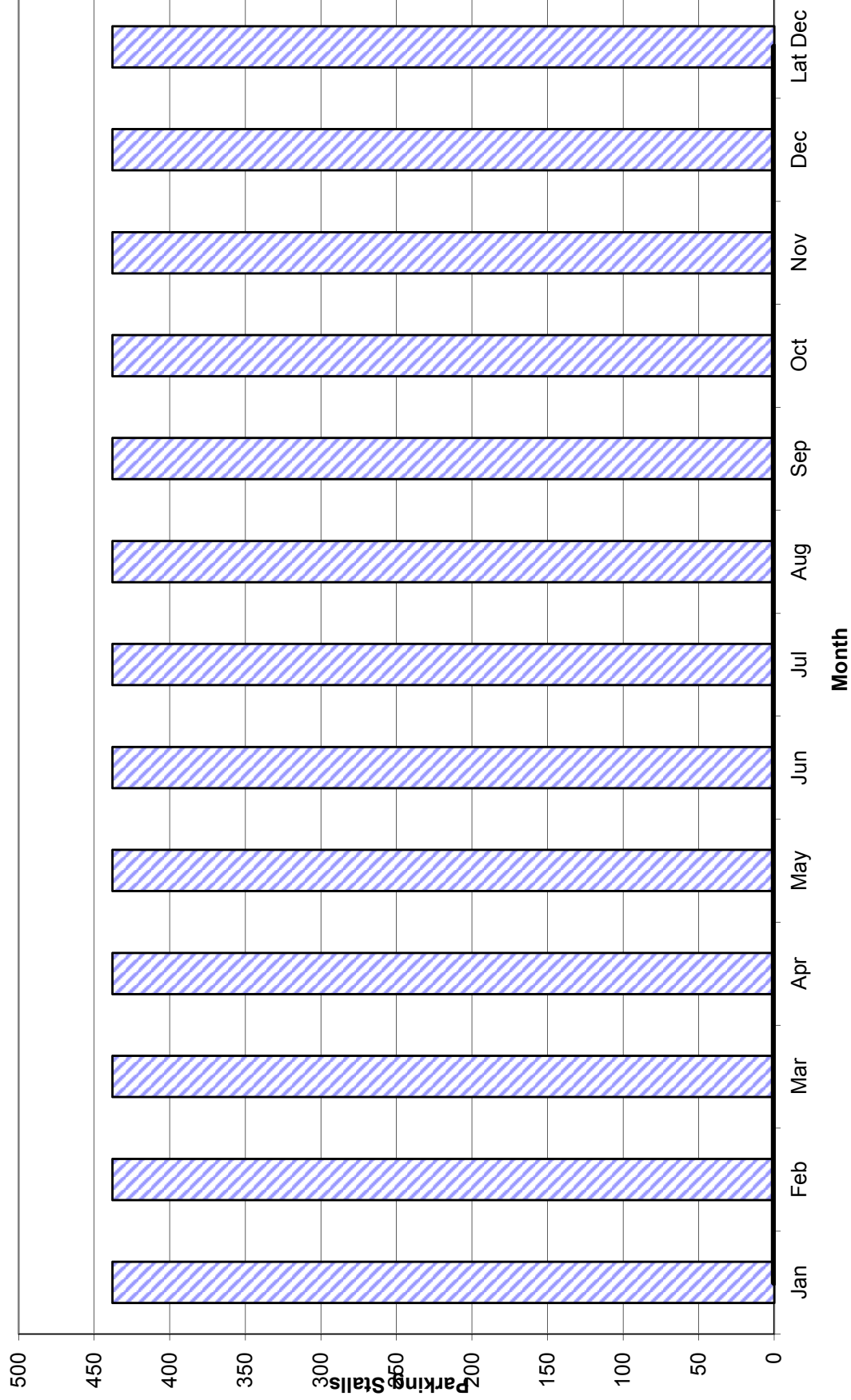
Table
m
Description: ULI Model

SHARED PARKING DEMAND SUMMARY

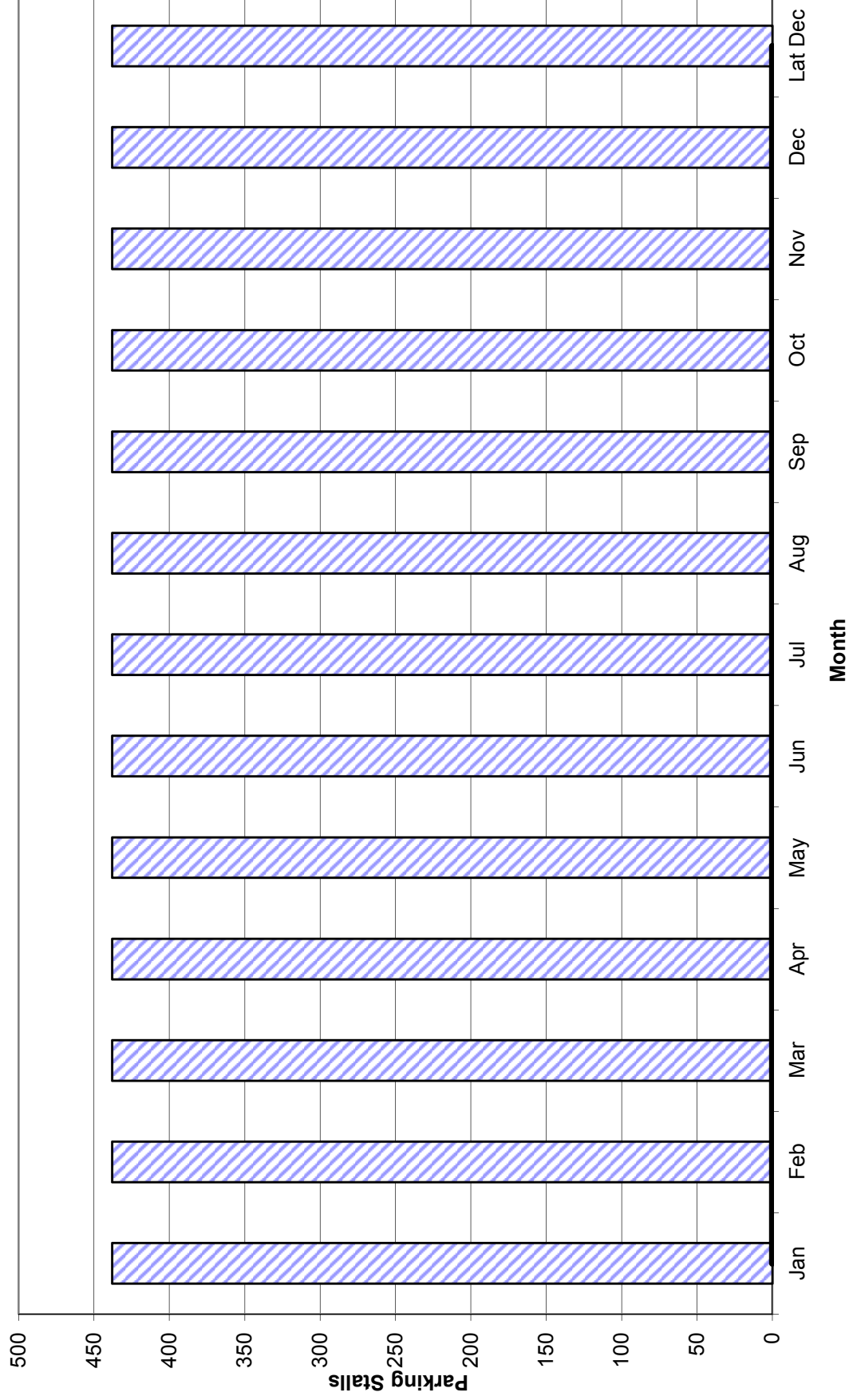
PEAK MONTH: JANUARY -- PEAK PERIOD: 10 PM, WEEKEND

Land Use	Project Data Quantity	Unit	Weekday										Weekend											
			Base		Mode		Non- Captive		Project		Base		Mode		Non- Captive		Project		Peak Hr Adj		Peak Mo Adj		Estimated Parking Demand	
			Rate	Adj	Rate	Adj	Ratio	Rate	Rate	Adj	Ratio	Rate	Rate	Adj	Ratio	Rate	Rate	Adj	Ratio	10 PM	January	10 PM	January	Estimated Parking Demand
Residential, Rental, Shared Spaces Reserved Guest		units sp/unit units	1.50 0 0	1.00 1.00 1.00	1.00 1.00 1.00	1.50 0 0	1.50 /unit /unit	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.50 /unit /unit	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	0 0 0	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	0 0 0		
Residential, Owned, Shared Spaces Reserved Guest	323 1 323	units sp/unit units	0.30 1.00 0.07	1.00 1.00 0.80	1.00 1.00 1.00	0.30 1.00 0.06	0.30 /unit /unit	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	0.30 1.00 0.00	1.00 1.00 0.80	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	97 323 18	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	97 323 18		
ULI base data have been modified from default values.																								
																		18	Customer	Employee	Reserved	Total	18	
																		97	323	323	438	438		

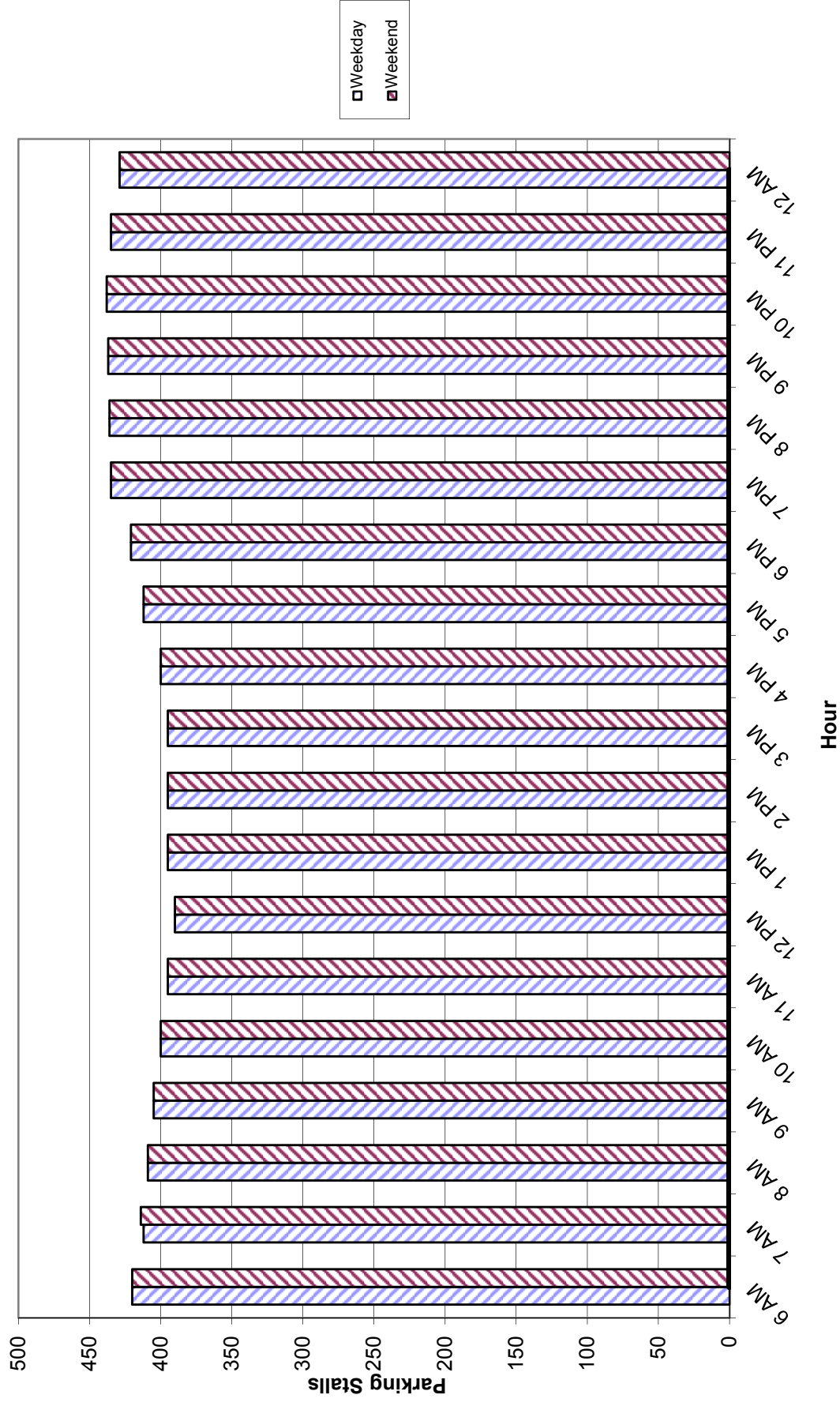
Weekday Month-by-Month Estimated Parking Demand



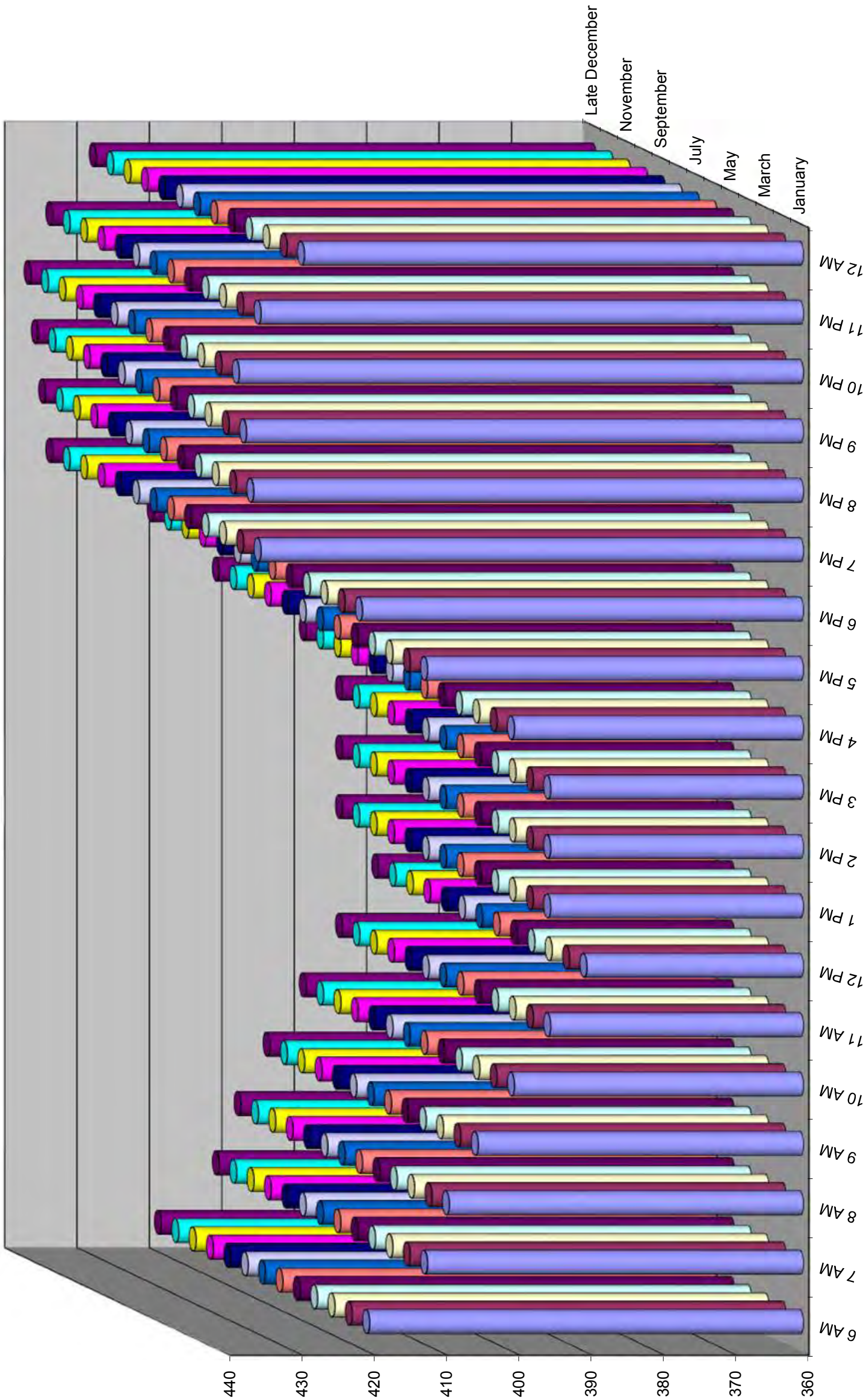
Weekend Month-by-Month Estimated Parking Demand



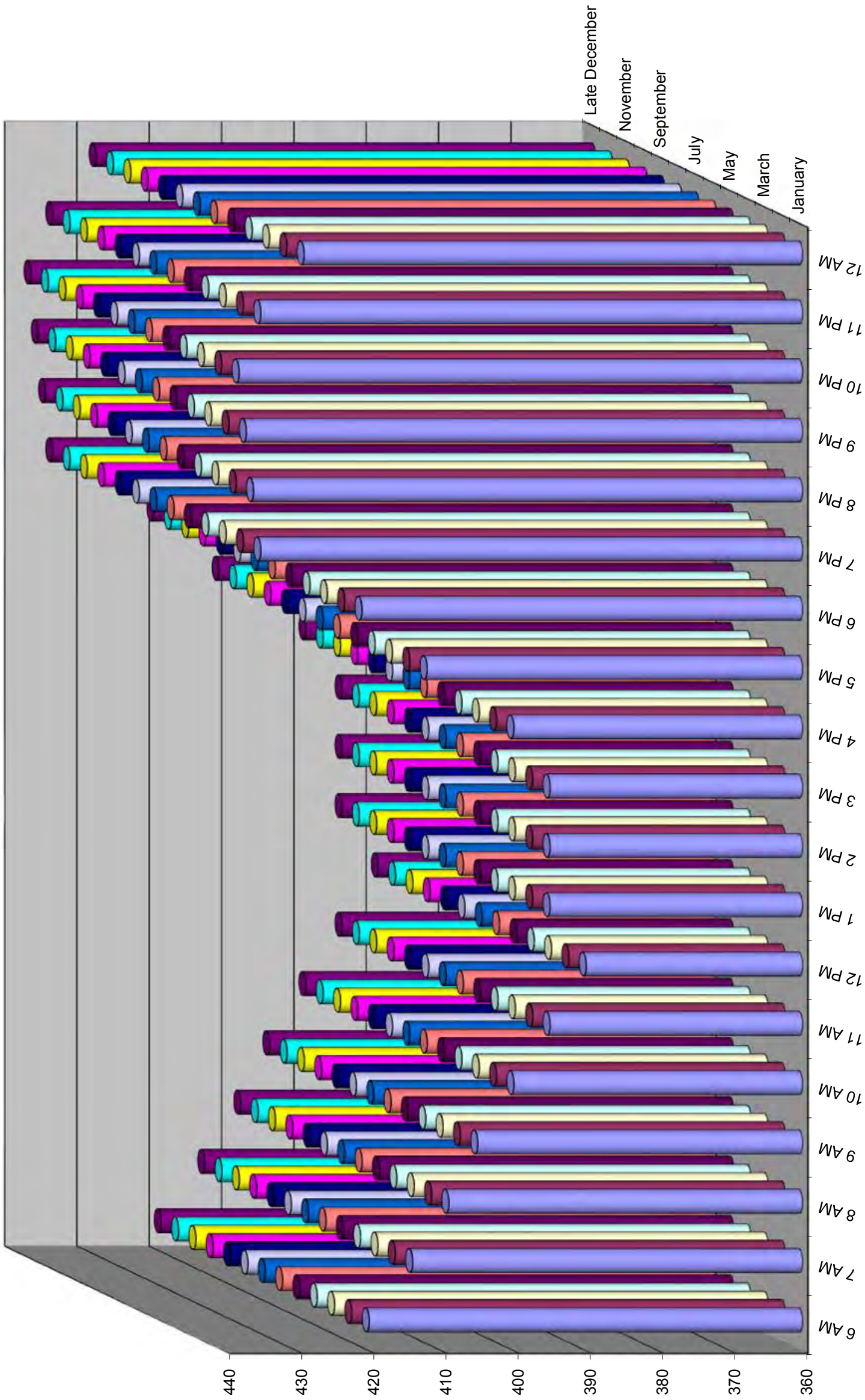
Peak Month Daily Parking Demand by Hour



Weekday Comparison by Month and by Hour



Weekend Comparison by Month and by Hour



Serramonte Hotel - Market Model
April 3, 2018

Project: Serramonte Hotel
Description: Market Model

ksf = thousand square feet

Projected Parking Supply: 187		Max Parking Spaces		Mode Adjustment			Noncaptive Ratio		
Land Use	Quantity	Weekday	Weekend	Daytime	Evening	Weekend	Daytime	Evening	Weekend
Hotel-Business	176 rooms	176	176	75%	75%	80%	100%	100%	100%
Hotel-Leisure	rooms	0	0	100%	100%	100%	100%	100%	100%
Restaurant/Lounge	sf GLA	0	0	100%	100%	100%	100%	100%	100%
Conference Ctr/Banquet (20 to 50 sq ft/guest room)	6,076 sf GLA	85	85	80%	80%	80%	100%	100%	75%
Convention Space (>50 sq ft/guest room)	sf GLA	0	0	100%	100%	100%	100%	100%	100%
Employee		45	32	75%	75%	75%	100%	100%	100%
Subtotal Customer/Guest Spaces		261	261						
Subtotal Employee/Resident Spaces		45	32						
Subtotal Reserved Spaces		0	0						
Total Parking Spaces		306	293						

Serramonte Hotel - Market Model
April 3, 2018

Recommended Parking Ratios						
Spaces required per unit land use						
Land Use	Weekday		Weekend		Unit	
	Visitor	Employee	Visitor	Employee		
Community Shopping Center (<400 ksf)	2.90	0.70	3.20	0.80	/ksf GLA	
Regional Shopping Center (400 to 600 ksf)	Linear 2.9<x<3.2				/ksf GLA	
Super Regional Shopping Center (>600 ksf)	3.20	0.80	3.60	0.90	/ksf GLA	
Fine/Casual Dining Restaurant	15.25	2.75	17.00	3.00	/ksf GLA	
Family Restaurant	9.00	1.50	12.75	2.25	/ksf GLA	
Fast Food Restaurant	12.75	2.25	12.00	2.00	/ksf GLA	
Nightclub	15.25	1.25	17.50	1.50	/ksf GLA	
Cineplex	0.19	0.01	0.26	0.01	/seat	
Performing Arts Theater	0.30	0.07	0.33	0.07	/seat	
Arena	0.27	0.03	0.30	0.03	/seat	
Pro Football Stadium	0.30	0.01	0.30	0.01	/seat	
Pro Baseball Stadium	0.31	0.01	0.34	0.01	/seat	
Health Club	6.60	0.40	5.50	0.25	/ksf GLA	
Convention Center	5.50	0.50	5.50	0.50	/ksf GLA	
Hotel-Business	1.00	0.25	1.00	0.18	/room	
Hotel-Leisure	1.00	0.25	1.00	0.18	/room	
Restaurant/Lounge	10.00		10.00		/ksf GLA	
Conference Ctr/Banquet (20 to 50 sq ft/guest room)	14.00		14.00		/ksf GLA	
Convention Space (>50 sq ft/guest room)	20.00		10.00		/ksf GLA	
Residential, Rental, Shared Spaces *	0.15	1.50	0.15	1.50	/unit	
Residential, Owned, Shared Spaces *	0.15	1.7	0.15	1.7	/unit	
Office <25 ksf	0.30	3.5	0.03	0.35	/unit	
Office 25 to 100 ksf	Linear 0.3<x<0.25				/ksf GLA	
Office 100 to 500 ksf	Linear 0.25<x<0.2				/ksf GLA	
Office >500 ksf	0.20	2.60	0.02	0.26	/ksf GLA	
Data Processing Office	0.25	5.75	0.03	0.58	/ksf GLA	
Medical/Dental Office	3.00	1.50	3.00	1.50	/ksf GLA	
Bank (Branch) with Drive-In	3.00	1.60	3.00	1.60	/ksf GLA	

Source of data: Urban Land Institute *Shared Parking* 2nd Edition
* 1.0 space reserved for residents' sole use; remainder may be shared.

Table
Project: Serramonte Hotel
Description: Market Model

4/3/2018

SHARED PARKING DEMAND SUMMARY

PEAK MONTH: JUNE -- PEAK PERIOD: 9 PM, WEEKDAY																		
Land Use		Weekday					Weekend					Weekend						
		Non-Captive		Mode		Base Rate	Non-Captive		Mode		Base Rate	Peak Hr		Peak Mo		Estimated Parking Demand		
		Ratio	Project Rate	Unit	Adj		Ratio	Project Rate	Unit	Adj		9 PM	Adj	June	Adj			
Hotel-Business	Quantity	176	rooms	1.00	0.75	1.00	0.75	/rooms	1.00	0.80	1.00	0.80	/rooms	0.85	1.00	1.00	1.00	120
Conference Ctr/Banquet (20 to 50 sq ft/guest)	6,076	sf GLA		14.00	0.80	1.00	11.20	/ksf GLA	14.00	0.80	0.75	8.40	/ksf GLA	1.00	1.00	1.00	1.00	51
Employee				0.25	0.75	1.00	0.19	/rooms	0.18	0.75	1.00	0.14	/rooms	0.20	1.00	1.00	1.00	13
ULI base data have been modified from default values.																		
											Customer Employee Reserved Total		Customer Employee Reserved Total		171 13 0 184			

Shared Parking Reduction 39%

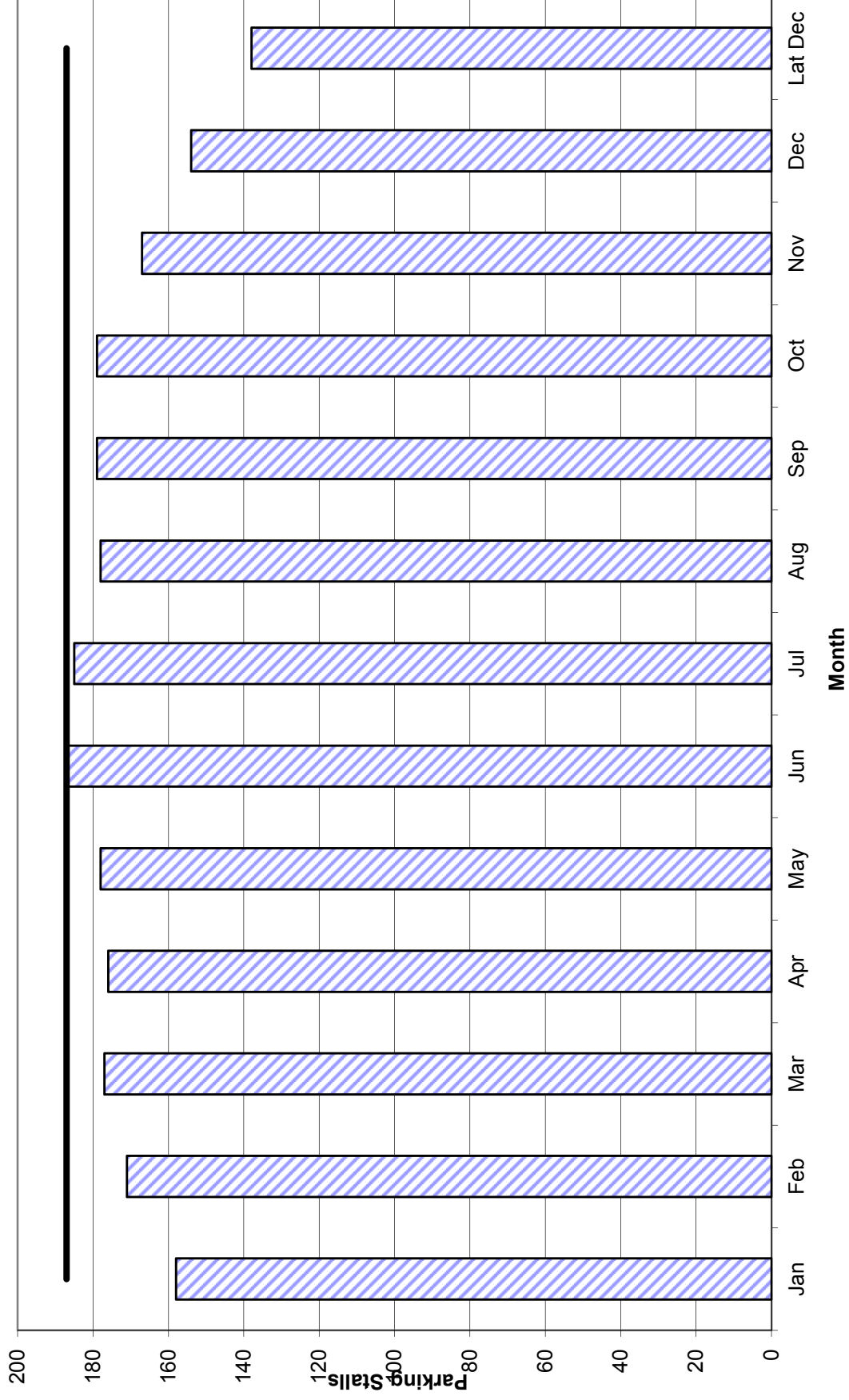
40%

Project: Serramonte Hotel
Description: Market Model

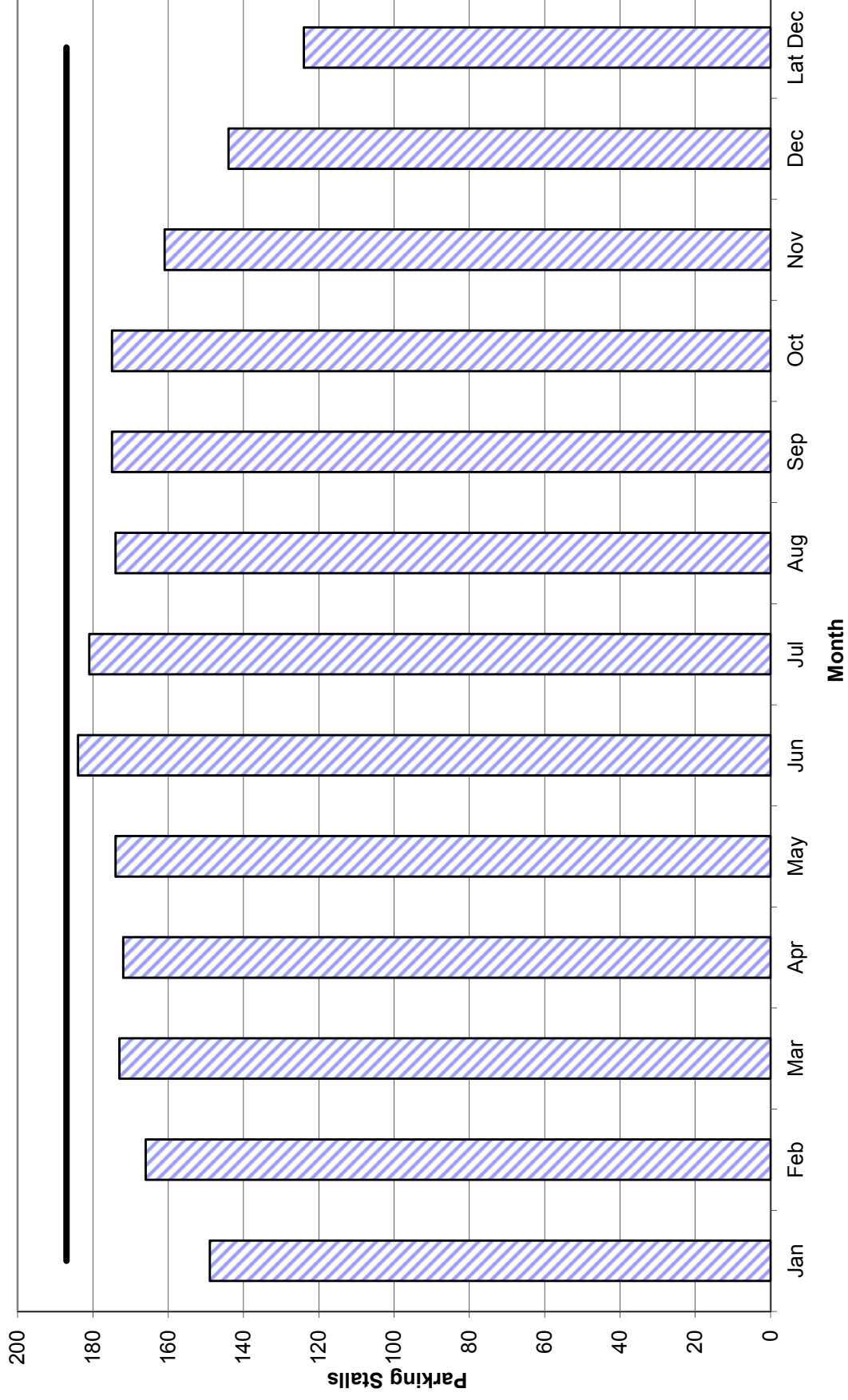
		June																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
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Monthly Adj.	100% Hotel Business Conference Center/Banquet (20 to 50 sq ft/guest room) Employee	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM	Overall Pk					AM Peak Hr					PM Peak Hr					Eve Peak Hr																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
		125	119	105	93	79	79	73	73	79	79	86	92	99	99	106	112	125	132	132	112	93	120	112	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93

		June																														
		Weekend Estimated Peak-Hour Parking Demand																														
		6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM	Overall Pk			AM Peak Hr			PM Peak Hr			Eve Peak Hr		
																						9 PM	9 AM	AM Peak Hr	5 PM	5 PM	PM Peak Hr	9 PM	9 PM			
	Hotel Business	134	127	113	99	84	84	77	77	84	84	92	99	106	106	113	120	134	141	141	120	99	120	99	120	99	99	99	99	99	99	
	Conference Center/Banquet (20 to 50 sq ft/guest room)	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
	Employee	1	7	22	22	24	24	24	24	24	24	22	18	14	13	13	13	13	11	11	7	171	130	150	171	130	150	171	130	150	171	
	Customer	134	127	128	130	115	115	110	110	117	117	125	150	157	157	164	171	160	141	141	171	171	130	150	171	130	150	171	130	150	171	
	Employee	1	7	22	22	24	24	24	24	24	24	22	18	14	13	13	13	13	11	11	7	171	130	150	171	130	150	171	130	150	171	
	TOTAL DEMAND																															
	Reserved																															
		135	134	150	152	139	139	134	134	141	141	147	168	171	170	177	184	171	152	148	184	184	152	168	184	152	168	184	152	168	184	
	ULI base data have been modified from default values.																															

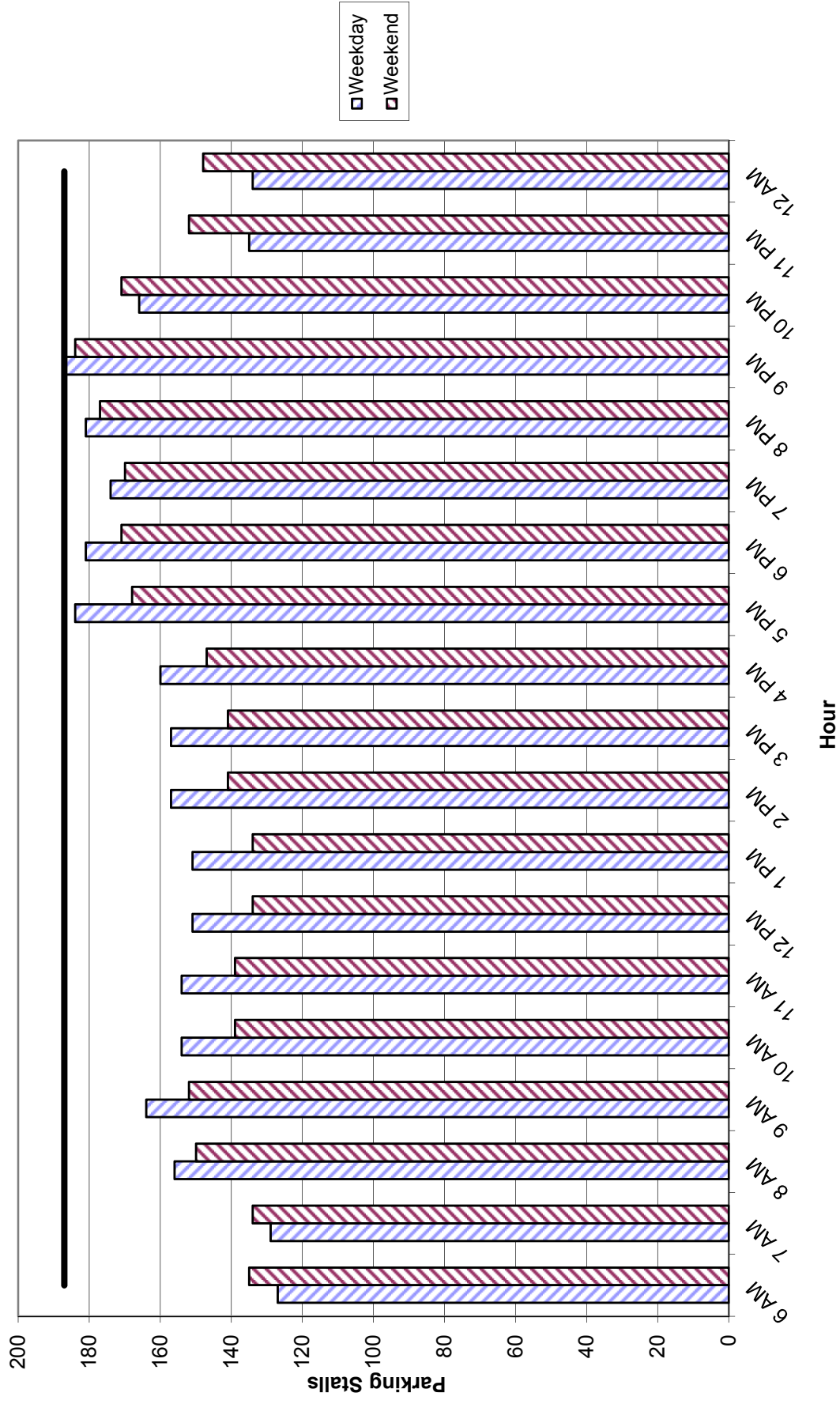
Weekday Month-by-Month Estimated Parking Demand



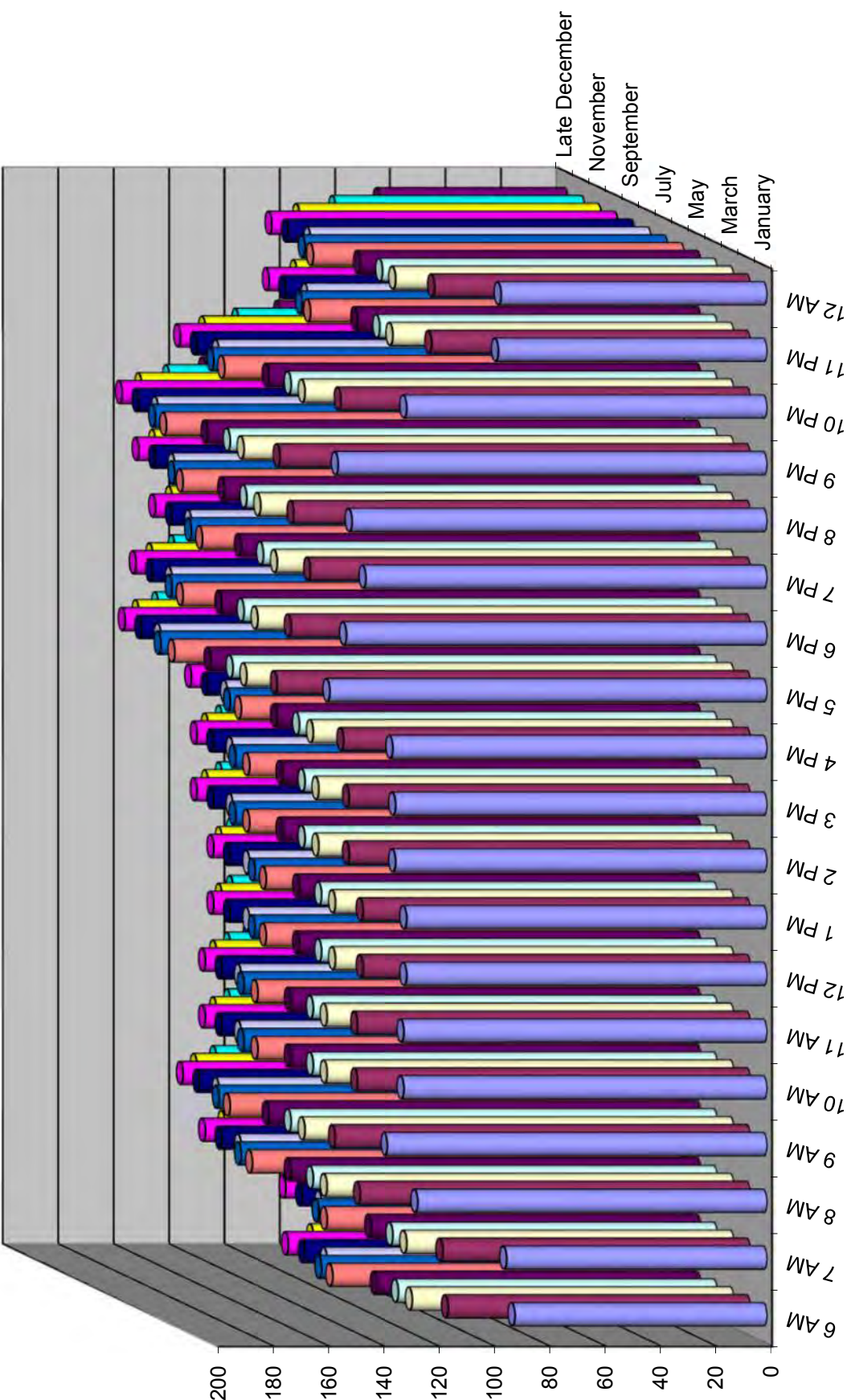
Weekend Month-by-Month Estimated Parking Demand



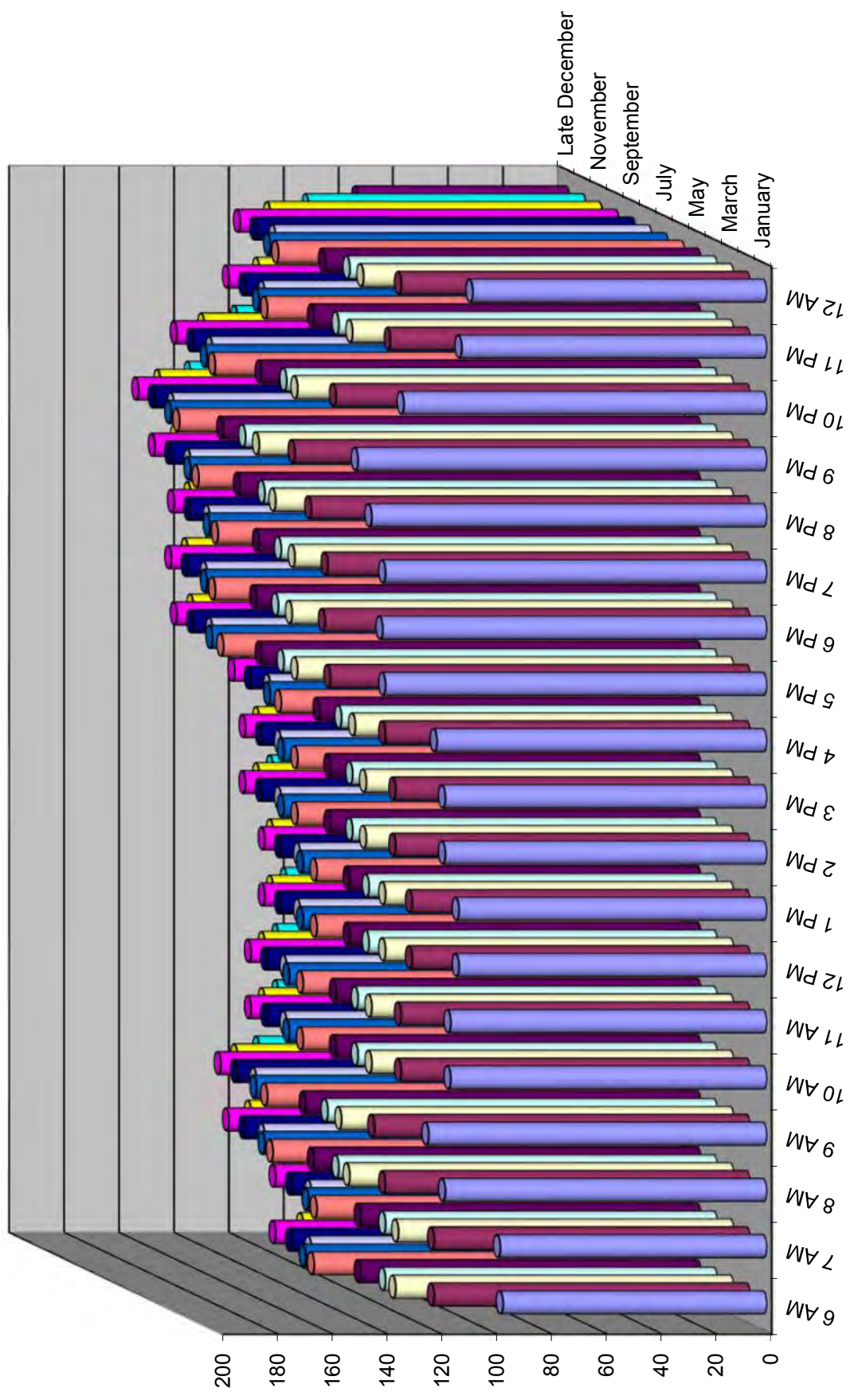
Peak Month Daily Parking Demand by Hour



Weekday Comparison by Month and by Hour



Weekend Comparison by Month and by Hour



Serramonte Hotel - Market Model
April 3, 2018

Project: Serramonte Hotel
Description: Market Model

ksf = thousand square feet

Projected Parking Supply: 187		Max Parking Spaces		Mode Adjustment			Noncaptive Ratio		
Land Use	Quantity	Weekday	Weekend	Daytime	Evening	Weekend	Daytime	Evening	Weekend
Hotel-Business	176 rooms	176	176	75%	75%	80%	100%	100%	100%
Hotel-Leisure	rooms	0	0	100%	100%	100%	100%	100%	100%
Restaurant/Lounge	sf GLA	0	0	100%	100%	100%	100%	100%	100%
Conference Ctr/Banquet (20 to 50 sq ft/guest room)	6,076 sf GLA	85	85	80%	80%	80%	100%	100%	75%
Convention Space (>50 sq ft/guest room)	sf GLA	0	0	100%	100%	100%	100%	100%	100%
Employee		45	32	75%	75%	75%	100%	100%	100%
Subtotal Customer/Guest Spaces		261	261						
Subtotal Employee/Resident Spaces		45	32						
Subtotal Reserved Spaces		0	0						
Total Parking Spaces		306	293						

Serramonte Hotel - Market Model
April 3, 2018

Recommended Parking Ratios						
Spaces required per unit land use						
Land Use	Weekday		Weekend		Unit	
	Visitor	Employee	Visitor	Employee		
Community Shopping Center (<400 ksf)	2.90	0.70	3.20	0.80	/ksf GLA	
Regional Shopping Center (400 to 600 ksf)	Linear 2.9<x<3.2				/ksf GLA	
Super Regional Shopping Center (>600 ksf)	3.20	0.80	3.60	0.90	/ksf GLA	
Fine/Casual Dining Restaurant	15.25	2.75	17.00	3.00	/ksf GLA	
Family Restaurant	9.00	1.50	12.75	2.25	/ksf GLA	
Fast Food Restaurant	12.75	2.25	12.00	2.00	/ksf GLA	
Nightclub	15.25	1.25	17.50	1.50	/ksf GLA	
Cineplex	0.19	0.01	0.26	0.01	/seat	
Performing Arts Theater	0.30	0.07	0.33	0.07	/seat	
Arena	0.27	0.03	0.30	0.03	/seat	
Pro Football Stadium	0.30	0.01	0.30	0.01	/seat	
Pro Baseball Stadium	0.31	0.01	0.34	0.01	/seat	
Health Club	6.60	0.40	5.50	0.25	/ksf GLA	
Convention Center	5.50	0.50	5.50	0.50	/ksf GLA	
Hotel-Business	1.00	0.25	1.00	0.18	/room	
Hotel-Leisure	1.00	0.25	1.00	0.18	/room	
Restaurant/Lounge	10.00		10.00		/ksf GLA	
Conference Ctr/Banquet (20 to 50 sq ft/guest room)	14.00		14.00		/ksf GLA	
Convention Space (>50 sq ft/guest room)	20.00		10.00		/ksf GLA	
Residential, Rental, Shared Spaces *	0.15	1.50	0.15	1.50	/unit	
Residential, Owned, Shared Spaces *	0.15	1.7	0.15	1.7	/unit	
Office <25 ksf	0.30	3.5	0.03	0.35	/unit	
Office 25 to 100 ksf	Linear 0.3<x<0.25				/ksf GLA	
Office 100 to 500 ksf	Linear 0.25<x<0.2				/ksf GLA	
Office >500 ksf	0.20	2.60	0.02	0.26	/ksf GLA	
Data Processing Office	0.25	5.75	0.03	0.58	/ksf GLA	
Medical/Dental Office	3.00	1.50	3.00	1.50	/ksf GLA	
Bank (Branch) with Drive-In	3.00	1.60	3.00	1.60	/ksf GLA	

Source of data: Urban Land Institute *Shared Parking* 2nd Edition
* 1.0 space reserved for residents' sole use; remainder may be shared.

Table
Project: Serramonte Hotel
Description: Market Model

4/3/2018

SHARED PARKING DEMAND SUMMARY

PEAK MONTH: JUNE -- PEAK PERIOD: 9 PM, WEEKDAY																	
Land Use		Weekday					Weekend					Weekend					
		Non-Captive		Mode		Project Rate	Non-Captive		Mode		Project Rate	Peak Hr		Peak Mo		Estimated Parking Demand	
		Base Rate	Adj	Ratio	Unit		Base Rate	Adj	Ratio	Unit		9 PM	Adj	June	Adj		June
Hotel-Business	Quantity	1.00	0.75	1.00	0.75	/rooms	1.00	0.80	1.00	0.80	/rooms	0.85	1.00	1.00	1.00	120	
Conference Ctr/Banquet (20 to 50 sq ft/guest)	176 rooms	14.00	0.80	1.00	11.20	/ksf GLA	14.00	0.80	0.75	8.40	/ksf GLA	1.00	1.00	1.00	1.00	51	
Employee	6,076 sf GLA	0.25	0.75	1.00	0.19	/rooms	0.18	0.75	1.00	0.14	/rooms	0.20	1.00	1.00	1.00	13	
ULI base data have been modified from default values.																	
												Customer		Customer		171	
												Employee		Employee		13	
												Reserved		Reserved		0	
												Total		Total		184	

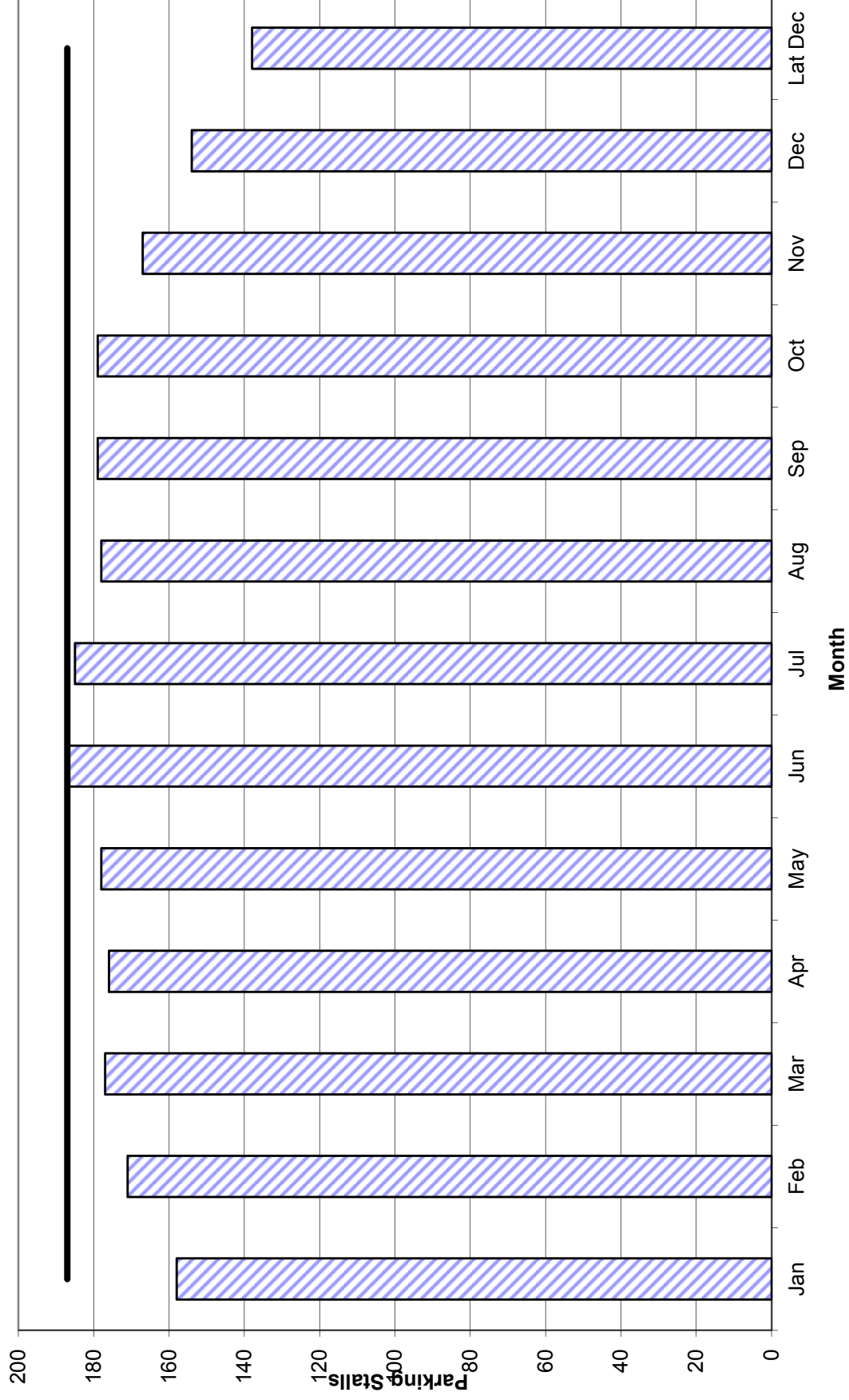
Shared Parking Reduction 39%

40%

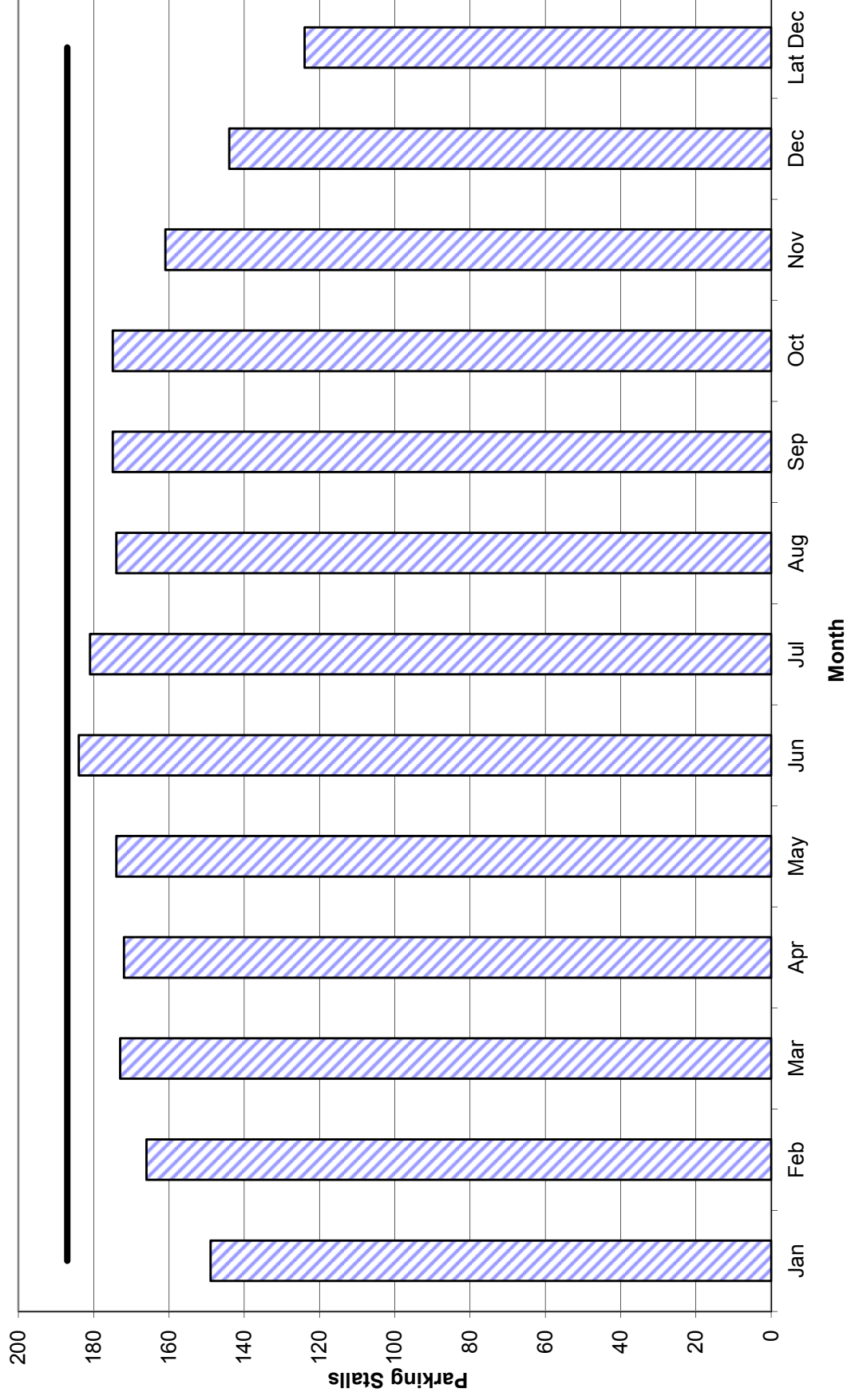
Serramonte Hotel - Market Model
April 3, 2018

[illegible]

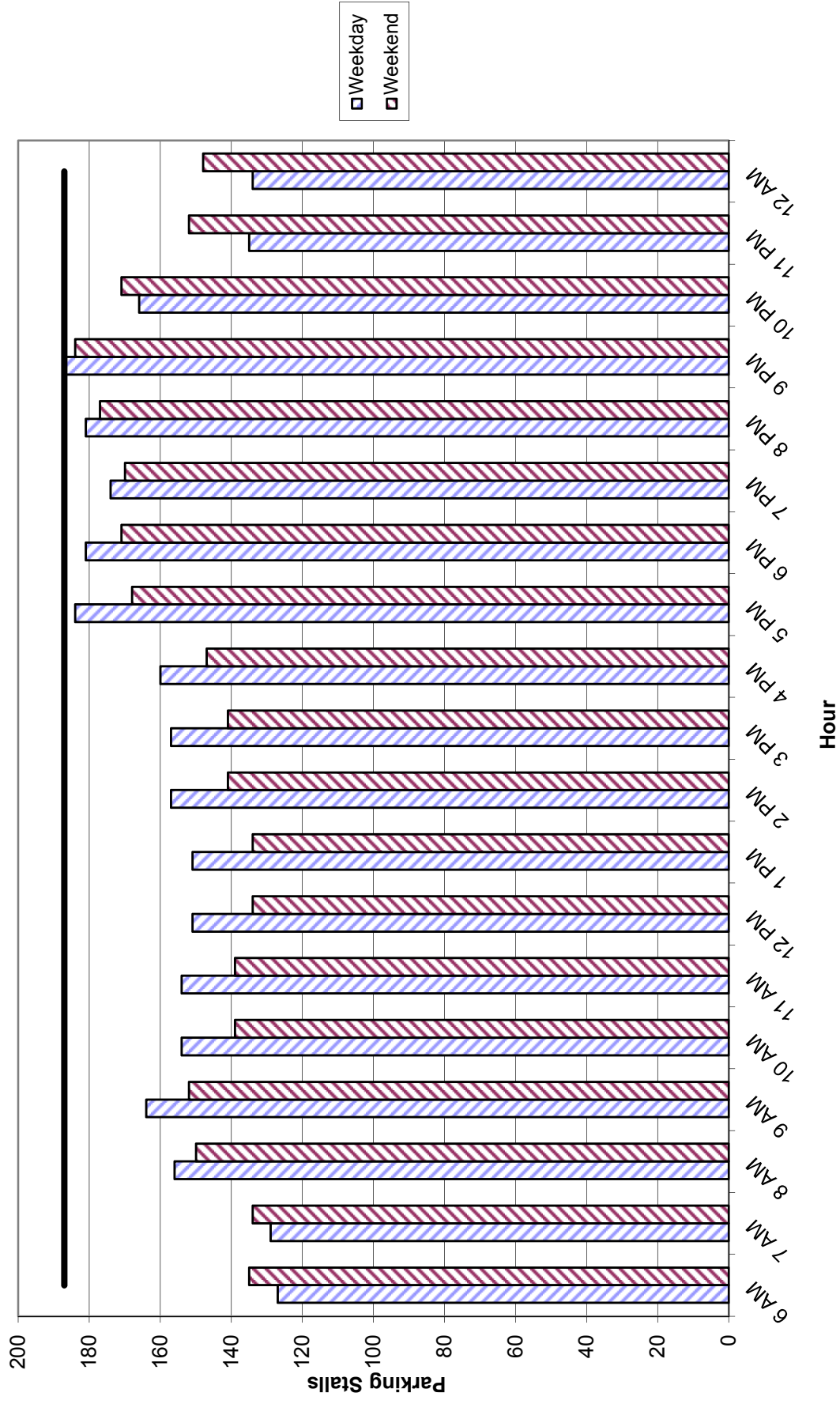
Weekday Month-by-Month Estimated Parking Demand



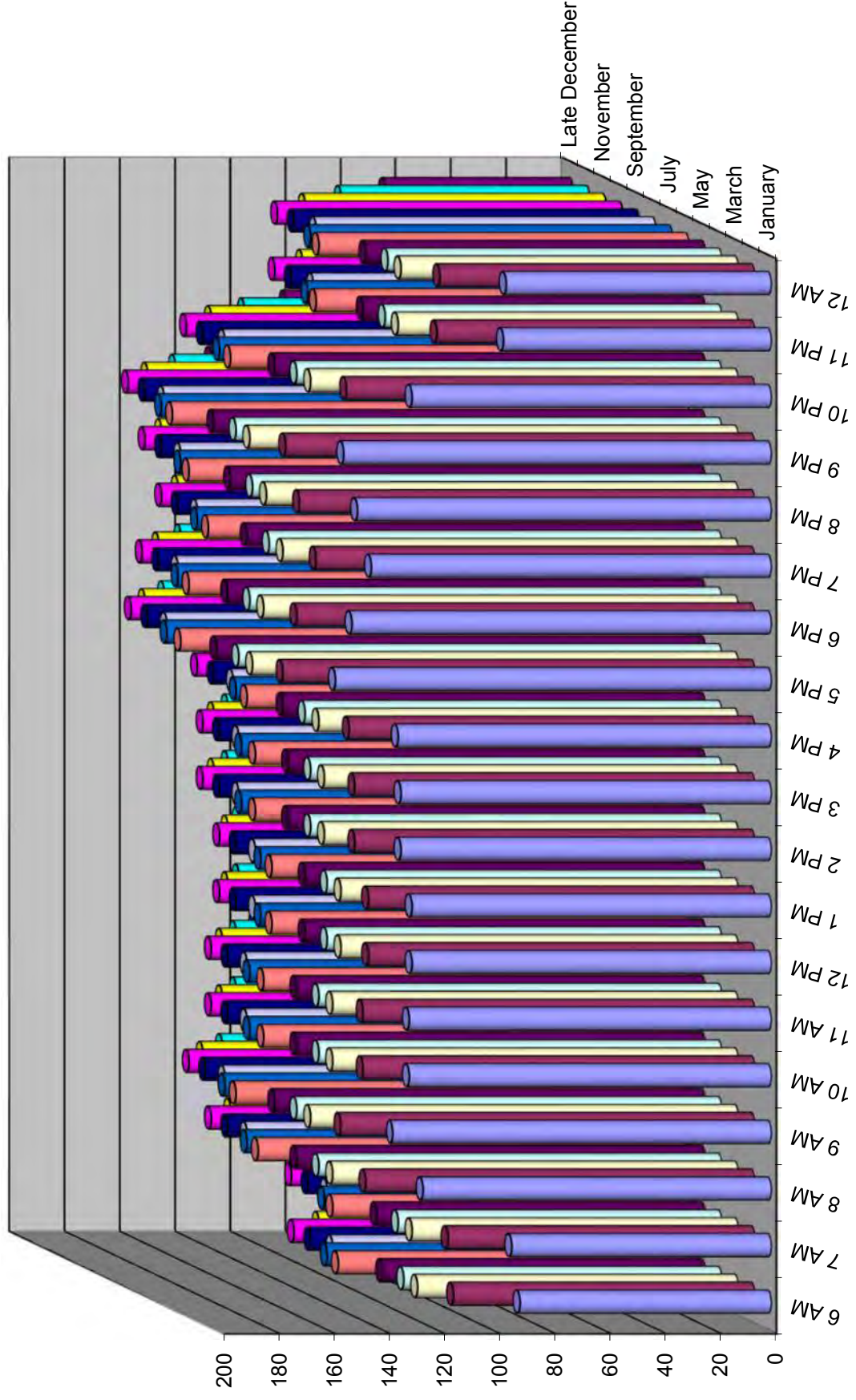
Weekend Month-by-Month Estimated Parking Demand



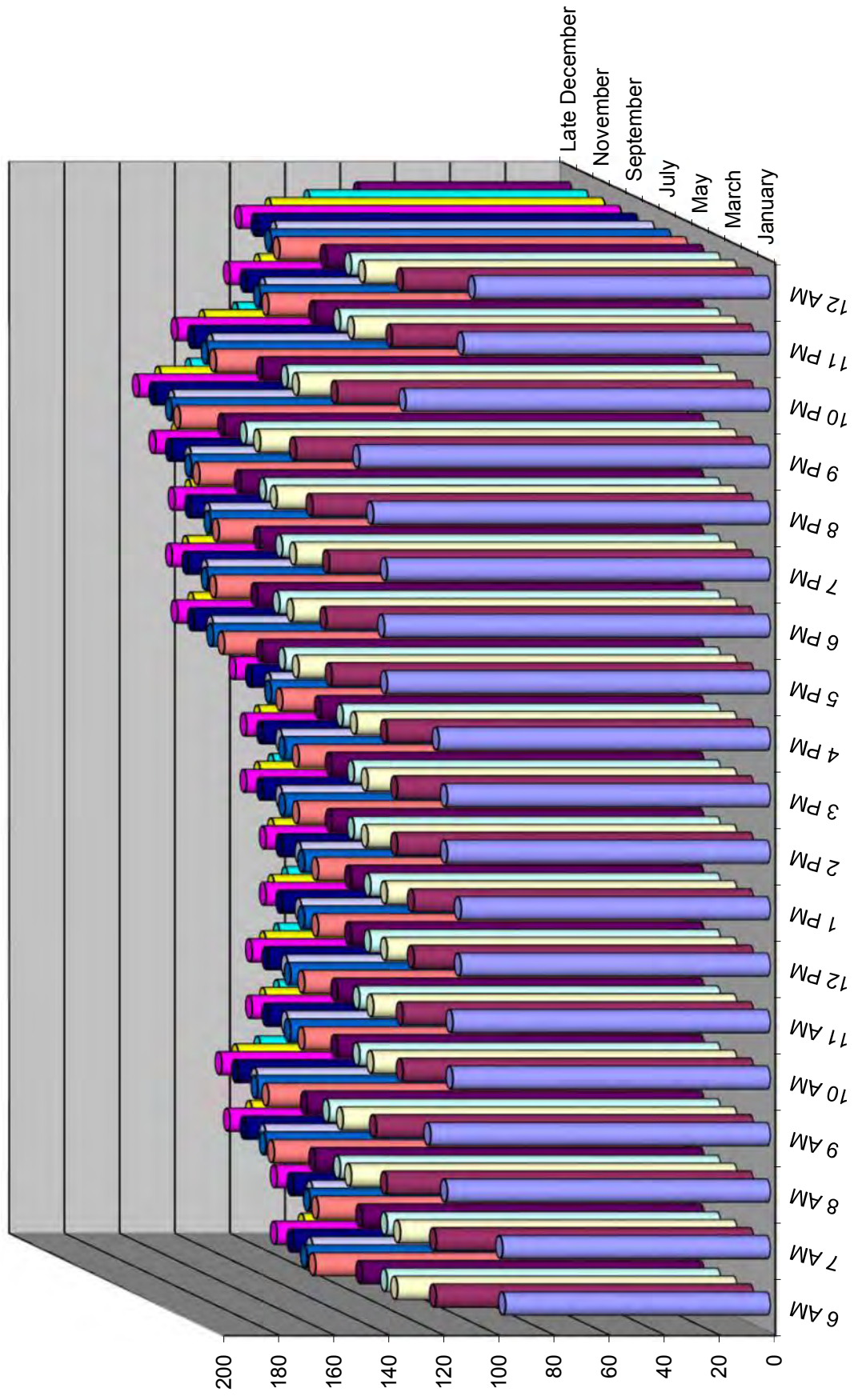
Peak Month Daily Parking Demand by Hour



Weekday Comparison by Month and by Hour



Weekend Comparison by Month and by Hour





Aparcar a 3 niveles sin foso

Parkline Threetime

Técnica inteligente de traslación
basada en el principio Cubus

Ideal para bloques de pisos y casas plurifamiliares,
parkings de empresas, concesionarios y alquileres de vehículos

Presentar y aprovechar al máximo el espacio para aparcar

El sistema Parkline Threetime presenta de forma impresionante, abierta y clara los vehículos y los pone en el punto visual del observador. A la vez el Threetime aparca los vehículos de manera segura en un mínimo de espacio.

Open presentation – space saving and safe parking

With the Parkline Threetime vehicles are presented in an orderly fashion and attractively displayed. They are safely parked on a space saving area.



Movimientos horizontales

Para los movimientos horizontales del sistema quedan libres una plaza tanto en el nivel medio como en el nivel inferior.

Moving sideways

In order to be able to slide sideways an empty space in the middle and lower level is required.



Selección de una plaza en la fila superior

Para aparcar en nivel superior el sistema traslada automáticamente las plataformas de los niveles medio e inferior en sentido lateral.

Selection of a vehicle on the top platform

The middle and lower platforms slide automatically sideways.

También para más de 3 niveles – instalación al aire libre



Fácil de manejar – selección automática de la plaza

Las plazas están numeradas empezando por la primera (arriba izquierda). Simplemente apretando la tecla de la plaza el sistema dispone automáticamente la plataforma correspondiente.

Ease of operation – full automatic parking space selection

The parking spaces are (from top level) numbered in sequence. By simply pushing the corresponding button the selected platform becomes automatically available.

entrar



driving-in

cerrar puerta



closing the gate

movimiento horizontal



sliding sideways

en posición de parking



parked position



Los elementos de acople en el nivel medio

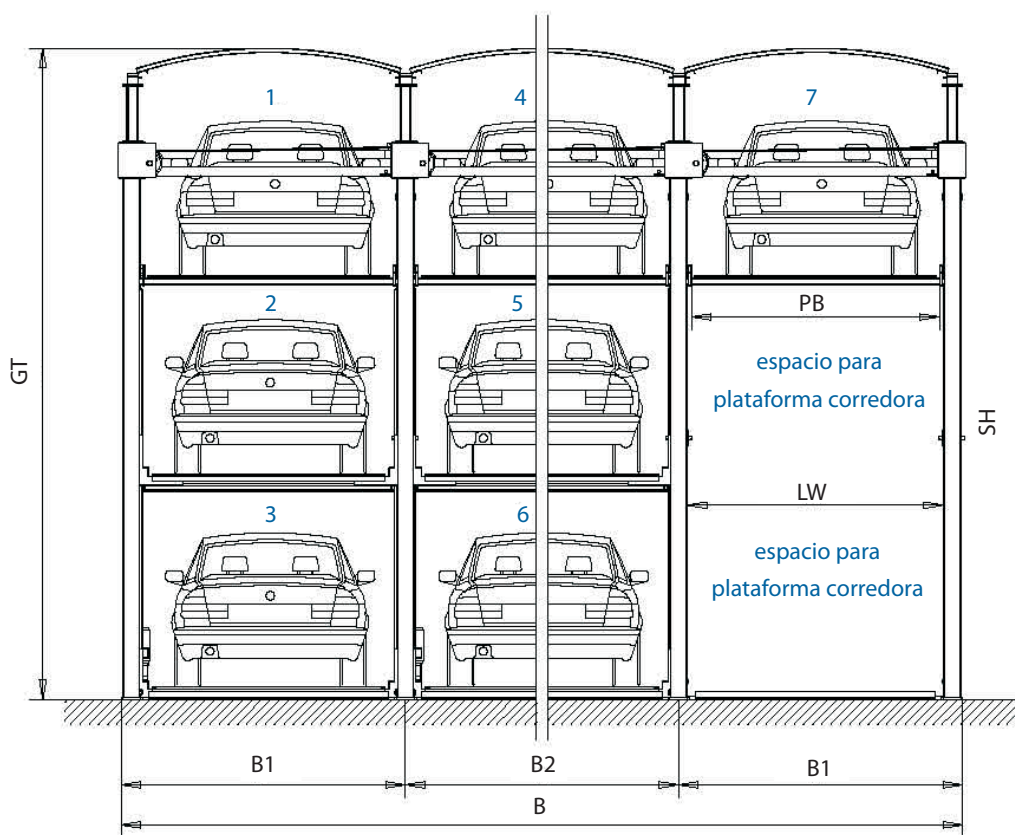
Las plataformas del nivel medio se acoplan opcionalmente a las plataformas superiores (mediante perfil C) o a las plataformas inferiores (mediante prisionero).

Docking the middle platforms

The middle platforms either hang on a rail from the top platforms or rest on the frames of the lower platforms.



Datos técnicos



medidas en cm

plataformas son horizontalmente transitables

carga máxima por plataforma 2000 kg

anchura plaza PB	anchura interior LW	módulo B1	módulo B2	anchura 3	total para 4	x segmentos: 5	6
230	234	265	250	780	1030	1280	1530
240	244	275	260	810	1070	1330	1590
250	254	285	270	840	1110	1380	1650
*estándar							

altura coche nivel bajo	altura coche nivel medio	altura coche nivel superior	GT	SH
170	170	170	600	500
190	190	190	660	560
150	150	150	2540	440

Caja de distribución:

ancho ap. 60cm
alto ap. 76cm
fondo ap. 21cm

Grupo hidráulico:

ancho ap. 95cm
alto ap. 70cm
fondo ap. 20,5cm
aprox. 6kW

Potencia del motor:

Accesibilidad por la parte trasera del sistema, paredes o rejillas por parte de la obra / del cliente según norma DIN EN 294.
Para Mercedes clase S, anchura de plaza 250 cm, largo de la instalación +20cm, carga hasta 2500kg.

**PLANNED DEVELOPMENT STANDARDS
PLANNED DEVELOPMENT ZONE PD-57A
SERRAMONTE VIEWS CONDOMINIUMS AND HOTEL**

The purpose and intent of these Planned Development Standards is to establish a Planned Development Zoning District for PD-57A, which encompasses the entire project site.

I. GENERAL

1. When these planned development standards conflict with other sections of the Zoning Ordinance, these standards prevail only to the extent of the conflict. Where these planned development standards do not provide regulations, the Zoning Ordinance shall apply as to the most similar land use or standard.
2. Any modifications to plans approved by the City Council shall require an amendment of the original PD approval and shall be subject to separate approval by the Planning Commission and City Council. Minor changes of the approved plans due to code requirements or conditions of approval may be approved by the Planning Division.
3. All structures, landscape areas, required facilities and amenities shall be maintained in a neat, safe, and healthful condition, subject to improvement and upgrading of plans as required by this Planned Development approval.
4. CC&R's shall be prepared for PD-57A for review and approval by the City Attorney.

II. PERMITTED USES

The following uses are permitted as part of Planned Development Zone PD-57A.

- A. The following uses shall be permitted in the non-residential portion of PD-57A:

176-room extended stay hotel with associated parking facilities
- B. The following uses may be permitted with a Use Permit in the nonresidential portion of PD-57A zone:

Administrative, business and professional offices
Banks and savings and loan offices
Finance companies
Title Companies
Travel Agencies
Medical and dental clinics and laboratories
Prescription pharmacies
Public Uses

- C. The residential portion of PD-57A shall be limited to three structures, Buildings A, B and C and a total of 281 condominium units and associated parking and recreational facilities. 323 units shall be permitted upon approval of the City Council of a density bonus.
- E. When a use is not specifically listed, it shall be assumed that when the unlisted use is similar to nor more objectionable than a permitted use, such use shall be permitted in the district to the same requirements of the most similarly listed use.

II. DEVELOPMENT STANDARDS

A. Parking

- 1. The property owners shall comply with and enforce a Parking Management Plan approved by the City. The Parking Management Plan shall be an appendix to and recorded as part of the Planned Development Standards for PD-57A and the CC&R's for PD-57A. The Parking Management Plan shall include the following:
 - a. Operable or inoperable vehicles shall be stored at the site for more than 24 hours.
 - b. No vehicles or trailers shall be advertised for sale or rent on the site and no vehicle sales, leasing or rentals shall be conducted at the site.
 - c. Residential parking spaces shall be designated in the plan.
 - d. Measures to manage the parking during the peak hours. The plan may include such measures as valet parking, and incentives to carpooling.
 - e. Lease documents of existing and future tenants shall incorporate compliance with the Parking Management Plan as a requirement of the lease. Lease documents shall be submitted to the Planning Division for approval.
 - f. Applicant will post signs, impose conditions upon tenant, and make every effort to restrict deliveries to the development from by large semi-trucks, refrigerated trucks, or trucks larger than a four wheel delivery van between the hours of 8:00 a.m. and 7:00 p.m.

seven days per week. Smaller delivery vehicles may make such deliveries.

- j. The total number of on-site parking spaces shall reflect the parking provision of the approved plans, i.e., 480 dedicated residential spaces and 149 dedicated hotel spaces, with the ability for up to 80 valet hotel spaces which could occur within the drive aisles on any of the hotel's four parking levels. The use of carousel parking system shall be permitted for up to 342 spaces. The project shall provide a minimum of 19 electric vehicle charging stations equipped with minimum level two chargers and 172 bicycle parking spaces.
- k. An office development will have to meet the parking standards as established in the Zoning Ordinance Chapter 17.34
- c. The parking areas shall conform to plans approved as part of the precise plan for PD-57A and shall be maintained in accordance with City standards.

B. Circulation

- I. All deliveries shall gain access to the project site by way of Serramonte Boulevard
 - a. Deliveries to the development by large semi-type trucks shall not take place before 8 a.m. or after 10 p.m. Smaller delivery vehicles may deliver at all hours.
 - b. The applicant shall implement a Congestion Management Plan, per the C/CAG Guidelines for Implementation of the Land Use Component of the Congestion Management Program, which will include but not be limited to, provisions for such programs as carpooling, preferential parking and use of the Hire Daly City First Program and encouraging a hiring preference for local residents.

D. Landscaping

- I. All landscaping improvements shall conform to the approved landscaping plan and with Section 17.41 (Landscaping) of the Zoning Ordinance.
 - a. Landscaping shall be installed in accordance with approved plans and maintained in a neat, clean and healthful condition.

- b. In general, all shrubs or any vegetation at points of ingress or egress shall be maintained at a height of no greater than 30 inches. Trees must be trimmed in a manner to maintain a site clearance underneath the branches of five feet from grade.
- c. Landscaping shall be planted at the base of any monument signs and shall be maintained in a healthy growing condition and be replaced as necessary. The plants shall include a variety of flowering evergreen shrubs and flowering ground cover.

D. Architecture/Site Design

- 1. Architectural design of all structures and facades, all materials and colors, and all landscaping shall comply with plans approved by a Design Review Committee.
 - b. Once approved, any major architectural modification shall be subject to approval by a Design Review Committee, except that minor changes may be approved administratively by the Planning Division.
 - c. All roof equipment shall be screened from view from the surrounding streets.
 - d. The Planning Division shall approve the design and location of all trash or storage enclosures and other proposed fencing or walls.
 - e. All visible elevations shall be provided with architectural treatment of the same quality and character as the front building elevations facing Serramonte Boulevard.
 - f. All ground mounted appurtenances, such as transformers or air conditioning units shall be undergrounded.

E. Maintenance

- 1. A maintenance plan for on-site litter control shall be submitted by the applicant and approved by the City. The litter control maintenance plan shall include provision for on-going maintenance required for the project use. The maintenance plan shall be incorporated into the CC&R's for the project and recorded as part of the PD-57A planned development standards. The maintenance plan shall include the following standards:

- b. The entire development area shall be maintained in a neat, safe, and healthful condition.
- c. A garbage disposal plan approved by the Planning Division and the Streets Division shall specify that:
- d. All trash shall be confined in approved receptacles and enclosures.
- e. 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.
- f. All trash and storage enclosures shall be properly maintained in accordance with approved plans.
- g. The applicant shall prepare an agreement to implement a weekly litter cleanup plan for all open areas, planters and public sidewalks adjacent to the development. 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 anytime. All enclosures shall be designed to conceal the contents. All enclosures should be kept clean and free of odor at all times.

F. Lighting

- I. All exterior lighting shall be in accordance with precise plans and shall be adequately maintained according to approved standards.
 - a. Site lighting shall be directed downward to protect adjacent residential neighborhoods from glare.

G. Building Area Limitation

- 1. There shall be no additional square footage allowed in PD-57A beyond what is permitted through approval of the precise plan. Minor additions or alterations to square footage for any given designated use (+/- 2%) may be approved by the Planning Division if such changes are to meet specific code requirements and do not effect the overall mass of the building.
 - a. The residential portion of the project shall include 3 separate buildings, each with no more than 185,000 square feet of residential floor area. Under each building, there shall be parking facilities. Each

of the four buildings will have no more than 70,000 square feet of parking garage underneath. .

- b. The hotel development shall include up to 155,000 square feet hotel space and a three-level garage, with up to 130,000 square feet provided for parking.

H. Building Height Limitation

- I. The maximum height allowed for PD-57A is 250 feet.

Final Environmental Impact Report

Serramonte Views Condominiums and Hotel Project

File Nos. GPA-9-14-9640, PD-9-14-9637, SUB-9-14-9643, Design Review-9-14-9644, UPR-1-18-013248
SCH# 2016062063

Prepared by



In Consultation with



DAVID J. POWERS
& ASSOCIATES, INC.
ENVIRONMENTAL CONSULTANTS & PLANNERS

PREFACE

This document, together with the Draft Environmental Impact Report (Draft EIR), constitutes the Final Environmental Impact Report (FEIR) for the Serramonte Views project. The Draft EIR was circulated to affected public agencies and interested parties for a 45-day review period from January 24, 2018 to March 12, 2018. This volume consists of comments received by the City of Daly City (City), the Lead Agency on the Draft EIR, during the public review period, responses to those comments, and revisions to the text of the Draft EIR.

In conformance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines, the FEIR provides objective information regarding the environmental consequences of the proposed project. The FEIR also examines mitigation measures and alternatives to the project intended to reduce or eliminate significant environmental impacts. The FEIR is intended to be used by the City and any Responsible Agencies in making decisions regarding the project. The CEQA Guidelines advise that, while the information in the FEIR does not control the agency's ultimate discretion on the project, the agency must respond to each significant effect identified in the DEIR by making written findings for each of those significant effects.

According to the State Public Resources Code (Section 21081), no public agency shall approve or carry out a project for which an environmental impact report has been certified which identifies one or more significant effects on the environment that would occur if the project is approved or carried out unless both of the following occur:

- (a) The public agency makes one or more of the following findings with respect to each significant effect:
 - (1) Changes or alterations have been required in, or incorporated into, the project which will mitigate or avoid the significant effect on the environment.
 - (2) Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.
 - (3) Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities of highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report.
- (b) With respect to significant effects which were subject to a finding under paragraph (3) of subdivision (a), the public agency finds that specific overriding economic, legal, social, technological, or other benefits of the project outweigh the significant effects on the environment.

In accordance with CEQA and the CEQA Guidelines, the FEIR will be made available to the public prior to consideration of the Environmental Impact Report. All documents referenced in this FEIR are available for public review in the office of the Department of Planning, Building and Code Enforcement, 333 90th Street, Daly City, CA 94015 on weekdays during normal business hours.

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Section 5.0	COPIES OF THE COMMENT LETTERS RECEIVED ON THE DRAFT EIR.....	34

SECTION 1.0 LIST OF AGENCIES AND ORGANIZATIONS TO WHOM NOTICE OF THE DRAFT EIR WAS SENT

Copies of the Draft EIR and/or Notice of Availability for the Draft EIR were sent to the following agencies, organizations, and individuals:

State Agencies

California Department of Transportation (District 4)
California Department of Fish and Wildlife (Region 3)
California Department of Water Resources
California Department of Parks and Recreation
California State Water Resources Control Board
Native American Heritage Commission
California Office of Emergency Services
Regional Water Quality Control Board
California Department of Toxic Substances Control
California Highway Patrol
SamTrans
State Clearinghouse

Regional Agencies

Association of Bay Area Governments
County of San Mateo Health Policy and Planning
Bay Area Air Quality Management District
Metropolitan Transportation Commission

Local, Public, and Quasi-Public Agencies

City/County Association Governments Airport Land Use Committee
City/County Association Governments San Mateo County
Town of Colma

Organizations, Businesses, and Individuals

Aetos Chi Ming Chung
Alto Serramonte LLC
Azucena Maxino
Benjamin Jayme
Boris Slepnyov
Caran Colvin
Chinese Cemetery Association
Christian Fernandez
Christina Camille Vergara
Claude Salame
Crown Colony Homeowners Association
Cypress Point Homeowners Association
Daly City Chamber of Commerce

Daly City COHRA
Daly City Serramonte Center LLC
Dan Manzon
Dmitri Mayzus
Fan Zhao
Franchise Realty Interstate
Gary Feliciano
Greenbelt Alliance
Housing Leadership Council of San Mateo County
Hitoshi Kawamata
Jefferson Elementary School District
Jefferson Union High School District
John Kelly
Joselito Tengco
Kam-Tong Lee
Katherine Fung
Leah Anne Luistro
Loulia Nedzvetski
Mario Escobar
Merwin Lai
Natalia Raysberg
Original Daly City Protective Association
Pacific Gas and Electric Company
Pacific Services Group Inc.
Perla Dizon
Richard Brugger
Rose Odone
San Mateo County Board of Supervisors
Serramonte Highlands Homeowners Association
Serramonte Homeowners Association
Serramonte Terraces LLC
Sherry Brazil
Skyline Pallisades Homeowners Association
Southern Hills Homeowners Association
Southport Land & Commercial Company
St. Francis Heights Homeowners Association
Stella Tse
Sustainable San Mateo County
Target Corporation Lessee
Village Serramonte Homeowners Association

SECTION 2.0 LIST OF COMMENT LETTERS RECEIVED ON THE DRAFT EIR

<u>State Agencies</u>		<u>Date of Letter</u>	<u>Response on Page</u>
A.	Caltrans	March 7, 2018	7
<u>Local, Public, and Quasi-Public Agencies</u>			
B.	City/County Association of Governments of San Mateo County	March 7, 2018	11
C.	Town of Colma	March 12, 2018	12
<u>Organizations and Individuals</u>			
D.	Betty Shepard	March 5, 2018	20
E.	Cathy Pantazy	March 10, 2018	20
F.	George Rodriquez	March 11, 2018	24
G.	Aislinn De Leon	March 12, 2018	25
H.	Marian Seiki	March 12, 2018	25
I.	Nadine Baroudi Salame	June 2, 2018	26

SECTION 3.0 RESPONSES TO COMMENTS RECEIVED ON THE DRAFT EIR

The following section includes all the comments on the Draft EIR that were received by the City in letters and emails during the 45-day review period. The comments are organized under headings containing the source of the letter and the date submitted. The specific comments from each of the letters or emails are presented as “Comment” with each response to that specific comment directly following. Each of the letters submitted to the City of Daly City is attached in its entirety in Section 5.0 of this document.

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. Section 1.0 of this document lists all of the recipients of the Draft EIR.

One comment letter was received from a state agency and two comment letters were received from public agencies, none of whom are Responsible Agencies under CEQA for the proposed project. An additional five comments letters were received by individuals.

Regarding mitigation measures identified by commenting public agencies, the CEQA Guidelines state that:

Prior to the close of the public review period, a responsible agency or trustee agency which has identified what the agency considers to be significant environmental effects shall advise the lead agency of those effects. As to those effects relevant to its decisions, if any, on the project, the responsible or trustee agency shall either submit to the lead agency complete and detailed performance objectives for mitigation measures addressing those effects or refer the lead agency to appropriate, readily available guidelines or reference documents concerning mitigation measures. If the responsible or trustee agency is not aware of mitigation measures that address identified effects, the responsible or trustee agency shall so state. [§15086(d)]

The CEQA Guidelines state that the lead agency shall evaluate comments on the environmental issues received from persons who reviewed the DEIR and shall prepare a written response to those comments. The lead agency is also required to provide a written proposed response to a public agency on comments made by that public agency at least 10 days prior to certifying an environmental impact report. This FEIR contains written responses to all comments made on the Draft EIR received during the advertised 45-day review period. Copies of this FEIR have been supplied to all persons and agencies that submitted comments.

A. RESPONSE TO COMMENTS FROM CALTRANS, MARCH 7, 2018:

COMMENT A-1: Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Serramonte Vistas Residential Condominiums and Hotel (project). In tandem with the Metropolitan Transportation Commission’s (MTC) Sustainable

Communities Strategy (SCS), Caltrans' mission signals a modernization of our approach to evaluate and mitigate impacts to the State Transportation Network (STN). Caltrans' Strategic Management Plan 2015-2020 aims to reduce Vehicle Miles Traveled (VMT) by tripling bicycle and doubling both pedestrian and transit travel by 2020. Our comments are based on the January 24, 2018 DEIR.

Project Understanding

The project proposes to subdivide the 6.07-acre property into two parcels, a 4.76-acre parcel to accommodate three residential condominium buildings and a 1.30-acre parcel to accommodate a proposed hotel. The project is located at 525-595 Serramonte Boulevard. The residential component of the project includes the construction of three new multi-family condominium buildings comprising 323 one-, two-, and three- bedroom condominiums. The hotel component of the project includes the construction of a 12-story, 153,756 square-foot (sq. ft.) building with 176 rooms over a multi-level parking podium with 187 parking stalls. The proposed project is located approximately 0.33 miles south of the State Route (SR) 1/Interstate (I-) 280 interchange, situated between the two State facilities and accessed via Serramonte Boulevard.

Multimodal Planning

This project will be sited in a location poorly conditioned to accommodate access by transit and active modes. The identified location alternative located in proximity to the Colma BART station would represent much better regional accessibility should be strongly considered. As proposed, the project should be conditioned to make improvements to nearby bicycle and transit facilities including the completion of bike lanes along Serramonte Boulevard between St. Francis Boulevard and Junipero Serra Boulevard, proposed in the Daly City General Plan Circulation Element (Circulation Element), as well as the improvement of SamTrans bus stops at Serramonte and Callan Boulevards (Stop IDs: 332264, 332263). These improvements would serve project employees, guests, and residents. 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-1: The project area is already well-served by transit, with seven SamTrans bus routes that stop at the transit hub at Serramonte Shopping Center, less than one-quarter mile from the project entrance. These include four routes that directly serve a BART station.

The City recently awarded a project that will install bicycle routes on Serramonte Boulevard, in accordance with the City's current Bicycle Master Plan. The project is largely paid for by grant funds the City has received.

The project will improve pedestrian circulation by adding a sidewalk along the street frontage on the south side of Serramonte Boulevard, and adding a crosswalk between the project driveway and Serramonte Shopping Center.

COMMENT A-2: The project should provide bicycle facilities consistent with Circulation Element Policy CE-19: “Take proactive steps to ensure that owning and using a bicycle in Daly City is a viable transportation option.” Task CE-19.1 states that the City should “Require the provision of secure covered bicycle parking for large multifamily residential, commercial and office/institutional uses, and other key destinations, including public facilities such as transit stations.” While the City has not yet updated its zoning ordinance to reflect this task, the project should nonetheless take steps to provide secured bicycle parking for its residents.

Consider adopting policies and providing bicycle parking volumes consistent with City of San Francisco Ordinance 183-13, which sets the following standards for bicycle parking at large multifamily residential developments:

- One class I (long-term bicycle parking space such as locker, cage, or other secured facility) parking space for every 100 dwelling units up to 100 dwelling units, plus one class I parking space for every four dwelling units over 100.
- One class II (short-term bicycle parking space such as a standard bicycle rack) parking space for every twenty dwelling units.

Additionally, the ordinance requires the following bicycle parking spaces for hotels:

- One class I parking space for every 30 rooms.
- Two class II spaces per room, minimum two spaces, plus one class II space per 5,000 square feet of occupied conference, meeting, or function rooms.

RESPONSE A-2: As offered by the Applicant, the proposed project would provide 156 Class 1 bicycle parking spots, in a secure covered area – and 16 Class 2 bicycle parking spots, adjacent to the residential front entry. Additionally, the proposed hotel component of the project would provide six Class 1 bicycle parking spots, in a secure covered area, and six Class 2 bicycle parking spots, adjacent to the hotel front entry.

COMMENT A-3: The project’s primary and secondary effects on pedestrians, bicyclists, disabled travelers, and transit users should be evaluated, including countermeasures and trade-offs resulting from mitigating VMT increases. Access for pedestrians and bicyclists to transit facilities must be maintained. New bicycle and pedestrian facilities should be built in accordance with current best practices and design standards. These smart growth approaches are consistent with MTC’s Regional Transportation Plan/Sustainable Community Strategies and would help meet Caltrans Strategic Management targets.

RESPONSE A-3: As described in Section 2.7 of the Draft EIR, the project proposes bicycle parking facilities for residents and guests, and a bike repair station onsite. Existing pedestrian, bicycle, and transit facilities serve the project site. The project proposes sidewalk improvements along project frontages and would provide pedestrian access through the project site between Serramonte Boulevard and the Serramonte Shopping Center. The proposed pedestrian and bicycle facilities would be built in accordance with current best practices and design standards (refer to Response A-2).

COMMENT A-4: Vehicle Trip Reduction

From Caltrans' *Smart Mobility 2010: A Call to Action for the New Decade*, the project site is identified as Place Type 4c: Suburban Communities (Dedicated Use Areas) where location efficiency factors, such as community design, are weak and regional accessibility varies. Given the place type and size of the project, it should include a robust Transportation Demand Management (TDM) Program to reduce VMT and greenhouse gas emissions. Such measures are critical to facilitating efficient site access. The measures listed below will promote smart mobility and reduce regional VMT.

- Project design to encourage walking, bicycling and transit access;
- Transit and trip planning resources such as a commute information kiosk;
- Real-time transit information system;
- Shuttle service for guests, residents, and employees serving transit centers and major regional destinations including San Francisco International Airport;
- Transit subsidies on an ongoing basis for residents and employees;
- Ten percent vehicle parking reductions;
- Charging stations and designated parking spaces for electric vehicles;
- Carpool and clean-fuel parking spaces;
- Designated parking spaces for a car share program;
- Employee transportation coordinator;
- Secured bicycle storage facilities;
- Fix-it bicycle repair station(s);
- Bicycle route mapping resources;
- Participation/formation in/of a transportation management association (TMA) in partnership with other developments in the area; and
- Aggressive trip reduction targets with Lead Agency monitoring and enforcement.

Transportation Demand Management programs should be documented with annual monitoring reports by an onsite TDM coordinator to demonstrate effectiveness. If the project does not achieve the VMT reduction goals, the reports should also include next steps to take in order to achieve those targets. Also, reducing parking supply can encourage active forms of transportation, reduce regional VMT, and lessen future transportation impacts on State facilities. These smart growth approaches are consistent with the MTC's Regional Transportation Plan/SCS goals and would meet Caltrans Strategic Management Plan sustainability goals.

For additional TDM options, please refer to the Federal Highway Administration's *Integrating Demand Management into the Transportation Planning Process: A Desk Reference* (Chapter 8). The reference is available online at:

<http://www.ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf>.

RESPONSE A-4: Shuttle service for the proposed project, residential and hotel uses, will be provided. As a condition of approval, the shuttle service would loop through the shopping center and the Colma BART Station at least twice between 7 AM and 9 AM and between 4 PM and 6 PM on weekdays. In addition to shuttle service, the project proposes other TDM

measures to reduce VMT including, but not limited to, reduced vehicle parking, charging stations and designated parking spaces for electric vehicles, secured bicycle storage facilities, and bicycle repair station(s).

COMMENT A-5: Lead Agency

As the Lead Agency, the City of Daly City is responsible for all project mitigation, including any needed improvements to the 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-5: Fair share calculations are not required as part of the CEQA document. The project's contribution to the traffic volumes at each intersection have been calculated, and these may be used to determine the fair share. As a condition of approval, the mitigations would be required prior to issuance of a building permit. The design to install a traffic signal at the intersection of Serramonte Boulevard/SR 1 Ramps is currently proposed to begin in FY 2020-21. Caltrans has not identified any specific mitigation measures on the State Transportation Network for which it believes the project is responsible.

COMMENT A-6: Encroachment Permit

Please be advised that any work or traffic control that encroaches onto the state ROW requires an encroachment permit that is issued by the Department. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating state ROW must be submitted to: Office of Permits, California DOT, District 4, P.O. Box 23660, Oakland, CA 94623-0660. Traffic-related mitigation measures should be incorporated into the construction plans during the encroachment permit process. See the website link below for more information: <http://www.dot.ca.gov/hq/traffops/developserv/permits/>.

RESPONSE A-6: An encroachment permit is not required as the project would not encroach onto the state ROW. No additional response is needed.

B. RESPONSE TO COMMENTS FROM CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY, MARCH 7, 2018:

COMMENT B-1: Thank you for offering C/CAG the opportunity to review the Draft Environmental Impact Report (DEIR) for the proposed Serramonte Views Condominiums and Hotel project. The following comments are provided for your consideration in complying with the San Mateo County Congestion Management Program (CMP) Land Use Guidelines. In preparing an EIR for this project, refer to this policy, which is included as Appendix I of the 2017 CMP: <http://ccag.ca.gov/wp-content/uploads/2018/02/2017-Final-Draft-CMP-Appendix-1.pdf>.

Because the project is expected to generate a net of 100 or more peak-hour trips in either the AM or PM peak period on the CMP roadway network (274 trips in the PM peak hour), mitigation measures are required to reduce the impact of the project. Potential mitigation strategies are documented in the

Land Use Guidelines policy and include, but are not limited to, reducing project scope, building roadway and/or transit improvements, collecting traffic mitigation fees, and requiring project sponsors to implement transportation demand management (TDM) programs.

RESPONSE B-1: The project would provide pedestrian connectivity to the Serramonte Shopping Center by modifying the existing traffic signal to include a south leg and crosswalk on the east leg and providing a sidewalk along Serramonte Boulevard. The project would also provide shuttle service that would loop through the shopping center and the Colma BART Station at least twice a day between 7 AM and 9 AM and between 4 PM and 6 PM on weekdays.

The project would contribute a proportional fair share of the cost to signalize the intersection of the SR 1 Northbound Ramps and Serramonte Boulevard, which would improve the average intersection delay from LOS E to LOS C (*Section 2.7.2.3 Existing Plus Project Conditions*, MM TRANS-1.1). It should be noted that none of the study intersections are CMP intersections.

C. RESPONSE TO COMMENTS FROM TOWN OF COLMA, MARCH 12, 2018:

COMMENT C-1: Traffic

In response to the Notice of Preparation, the Town of Colma requested the study of a series of intersections and other factors relating to traffic impacts to the Town. The following items listed in our letter of July 8, 2016 were not included in the Draft EIR and are requested to be addressed in the Final EIR:

1. A study of the following intersections in the Town of Colma:
 - a. Serramonte Boulevard and Junipero Serra Boulevard. While this intersection is included in the analysis for traffic volume and LOS, Study of this intersection should include a queuing analysis of vehicles during weekday and weekend peak hours. In the Serramonte Mall EIR, a queuing impact was identified on Junipero Serra Boulevard northbound for the two left hand turn lanes. This project will undoubtedly exacerbate this impact, and the queuing impact is requested to be quantified. Kittelson has performed recent work from the Town of Colma that can be added to the analysis. In addition, W-Trans recently prepared a queuing analysis, attached, which can be used as base data in the analysis. This information will assist the Town in determining the queuing impact to the intersection and possible fair-share contribution to future improvements at this intersection.
 - b. Junipero Serra Boulevard and Southgate Avenue.
 - c. Serramonte Boulevard and Serra Center Drive. The traffic analysis projects that 8%-10% of all project trips will use Serramonte Boulevard in Colma, and a discussion of this corridor must be included in the analysis. It is anticipated that numerous trips to and from the airport to and from the hotel will use Serramonte Boulevard and Hillside Boulevard in Colma.

- d. Serramonte Boulevard and El Camino Real (listed in the Draft EIR as providing local access to the site but not analyzed). As stated above, 8%-10% are projected to go through this intersection.

RESPONSE C-1: The selection of the study intersections was based on the anticipated origin/destination patterns of the vehicle-trips generated by the project and the corresponding assignment to the local and regional roadway network, based on output from the City of Daly City's regional travel demand model. Given that the project site is located in close proximity to I-280 and SR-1, it was projected that the majority of the trips would not utilize local streets. It is anticipated that the potential for impacts at the three intersections listed would be minimal.

Potential impacts to the intersection of Serramonte Boulevard and Junipero Serra Boulevard are discussed in responses C-1(a) to C-1(d).

RESPONSE C-1(a): The comment requests additional information on queue impacts at the intersection of Junipero Serra Boulevard and Serramonte Boulevard. Draft EIR Appendix E, page 35, Figure 9 shows that the proposed project would add traffic to one turn lane where queueing would be an issue, the northbound left-turn lanes on Junipero Serra Boulevard. The project would add 12 vehicles in the AM peak hour and 26 vehicles in the PM peak hour. Information provided by the Town of Colma indicates that the northbound left-turn lanes provide 590 feet of vehicle storage and current 95th percentile queues are 267 feet in the AM peak hour and 389 feet in the PM peak hour, with a maximum queue of 404 feet during the weekend peak hour. The traffic operations analysis included in the appendices to the Appendix E traffic study show that the proposed project would add up to 10 feet to the 95th percentile queue in the AM peak hour and up to 24 feet to the 95th percentile queue in the PM peak hour, with a maximum total queue of 428 feet under 2035 cumulative plus project traffic conditions. The total queue lengths would still be within the available storage length and there would be no queue impacts associated with the project at the intersection.

RESPONSE C-1(b): Draft EIR Appendix E, page 35, Figure 9 shows that the project would add a maximum of 11 directional peak hour vehicles to the section of Junipero Serra Boulevard north of Serramonte Boulevard, or six vehicles per lane per hour. This level of traffic would not be expected to have a significant impact on traffic operations on intersections north of Serramonte Boulevard, and therefore the intersection was not included as a study intersection.

RESPONSE C-1(c): Draft EIR Appendix E, page 35, Figure 9 shows that the project would add a maximum of 14 directional peak hour vehicles to the section of Serramonte Boulevard east of Junipero Serra Boulevard, or seven vehicles per lane per hour. This level of traffic would not be expected to have a significant impact on traffic operations on intersections east of Junipero Serra Boulevard, and therefore the intersection was not included as a study intersection.

RESPONSE C-1(d): Draft EIR Appendix E, page 35, Figure 9 shows that the project would add a maximum of 14 directional peak hour vehicles to the section of Serramonte Boulevard east of Junipero Serra Boulevard, or seven vehicles per lane per hour. A portion of this traffic would turn off of Serramonte Boulevard to access adjacent businesses (such as Serra Center) prior to reaching El Camino Real. This level of traffic would not be expected to have a significant impact on traffic operations on intersections east of Junipero Serra Boulevard, and therefore the intersection was not included as a study intersection.

COMMENT C-2: An analysis of increased traffic during holiday periods.

The EIR should quantitatively address the known increase in traffic experienced in the region during November, December and early January of each year. Near gridlock conditions occur on the 1-280 off-ramp, along Gellert Boulevard, on Hickey Boulevard, along Junipero Serra Boulevard and along the Serramonte Boulevard corridor during the holidays, particularly on weekends. Mitigation measures which require intersection improvements or impact fee contributions should factor in this additional traffic and the developer's fair share contribution to these improvements.

RESPONSE C-2: Since the project is not a retail project and, therefore, would not generate substantial additional traffic during the holiday season, the EIR is not required to include an analysis of peak period traffic during the holidays.

COMMENT C-3: McDonald's stacking impacts/illegal U-Turns at south mall entrance.

The Mc Donald's drive-thru line extends onto Serramonte Boulevard blocking the number one travel lane just east of the project site during the AM Peak hour, and this condition occurs at other times of the day. This condition must be factored into the project traffic and queuing impacts since residents and hotel guests/employees will immediately need to move to the number 2 lane of traffic upon exiting the project site. A practical solution would be to look for an opportunity for Mc Donald's to reconfigure their site to extend the drive-through lane on their property. Attached is a limited windshield survey of dates and times when a travel lane was observed to be blocked.

RESPONSE C-3: It is noted that the queuing observed at the McDonald's driveway would affect vehicles exiting the proposed project. However, the effects of this queuing at McDonald's would not create impacts relative to the significance criteria in the EIR. The proposed project would not cause additional impacts at this location relative to significance criteria beyond those described in the EIR.

COMMENT C-4: Shuttle Feasibility and Funding.

The EIR should include a discussion of all feasible alternative ways to mitigate traffic impacts, including the requirement that the project fund and maintain (perhaps in cooperation with Serramonte Mall) regular free shuttle service to the Colma BART station for project residents, employees, shoppers and hotel guests. This will greatly reduce VMT for the project. While the EIR states that the project is in a transit rich environment, it is likely that a majority of residents will not use the bus services at the mall, and will drive to their destination or to the BART station.

RESPONSE C-4: SamTrans Route 120 has stops on Serramonte Boulevard adjacent to the west end of the project site and directly serves the Colma BART station. Although, a separate parallel shuttle bus service was not determined to be necessary to provide adequate levels of transit service, the project proposes to provide shuttle service that would loop through the shopping center and the Colma BART Station at least twice a day between 7 AM and 9 AM and between 4 PM and 6 PM on weekdays.

COMMENT C-5: Pedestrian and Bicycle Access and Improvements.

The EIR should identify how vehicle trips for the project can be reduced by providing pedestrian and bicycle access to the project. While the traffic analysis identifies existing conditions, the EIR should discuss the project's obligation to provide improvements or fair-share contributions that will be necessary for project residents, hotel guests and employees to safely access the bus stop at Serramonte Mall, Serramonte Mall and shops/restaurants on Gellert Boulevard. The EIR should include this discussion in the context of how improvements will serve to reduce VMT for the project.

RESPONSE C-5: Page 88 of the Draft EIR describes pedestrian improvements that will be implemented as part of the project. The additional sidewalk and crosswalk would improve pedestrian access between the project, Serramonte Mall, and Gellert Marketplace as well as transit stops. Improved pedestrian and bicycle access to the project would be expected to help reduce vehicle trips and vehicle-miles of travel (VMT) generated by the project, but these reductions cannot be easily quantified. The traffic analysis in the Draft EIR conservatively assumed no reductions in vehicle traffic from the construction of pedestrian facilities when assessing potential traffic impacts.

COMMENT C-6: Clear mitigation triggers for intersection improvements and a clear discussion in the EIR.

If a fee is required for a fair-share contribution to a traffic improvement instead of the construction of the improvement, the EIR should clearly state the extent of the developer's contribution, the timing of the actual improvement, or the trigger for the improvement. The EIR should also state the funds already held by the City to improve the intersection where impacts occur and the total expected cost of intersection improvements. The discussion in the EIR should relate to the mitigation measures required for the Serramonte Mall project (Serramonte Mall MMRP, Page 1-10), and reference as an appendix the Mitigation Fee Program study that was required by the mall developer. This request is being made to assure that necessary traffic improvements are made prior to the impact occurring and to clearly disclose the developer's obligations in relationship to other developments occurring in the vicinity.

RESPONSE C-6: During the issuance of a building permit and final tentative map approval, the EIR would require the collection of fair-share contribution funds from the developer for the SR 1 Northbound Ramps and Serramonte Boulevard intersection impact.

COMMENT C-7: Bike and Pedestrian Facilities and VMT Discussion

The Draft EIR notes the presence of bikeways in the following locations. The following are Class III bikeways with extremely minimal signage:

- Callan Boulevard between Southgate Avenue and Serramonte Boulevard;
- Southgate Avenue between Junipero Serra Boulevard and St. Francis Boulevard; and
- Gellert Boulevard between Hickey Boulevard and King Drive (lanes start at Serra Vista Avenue, south of Hickey Boulevard)

The project, as proposed, could include 1,000 new residents and several hundred hotel guests at maximum occupancy. The EIR analysis should clearly state the developer's obligation to provide bicycle and sidewalk improvements (or pay and in-lieu fee) that will connect existing bikeways to one another (or upgrade of bikeways from Class III to Class II) in the vicinity of the project site. A priority should be the striping of a bike-lane on Callan Boulevard to Southgate Avenue and any other connections required to provide safe travel to and from the project site.

RESPONSE C-7: The City recently awarded a project that will install approximately 10 miles of bicycle routes remaining in the City's current Bicycle Master Plan. Construction is expected to commence in September 2018 and will be substantially completed by December 2018.

COMMENT C-8: Aesthetics

The discussion in the EIR incorrectly states that the project "is in an urban neighborhood with tall buildings in the vicinity." Buildings at the mall, west of the project site, along Gellert Boulevard east of the project site and areas north of the project include buildings which are no more than 3 stories in height. The proposed buildings will be the tallest buildings in Daly City. The tallest buildings currently in Daly City are Seton Medical Center (9 Stories) and Daly City Station (10 Stories), both a significant distance from the site. The project introduces a building that is sixteen stories in height above a multi-level podium as viewed from Serramonte Boulevard looking west from Gellert Boulevard. The project does not comply with the Daly City General Plan. Specifically, the project is a massive contemporary development out of context with the area surrounding the site. In addition, the project creates an inhospitable blank wall at street level on Serramonte Boulevard. General Plan Task RME-20.4 requires that new development "incorporate design features in new development that reflect the character of the neighborhood." The project is a stark contrast to the existing neighborhood. In order for the project to meet this General Plan task, the project should transition in height from the existing one-story development adjacent to the site (Mc Donald's) and utilize terracing, buffering and landscaping techniques to transition the building mass to reflect the character of the largely one and two-story neighborhood surrounding the site.

RESPONSE C-8: The Seton Medical Center and Daly City Station are approximately one mile from each other, and the Seton Medical Center is approximately one mile from the project site, and therefore are generally in the vicinity of one another. While the project may seem larger in scale than the rest of the development in the area, Daly City is an urban city

with little room for expansion given all of the existing development. Therefore, in order to provide more opportunity for housing, per the Housing Element of the City's General Plan, taller buildings are necessary.

COMMENT C-9: The Town requested in our letter dated June 28, 2016, attached, that the EIR should include visual simulations with vantage points from Highway 280 and from Highway 1 northbound. These images are necessary to fully analyze the visual impacts of the project from these highways and provide decision makers with additional information on the visual impacts of the project.

RESPONSE C-9: The project site would not obstruct views of San Bruno Mountain from I-280 or SR 1, which is considered a scenic view in the City's General Plan. Therefore, visual simulations from I-280 or SR-1 were not deemed necessary as the project does not affect scenic views. As stated in *Section 2.1 Aesthetics* of the Draft EIR, the project site is not visible from any state or County designated scenic highways or roadways.

COMMENT C-10: Air Quality Impacts

The discussion in the EIR and Table 2.2.-3 regarding construction Criteria Pollutant Emissions takes the total number of construction days to determine that the daily average of pollutants is below the BAAQMD threshold. If the developer chooses to expedite construction activities, BAAQMD Thresholds could easily be exceeded for ROG, NO_x, and particulate matter especially during the grading phase. A mitigation measure is necessary to establish a maximum level of construction activity per day to protect sensitive receptors in the vicinity of the project site and assure that daily construction activity does not exceed the assumptions provided in the construction schedule.

RESPONSE C-10: The construction activity assumptions for this project were based on the CalEEMod air model defaults for a project of this type and size, which provides for a conservative assessment of project construction emissions. Project construction impacts were then evaluated using BAAQMD-recommended methodology and, in fact, found construction NO_x impacts to be potentially significant and are mitigated with MM AQ-2. If the project had an expedited construction schedule, as the commenter suggests, the total construction emissions that are averaged would be less since the total project construction schedule would be reduced, and, thus, the average estimated daily emissions would not be expected to change substantially. The emissions of construction criteria pollutants (ROG, NO_x and particulate matter) are related to regional air quality impacts. The protection of sensitive receptors that the commenter mentions is addressed under section 2.2.2.3 "Expose sensitive receptors to substantial pollutant concentrations" which requires mitigation in the form of MM AQ-2, which ensures project emissions are minimized. No additional mitigation is necessary.

Furthermore, although not required as a project mitigation measure, the applicant has committed to installing 13 electric vehicle charging stations and providing electric service so that eventually as many as ten percent of the spaces in the project parking garage could ultimately accommodate such charging facilities.

COMMENT C-11: Land Use

The project site is included in the General Plan Housing Element as one of the City's housing sites with a density maximum of 50 units per acre. For the 4.83 acre housing site, this equates to a maximum of 241 housing units. Up to 270 units would be permissible under the current General Plan parameters if the project includes the appropriate number of affordable units to qualify for a state density bonus. If the project is not eligible for a density bonus but is instead requesting a General Plan Amendment for increased density for a market rate product, the EIR should include an extensive discussion on the justification for increased density for a site which already has an unusually high permissible density given the residential densities in the vicinity of the site.

RESPONSE C-11: Daly City is located in one of the least affordable housing markets in the country. The City of Daly City recognizes this fact and adopted an Affordable Housing Ordinance in 2014. The project proposes to make available 56 moderate-income units. As outlined in the Ordinance, its purposes include the following:

- To encourage the development and availability of housing affordable to a broad range of households with varying income levels within the City;
- To promote the City's goal to add affordable housing units to the City's housing stock in proportion to the overall increase in new jobs and housing units; and
- To offset the demand on housing that is created by new ownership and rental development and mitigate environmental and other impacts that accompany new residential development by protecting the economic diversity of the City's housing stock.

The Planning Division does not consider the proposed density of 66.9 housing units per acre as unusually high given the density of the following approved projects:

- 4619 Brunswick Street – 179 apartment units/acre
- 6098 Mission Street – 144 apartment units/acre
- 493 Eastmoor Avenue – 95 apartment units/acre
- 165 Pierce Street – 84 apartment units/acre
- 1590 Bryant Street – 77 apartment units/acre
- 88 Hillside Blvd – 52 apartments units/acre

These projects were also located near major roadways with lower density residential in the vicinity of the project site. Furthermore, like the housing developments above, the proposed project density advances numerous State, regional, and local policies with regard to the construction of infill housing on sites close to existing transportation networks, major job centers, shopping, and resident services. The proposed project, which would provide a shuttle service in the morning and evening commute hours, is 4.0, 1.2, and 2.4 miles from the Daly City, Colma, and South San Francisco BART Stations, respectively. The project would be constructed across the street from a regional shopping center at which exists a major Sam Trans transit hub (serving seven bus routes) which provides connections to the Daly City, Colma, and South San Francisco BART Stations, and other intercommunity destinations.

COMMENT C-12: Park Facilities

The Daly City General Plan identifies that the City currently only provides 0.26 acres of parkland per 100 dwelling units, which is well below the State Recreation Commission standard of 2.6 acres of parkland per 100 dwelling units. General Plan Policy RME-12 encourages a "diverse, equitable and integrated system of park facilities throughout Daly City " The EIR should include a discussion of the impact of the project on recreation facilities since the addition of 323 units in this location will give new residents limited convenient access to improved recreation facilities necessary for families and further burden existing parks. The EIR does not address this direct impact, but instead only mentions regional open space amenities such as San Bruno Mountain.

RESPONSE C-12: The proposed project is located in a dense, urban area, with hilly topography. By nature of the site location and topography, the project residents would likely drive to parks (the closest park to the site is on the corner of Hickey Boulevard and Callan Boulevard) in the City of Daly City, as walking or biking would require crossing high volume roadways and/or walking/biking up steep slopes. The project would also include 36,257 square feet of common usable open space and private balconies totaling 13,810 square feet. The City of Daly City would maintain and increase the user capacity of its park facilities with the fees required by developers in lieu of dedicating park land elsewhere in Daly City.

COMMENT C-13: Alternatives

The EIR includes various alternatives which demonstrate that project objectives can be met, and that impacts can be reduced by considering a lower density alternative. The Town of Colma supports a lower residential density alternative since it would reduce traffic, will reduce the stark visual impact of the project (specifically building A), reduce impacts to parks and schools, and reduce the ongoing public service requirements of the new residents that may not be fully offset by property tax revenue. Development of a project that includes the current general plan maximum number of units (241 or 270 with a density bonus) along with the proposed 176-room hotel would provide the economic benefits of the hotel while minimizing effects to public services that new residents will require in perpetuity. A reduction in the number of residential units would allow for a lowering or terracing of residential tower A to better transition the building height to the lower density development to the east and allow the four towers to stair-step up Serramonte Boulevard with the topography.

RESPONSE C-13: This comment describes the Reduced Development Alternative and expresses an opinion to the City Council about the benefits of constructing this alternative over the proposed project. The comment has been acknowledged and no further response is necessary.

COMMENT C-14: General Comment

The Initial Study (prepared in January 2018) for the project (Appendix B) includes discussion and Mitigation Measures for Biology (BIO - 1.1), Cultural Resources (CUL - 1.1 to 1.4), Hazardous Materials (HAZ 1.1 , 2.1), Noise and Vibration (NV - 1.1). Hydrology and water quality impacts are

mitigated by MM GEO - 1.1 and MM HAZ - 1.1. However, MM GEO - 1.1 is referenced but not included in the Initial Study document, instead, it is in the Draft EIR which was prepared later. Having mitigation measures in the Initial Study and Draft EIR make it difficult for the reader to review all of the mitigation measures in one document. A suggestion would be to include a summary table of mitigation measures from the Initial Study in the summary section of the EIR.

RESPONSE C-14: A copy of the MMRP would be adopted as part of the project approvals that includes a description of all of the mitigation measures implemented by the project, during what timeframe the mitigation would occur, and who is responsible for implementing mitigation measures. As shown in *Section 4.0 Revisions to the Text of the Draft EIR*, the EIR summary has been revised to identify the Initial Study impacts and mitigation measures that would be included in the MMRP.

D. RESPONSE TO COMMENTS FROM BETTY SHEPARD, MARCH 5, 2018:

COMMENT D-1: I would like the link above to review Serramonte Views Condominiums and Hotel Project. I think relocating this project to the Serra Bowl site would be a great idea, less traffic and congestion for the St. Francis Height area, which is already busy. Hopefully the Associate Planner City of Daly City Economic and Community Development Department will subject this to the developers.

RESPONSE D-1: Per the traffic impact analysis prepared for the project, the project would add a total of 235 trips (or approximately four cars every minute) during the morning peak hour, and a total of 274 trips (five cars every minute) during the PM peak hour. The results of the intersection LOS analysis show that all study intersections would operate at an acceptable LOS D or better during the AM and PM peak hours of traffic, except for the intersection of SR 1 Northbound Ramps and Serramonte Boulevard. The project provides mitigation measure MM TRANS- 1.1 to improve the SR 1 Northbound Ramp and Serramonte Boulevard intersection from an LOS E to an acceptable LOS C standard.

Additionally, the developers, *Serramonte Terraces, LLC*, do not own the Serra Bowl site and therefore cannot construct the project on this property.

E. RESPONSE TO COMMENTS FROM CATHY PANTAZY, MARCH 10, 2018:

COMMENT E-1: There is little point in addressing, in detail, the Serramonte Views Condominiums and Hotel Project's DEIR as written because the conclusion is that there are two "Significant Unavoidable Cumulative Impacts" that prohibit the project, as submitted, from going forward (Freeways and intersection LOS).

RESPONSE E-1: The City of Daly City shall prepare a statement of overriding considerations upon project approval due to the significant unavoidable impacts which reflects the ultimate balance of competing public objectives, including environmental, legal, technical, social, and economic factors. A statement of overriding considerations supports

the lead agency's views on the ultimate balance of the merits of approving the project despite its effects on the environment.

COMMENT E-2: However, it is important to address the choice of the “Alternatives to the Project.” The city must identify the ‘environmentally superior alternative.’ And if that is ‘No Project,’ they then can further identify the environmentally superior alternative among the other alternatives (sort of a second chance to develop something).

RESPONSE E-2: CEQA requires that an EIR identify alternatives to a project as it is proposed. The CEQA Guidelines specify that the EIR should identify alternatives 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.” The purpose of this section is to determine whether there are alternatives of design, scope, or location which would substantially lessen the significant impacts, even if those alternatives “impede to some degree the attainment of the project objectives” or are more expensive (§15126.6). The Draft EIR included a range of alternatives to address the significant unavoidable impacts of the project as required by CEQA.

COMMENT E-3: It is always important to note that this particular project is located less than a mile from the very active San Andreas Fault. It is also within 8 miles of the San Gregorio Fault and the active Hayward and Calaveras Faults are within 18-24 miles of the site.

RESPONSE E-3: The project site is located in a seismically active region of the Bay Area, and while the likelihood of fault rupture at the project site is extremely low, strong ground shaking would likely occur at the project site during seismic activity throughout the life of the project. As a result, the project would be required to conform to the standard engineering and building practices and techniques specified in the California Building Code. The proposed buildings would be designed and constructed in accordance with the recommendations of a design-level geotechnical report prepared for the site, which identifies the specific design features related to the seismic conditions. Therefore, as stated in *Section 2.4.2.3 Seismicity and Seismic-Related Impacts* of the Draft EIR, the project would not result in significant impacts from seismic-related hazards.

COMMENT E-4: In addition, as noted in 2.4.2.2 Soil Impacts, “According to the geotechnical investigation, cemetery service road runoff onto the site has caused considerable erosion historically. Additionally, project excavation and grading will expose soils to wind and rain. Thus, there is potential for soil erosion on the project site.”

RESPONSE E-4: As stated in *Section 2.4.2.2 Soil and Groundwater Impacts*, MM GEO-1.1 requires preparation of a final design-level geotechnical investigation to address geology and soils impacts including soil erosion. The report would be reviewed and approved by the City prior to issuance of grading and/or building permits.

COMMENT E-5: Alternatives

No Project - No Development - This is the ‘hands-down’ best choice for the environment, but it does not generate any income for the city nor provide housing and lodging.

RESPONSE E-5: The comment is acknowledged. No response is required.

COMMENT E-6: No Project Alternatives

Current entitlement - I believe that this means that previously the city allowed a developer the right to construct a hotel with 137 rooms and 200 condominiums (337 total at full hotel occupancy), but the buildings were limited to 90 feet in height. The traffic impacting the freeways would be less because of fewer rooms/condos than the current project that cannot be built (see first sentence), but would still be significant. Again, another argument against this choice is that this option would mean the city would receive less from the transient occupancy tax (hotel) and less tax monies from fewer condominiums. But that would be true of the below as well.

RESPONSE E-6: No response is required since this comment does not ask any questions or raise any issue about the adequacy of the Draft EIR.

COMMENT E-7: Reduced Development

The city identified this option as the ‘Environmentally Superior Alternative’

This choice would reduce the number of condominiums to 156 and hotel rooms to 116 (271 total at full hotel occupancy). The impact of this size development would earn a ‘less than significant impact’ rating as far as clogging the freeway on-ramps and “substantial impact reduction” as far as intersections. The hotel and condos would afford additional housing and provide tax monies to the city.

Author’s Rebuttal- There is no indication here of the height or number of buildings that would be built with this ‘reduced development’ option. Would they all be half the size of the initial plan keeping 3 buildings for condos and one hotel? Would they incorporate the condo buildings into two tall ones? How would it look, and would the parking still be built in front with the buildings themselves recessed? Even if it were built with buildings from 6 to 8 stories high (rather than 12-17), these buildings would cast a shadow on Serramonte Blvd. putting it in the shade most of the day. The project’s entrances and exits all flow onto Serramonte Blvd. creating an enormous amount of additional traffic on Serramonte Blvd. and requiring modifications to the boulevard. Lastly, in the event of a strong earthquake, it would have catastrophic consequences for this heavily-traveled boulevard and to the people and their cars driving it. The potential for soil erosion on this project site still remains.

RESPONSE E-7: The Reduced Development Alternative would be similar in scale to the existing Planned Development zoning on the project site, which allows for construction of a 137-room hotel and 200 dwelling units. The purpose of the Reduced Development was to

achieve a reduction in total unit count to avoid the I-280 freeway impact, not to achieve a specific design related to the construction of the project or building of the project (i.e. building height, number of buildings, etc.). The Reduced Development Alternative is approximately 80 percent smaller in size in comparison to the existing zoning, suggesting that it could be designed as four buildings that are approximately four to five stories.

The Traffic Impact Analysis evaluated the conditions of the project driveway on the existing roadway network. The analysis estimated that an exclusive westbound left-turn lane into the project driveway since the project would generate 113 westbound left-turn vehicles during the PM peak hour. As stated in *Section 2.7.2.3 Existing Plus Project* conditions of the Draft EIR, re-striping the westbound approach on Serramonte Boulevard to provide a left-turn lane, two through lanes, and one right-turn lane would improve proposed driveway operations. Additionally, reconfiguring the signal to allow for a protected left-turn for the westbound approach and split phasing for the northbound and southbound approached would also improve project driveway operations.

In response to the seismic shaking and soil erosion issues, please see Responses D-3 and D-4 above.

COMMENT E-8: Design Alternative

This choice would have the same number of buildings, but they would have less height: one 11-story and two 9-story residential buildings, all one-bedrooms. The hotel would be 9 stories as well. This alternative would not lessen the traffic impact, or the potential for soil erosion.

RESPONSE E-8: This comment describes the Design Alternative in *Section 6.5.4* of the Draft EIR and expresses an opinion to the City Council about the benefits of constructing this alternative over the proposed project. The comment has been acknowledged and no further response is necessary.

COMMENT E-9: Location Alternative

The only alternate locations mentioned are the vacated Serra Bowl and the SamTrans Park & Ride lot sites. They are near the Colma Bart station located on Junipero Serra Blvd. and D Street. The land is flat (not the steep, slippery slope on Serramonte Blvd.); it is near Bart and there is more than one way to enter and exit the site. Currently, there is an offer on the property, but it has yet to be accepted. Is this the only site for development near BART?

The General Plan implies it wants to build these large developments near public transportation (would really help the environment), while selecting an ‘environmentally superior alternative.’ And it wants to provide a diversity of housing (low income et al). It also wants to generate income for the city via taxes on these entities. All of these goals would be met by moving the development to an alternate location, and some of the negatives would be avoided.

RESPONSE E-9: This comment describes the Location Alternative in *Section 6.5.5* of the Draft EIR and expresses an opinion to the City Council about the benefits of constructing this alternative over the proposed project. The comment has been acknowledged and no further response is necessary.

COMMENT E-10: I support the city's choice of the "Reduced Development" option in combination with the "Location Alternative," and suggest they build it on flat ground near BART. They can use the Serra Bowl site (if it becomes available and the pending public application is not accepted), or build on another site that is also near BART. It would make it easier to build on a flat surface that does not have the erosion concerns or as many earthquake worries. Since the project is reduced in size, it will not need as much property. Also, there is really no need to build the condos and hotel adjacent to one another. They can be built on separate lots.

Quoting from the DEIR on page xv, it states, "The Location alternative would meet many of the project objectives since it would construct high-density housing near transit thereby ensuring the project provides minimal disruption to traffic conditions in the area. Due to the gently sloping and developed sites proposed under the Location alternative, grading and tree removal would be minimized on the sites. Additionally, this alternative would provide additional housing types to diversify the housing mix in the City and provide additional residential development to support commercial development."

"The Location Alternative may reduce the traffic impacts and construction period impacts of the project while meeting the project objectives."

In conclusion, I favor reducing the size of the development by half, and building it next to public transportation such as BART. Use two sites if necessary, one for the condominiums and one for the hotel. There is no reason that they need to be built on the same site at the same time or adjacent to each other.

RESPONSE E-10: This comment is in support of a combination of the Reduced Development and Location Alternatives and expresses an opinion to the City Council about the benefits of constructing a combination of these alternatives over the proposed project. The comment has been acknowledged and no further response is necessary.

F. RESPONSE TO COMMENTS FROM AISLINN DE LEON, MARCH 12, 2018:

COMMENT F-1: I'm writing on behalf of myself and my extended family to voice our disagreement with the proposed housing development on Serramonte Blvd across from Serramonte mall.

At this point the traffic around that area is already challenging and I can't imagine what it would be like after adding more housing. The freeway exit for Serramonte is frequently backed up & is dangerous to navigate. Especially so during the holidays. Gellert Blvd is also very congested & we are gravely concerned with adding more traffic to the area.

Please reconsider the development and look at all aspects, traffic flow included, prior to moving forward.

RESPONSE F-1: The EIR evaluated the traffic conditions with the project at three freeway segments, providing access to the Serramonte Boulevard area. As discussed in *Section 2.7 Transportation*, the freeway LOS standard is D. The weaving section on I-280 southbound is planned for improvements by Caltrans, however, as explained in mitigation measure MM TRANS-2.1, the timing for such improvements is outside the City's jurisdiction and is not currently known.

The EIR also evaluated three intersections on Gellert Boulevard under Existing Plus Project conditions and were determined to operate at acceptable levels of service (LOS D or better).

Under the Existing Plus Project freeway conditions, all freeway segments would operate at LOS D or better, except for the weaving segment on I-280 southbound between SR 1 and Serramonte Boulevard, which would operate at LOS E without and with the project during the PM peak hour.

G. RESPONSE TO COMMENTS FROM GEORGE RODRIGUEZ, MARCH 11, 2018:

COMMENT G-1: We have seen the plans for redevelopment and are wondering why so much so soon. We are already experiencing the crush of cars on the road. The gridlock not only on the road but going shopping etc., will truly be getting worse with all of the redevelopment. The mayors and city councils of most of our cities have given in to the developers, why? They are building without even taking care of the infrastructure to handle the crush of people. Our quality of life is already being destroyed by turning homes into motel 6? What happened to protecting our residential communities? Our streets are jammed with cars and the streets are getting dirtier, dumping etc. Daly City used to be a nice and clean community. The treeless metropolis we see for the future is not what it should be. Not to worry, we have plenty of water.

RESPONSE G-1: This comment is acknowledged. No response is required since this comment does not ask any questions or raise any issue about the adequacy of the Draft EIR.

H. RESPONSE TO COMMENTS FROM MARIAN SEIKI, MARCH 12, 2018:

COMMENT H-1: Good morning. Just wanted to let you know my concerns regarding this outrageous development. The size is ridiculous and the traffic will be a nightmare!!!!

I not sure if you shop at the mall . Traffic ...the congestion is already at full capacity and that is ALL DAY LONGso if this complex happens people will be so stressed and full of rage and not even shop at the mall!!!!

Moving it Serra bowl lot is also not a good idea traffic on Junipero Serra Boulevard will be another nightmare for the freeway entrance. If you must build REDUCE THE SIZES OF OCCUPANCY no need for a 17 story or 15 story bldg. Please let me when this goes before the board for discussion

would like to attend. How does the Brown Act work... will you contact me via email or just post it on a board at City Hall???

RESPONSE H-1: The Traffic Impact Analysis evaluates the traffic conditions with the project. The result of the intersection LOS analysis under existing plus project conditions shows that all of the study intersections would operate at an acceptable LOS D or better during the AM and PM peak hours of traffic, with the exception of SR-1 northbound ramps and Serramonte Boulevard. The increase in delay at the SR 1 Northbound Ramps and Serramonte Boulevard would be mitigated by installing a new traffic signal (MM TRANS-1.1).

I. RESPONSE TO COMMENTS FROM NADINE BAROUDI SALAME, JUNE 2, 2018

COMMENT I-1: To whom it my concern,

I am a Daly City resident on Innisfree Dr, Cypress Point Community. I am emailing you to **STRONGLY** object the building of Serramonte View Condominium and Hotel Project...

The impact this project is going to have on this community is grave... and here is why:

Aesthetics: The 21 story building would be the tallest in Daly City and would tower above the area like a sore thumb. The overall complex would be huge and dominate the area. The original zoning for this property was for Buildings not to exceed 90 feet. The proposed project would require Zoning a change to allow building heights up to 255 feet. This is a 165 feet increase in allowable height. This project is a MASSIVE increase in size compared to current zoning proposals.

RESPONSE I-1: The tallest building (Building A) would be 17 stories and approximately 252 feet in height. The proposed project is located in an urban neighborhood with tall buildings in the vicinity (Seton Medical Center is located approximately one mile from the project site). The hotel would extend above the height of the existing ridgeline when viewed from the south by approximately 40 feet. The condominium towers would extend approximately 20 feet over the existing ridgeline. While the visual character of the site would change, the change is not considered a substantial degradation due to the urban environment in the vicinity of the project site, which includes a major regional mall, condominium residential buildings, and commercial thoroughfare development.

COMMENT I-2: Population Density: Daly City is already the second most densely populated City in California. This proposal would bring in families to fill the 323 units plus employees and guests for a 176 room hotel. All of this in a very narrow piece of land, cut far into a very steep hillside. This project requires a Zoning change to Very High Density, or more than 50 dwellings per acre.

RESPONSE I-2: Please see Response C-11 above of this Final EIR.

COMMENT I-3: Traffic: The recent development within the Serramonte Mall Complex has greatly increased the traffic in the area. Can you imagine what the traffic will be like when you add the traffic for 176 hotel rooms and the cars from the families occupying 323 housing units.

RESPONSE I-3: The Transportation Impact Analysis reports the project's effects on traffic conditions in the vicinity of the project. The results show that in the Existing Plus Project scenario, all intersections would operate at an acceptable level of service, with the exception of the SR 1 Northbound Ramps & Serramonte Boulevard intersection. The project would mitigate this impact by installing a traffic signal at the intersection which would reduce delay and allow the intersection to operate at an acceptable LOS C.

Under the Existing Plus Project freeway conditions, all freeway segments would operate at LOS D or better, except for the weaving segment on I-280 southbound between SR 1 and Serramonte Boulevard, which would operate at LOS E without and with the project during the PM peak hour. Caltrans is planning to implement improvements on the weaving section on I-280 southbound between SR 1 northbound off-ramp and the Serramonte Boulevard off-ramp which would reduce the project's impact, but since the freeway is under Caltrans' jurisdiction, the implementation and timing of the improvements to the affected segment are not under the City's control. For that reason, the impact is disclosed as significant and unavoidable.

COMMENT I-4: Parking: For 323 Condominium Units, the project has only designed 420 parking spaces. This is only 1.3 parking spots per unit on average. Drive around the Daly City area and you will notice few homes with only 1 car. Most housing units within the city probably average 2-4 cars per household. Where are the extra cars these residents are going to have going to park? I'll tell you where, in the surrounding neighborhoods which are already struggling to provide adequate parking for their residents.

RESPONSE I-4: The proposed project would be required to meet the Parking Demand Study prepared for the project. Parking is not considered an environmental impact analyzed under CEQA and, therefore, this comment is not further addressed.

COMMENT I-5: Last but not least... Environmental: Even the Cities own Environmental Impact Study states: "...the No Project Alternative is an environmentally superior alternative to the proposed project". "No Project Alternative would also allow for the development of the site under the existing General Plan land use designations. Currently the PD-57 zoning district allows the construction on a 137-room hotel and 200 condominium units with building heights up to 90 feet. Please vote no!!

RESPONSE I-5: This comment describes the No Project Alternative and expresses an opinion to the City Council about the benefits of constructing this alternative over the proposed project. The comment is acknowledged and no further response is necessary.

SECTION 4.0 REVISIONS TO THE TEXT OF THE DRAFT EIR

This section contains revisions to the text of the Draft Environmental Impact Report for the Serramonte Views Condominiums and Hotel Project, dated January 2018. Revised or new language is underlined. All deletions are shown with a ~~line through the text~~.

Page viii Summary; **REVISE** the first heading as follows:
Summary of EIR Significant Impacts and Mitigation Measures

Page viii Summary; **INSERT** the following heading and table after the Summary of EIR
Significant Impacts and Mitigation Measures:

Summary of Initial Study Impacts and Mitigation Measures

<u>Impact</u>	<u>Mitigation Measures</u>
<u>Biological Resources</u>	
Impact BIO-1: The project may disturb nesting birds on and adjacent to the site during construction.	MM BIO-1.1: In order to protect nesting birds on and adjacent to the project site the following measures will be implemented: • <u>Pre-construction nesting bird surveys shall be completed prior to tree removal if removal or construction is proposed to commence during the breeding season (February 1 to August 31) in order to avoid impacts to nesting birds. Surveys shall be completed by a qualified biologist no more than 14 days before construction begins. During this survey, the biologist or ornithologist shall inspect all trees and other possible nesting habitats in and within 250 feet of the project boundary.</u> • <u>If an active nest is found in an area that would be disturbed by construction, the ornithologist shall designate an adequate buffer zone (~250 feet) to be established around the nest, in consultation with the California Department of Fish and Wildlife (CDFW). The buffer would ensure that nests shall not be disturbed until the young have fledged (left the nest), the nest is vacated, and there is no evidence of second nesting attempts.</u> • <u>The applicant shall submit a report indicating the results of the survey and any designated buffer zones to the satisfaction of the Director of</u>

	<u>Community Development, prior to the issuance of a grading permit or demolition permit.</u>
<u>Cultural Resources</u>	
<u>Impact CUL-1: Construction of the proposed project and associated off-site improvements could result in significant impacts to archaeological resources, unique paleontological resources/sites, unique geologic features, or human remains, if present on-site.</u>	<u>MM CUL-1.1: Unique Paleontological and/or Geologic Features and Reporting.</u> 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 Planning Manager notified immediately. A qualified paleontologist shall evaluate the find and prescribe mitigation measures to reduce impacts to a less than significant level. The identified mitigation measures shall be implemented. Work may proceed on other parts of the project site while mitigation for paleontological resources or geologic features is carried out. 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. <u>MM CUL-1.2: Undiscovered Archaeological Resources.</u> 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 Planning Manager shall be notified. The project sponsor shall hire a qualified archaeologist to conduct a field investigation. The City 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

	<u>Archaeological documentation. Any identified cultural resources shall be recorded on the appropriate DPR 523 (A-J) form and filed with the NWIC.</u> <u>MM CUL-1.3: Human Remains.</u> <u>If human remains are discovered at any project construction site during any phase of construction, all ground disturbing activity within 100 feet of the resources shall be halted and the City 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.</u> <u>MM CUL-1.4: Report of Archaeological Resources.</u> <u>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 building permits. This report shall contain a description of the mitigation program that was implemented and its results, including a description of the monitoring and</u>
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	<u>testing program, a list of the resources found and conclusion, and a description of the disposition/curation of the resources.</u>
<u>Hazards & Hazardous Materials</u>	
<u>Impact HAZ-1:</u> <u>Groundwater beneath the project could be contaminated, therefore disposal of groundwater generated by excavation dewatering activities could pose a significant hazard to human health and to the surrounding environment.</u>	<u>MM HAZ-1.1:</u> <u>The project applicant shall prepare a dewatering plan to ensure analysis and proper treatment and disposal of groundwater. The plan shall include research into permitting, testing, and handling requirements for disposal of groundwater generated by excavation dewatering activities. Treatment of groundwater will either be at the North San Mateo County Sanitation District Facility or through use of on-site treatment (e.g. pumped into filtration units) prior to discharge to the stormwater system.</u>
<u>Impact HAZ – 2:</u> <u>The proposed project exceeds 200 feet in height and, therefore, requires submittal to the FAA for airspace safety review.</u>	<u>MM HAZ – 2.1:</u> <u>The project applicant would be required to file Form 7460-1 with the FAA for determination of “no hazard.” The applicant would be required to provide proof of the determination of no hazard to the City and incorporate any required conditions into the project prior to the issuance of a building permit.</u>
<u>Noise & Vibration</u>	
<u>Impact NV – 1:</u> <u>The project would construct condominium buildings and a hotel adjacent to noise sensitive, residential uses which could result in temporary disturbances during construction.</u>	<u>MM NV – 1.1:</u> <u>The Project applicant shall incorporate the following practices into the construction documents to be implemented by the project contractor:</u> • <u>Maximize the physical separation between noise generators and noise receptors. Such separation includes, but is not limited to, the following measures:</u> - <u>Use heavy-duty mufflers for stationary equipment and barriers around particularly noisy areas of the site or around the entire site;</u> - <u>Use shields, impervious fences, or other physical sound barriers to inhibit transmission of noise to sensitive receptors;</u> - <u>Locate stationary equipment to minimize noise impacts on the community;</u> - <u>Minimize backing movements of equipment;</u>

	• <u>Use quiet construction equipment whenever possible;</u> • <u>Impact equipment (e.g., jack hammers and pavement breakers) shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically-powered tools. Compressed air exhaust silencers shall be used on other equipment. Other quieter procedures, such as drilling rather than using impact equipment, shall be used whenever feasible;</u> • <u>Prohibit unnecessary idling of internal combustion engines; and</u> • <u>Select routes for movement of construction-related vehicles and equipment in conjunction with the Daly City Community Development Department so that noise-sensitive areas, including residences and schools, are avoided as much as possible.</u> • <u>The project sponsor shall designate a “disturbance coordinator” for construction activities. The coordinator would be responsible for responding to any local complaints regarding construction noise and vibration. The coordinator would determine the cause of the noise or vibration complaint and would implement reasonable measures to correct the problem.</u> • <u>The construction contractor shall send advance notice to neighborhood residents within 300 feet of the project site regarding the construction schedule and including the telephone number for the disturbance coordinator at the construction site.</u>
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Appendix B Section 4.9 Hydrology and Water Quality; **REVISE** CEQA Checklist on page 54 to mark questions 7 and 8 to show No Impact, as shown below:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
7. Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☒	☐	☒	1-3,14
8. Place within a 100-year flood hazard area structures which will impede or redirect flood flows?	☐	☒	☐	☒	1-3,14

SECTION 5.0 COPIES OF THE COMMENT LETTERS RECEIVED ON THE DRAFT EIR

The original comment letters received on the Draft EIR are provided on the following pages.

DEPARTMENT OF TRANSPORTATION

DISTRICT 4

OFFICE OF TRANSIT AND COMMUNITY PLANNING

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*Making Conservation
a California Way of Life.*

March 7, 2018

SCH #2016062063

GTS # 04-SM-2016-00154

GTS ID: 283

PM: SM – 280 – R24.65

Mr. Corey Alvin
City of Daly City
333 90th Street
Daly City, CA 94015

Serramonte Vistas Residential Condominiums and Hotel – Draft Environmental Impact Report (DEIR)

Dear Mr. Corey Alvin:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Serramonte Vistas Residential Condominiums and Hotel (project). In tandem with the Metropolitan Transportation Commission's (MTC) Sustainable Communities Strategy (SCS), Caltrans' mission signals a modernization of our approach to evaluate and mitigate impacts to the State Transportation Network (STN). Caltrans' *Strategic Management Plan 2015-2020* aims to reduce Vehicle Miles Traveled (VMT) by tripling bicycle and doubling both pedestrian and transit travel by 2020. Our comments are based on the January 24, 2018 DEIR.

Project Understanding

The project proposes to subdivide the 6.07-acre property into two parcels, a 4.76-acre parcel to accommodate three residential condominium buildings and a 1.30-acre parcel to accommodate a proposed hotel. The project is located at 525-595 Serramonte Boulevard. The residential component of the project includes the construction of three new multi-family condominium buildings comprising 323 one-, two-, and three- bedroom condominiums. The hotel component of the project includes the construction of a 12-story, 153,756 square-foot (sq. ft.) building with 176 rooms over a multi-level parking podium with 187 parking stalls. The proposed project is located approximately 0.33 miles south of the State Route (SR) 1/Interstate (I-) 280 interchange, situated between the two State facilities and accessed via Serramonte Boulevard.

Multimodal Planning

This project will be sited in a location poorly conditioned to accommodate access by transit and active modes. The identified location alternative located in proximity to the Colma BART station would represent much better regional accessibility should be strongly considered. As proposed, the project should be conditioned to make improvements to nearby bicycle and transit facilities including the completion of bike lanes along Serramonte Boulevard between St. Francis Boulevard and Junipero Serra Boulevard, proposed in the *Daly City General Plan Circulation Element (Circulation Element)*, as well as the improvement of SamTrans bus stops at Serramonte and Callan Boulevards (Stop IDs: 332264, 332263). These improvements would serve project employees, guests, and residents. 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.

The project should provide bicycle facilities consistent with *Circulation Element* Policy CE-19: “Take proactive steps to ensure that owning and using a bicycle in Daly City is a viable transportation option.” Task CE-19.1 states that the City should “Require the provision of secure covered bicycle parking for large multifamily residential, commercial and office/institutional uses, and other key destinations, including public facilities such as transit stations.” While the City has not yet updated its zoning ordinance to reflect this task, the project should nonetheless take steps to provide secured bicycle parking for its residents.

Consider adopting policies and providing bicycle parking volumes consistent with City of San Francisco Ordinance 183-13, which sets the following standards for bicycle parking at large multifamily residential developments:

- One class I (long-term bicycle parking space such as locker, cage, or other secured facility) parking space for every 100 dwelling units up to 100 dwelling units, plus one class I parking space for every four dwelling units over 100.
- One class II (short-term bicycle parking space such as a standard bicycle rack) parking space for every twenty dwelling units.

Additionally, the ordinance requires the following bicycle parking spaces for hotels:

- One class I parking space for every 30 rooms.
- Two class II spaces per room, minimum two spaces, plus one class II space per 5,000 sq. ft. of occupied conference, meeting, or function rooms.

The project’s primary and secondary effects on pedestrians, bicyclists, disabled travelers and transit users should be evaluated, including countermeasures and trade-offs resulting from mitigating VMT increases. Access for pedestrians and bicyclists to transit facilities must be maintained. New bicycle and pedestrian facilities should be built in accordance with current best practices and design standards. These smart growth approaches are consistent with MTC’s

Regional Transportation Plan/Sustainable Community Strategies and would help meet Caltrans Strategic Management targets.

Vehicle Trip Reduction

From Caltrans' *Smart Mobility 2010: A Call to Action for the New Decade*, the project site is identified as **Place Type 4c: Suburban Communities (Dedicated Use Areas)** where location efficiency factors, such as community design, are weak and regional accessibility varies. Given the place type and size of the project, it should include a robust Transportation Demand Management (TDM) Program to reduce VMT and greenhouse gas emissions. Such measures are critical to facilitating efficient site access. The measures listed below will promote smart mobility and reduce regional VMT.

- Project design to encourage walking, bicycling and transit access;
- Transit and trip planning resources such as a commute information kiosk;
- Real-time transit information system;
- Shuttle service for guests, residents, and employees serving transit centers and major regional destinations including San Francisco International Airport;
- Transit subsidies on an ongoing basis for residents and employees;
- Ten percent vehicle parking reductions;
- Charging stations and designated parking spaces for electric vehicles;
- Carpool and clean-fuel parking spaces;
- Designated parking spaces for a car share program;
- Unbundled parking;
- Showers, changing rooms and clothing lockers for employees that commute via active transportation;
- Emergency Ride Home program;
- Employee transportation coordinator;
- Secured bicycle storage facilities;
- Fix-it bicycle repair station(s);
- Bicycle route mapping resources;
- Participation/Formation in/of a Transportation Management Association (TMA) in partnership with other developments in the area; and
- Aggressive trip reduction targets with Lead Agency monitoring and enforcement.

Transportation Demand Management programs should be documented with annual monitoring reports by an onsite TDM coordinator to demonstrate effectiveness. If the project does not achieve the VMT reduction goals, the reports should also include next steps to take in order to achieve those targets. Also, reducing parking supply can encourage active forms of transportation, reduce regional VMT, and lessen future transportation impacts on State facilities. These smart growth approaches are consistent with the MTC's Regional Transportation Plan/SCS goals and would meet Caltrans Strategic Management Plan sustainability goals.

For additional TDM options, please refer to the Federal Highway Administration's *Integrating*

Demand Management into the Transportation Planning Process: A Desk Reference (Chapter 8).
The reference is available online at:
<http://www.ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf>.

Lead Agency

As the Lead Agency, the City of Daly City is responsible for all project mitigation, including any needed improvements to the STN. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

Encroachment Permit

Please be advised that any work or traffic control that encroaches onto the state ROW requires an encroachment permit that is issued by the Department. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating state ROW must be submitted to: Office of Permits, California DOT, District 4, P.O. Box 23660, Oakland, CA 94623-0660. Traffic-related mitigation measures should be incorporated into the construction plans during the encroachment permit process. See the website link below for more information: <http://www.dot.ca.gov/hq/traffops/developserv/permits/>.

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Jake Freedman at 510-286-5518 or jake.freedman@dot.ca.gov.

Sincerely,



PATRICIA MAURICE
District Branch Chief
Local Development - Intergovernmental Review

c: State Clearinghouse



Atherton • Belmont • Brisbane • Burlingame • Colma • Daly City • East Palo Alto • Foster City • Half Moon Bay • Hillsborough • Menlo Park
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March 7, 2018

Corey Alvin
Associate Planner
City of Daly City, Economic and Community Development Department
333 90th Street
Daly City, CA 94015

RE: Draft Environmental Impact Report for the proposed Serramonte Views Condominiums and Hotel Project in the City of Daly City

Dear Mr. Alvin:

Thank you for offering C/CAG the opportunity to review the Draft Environmental Impact Report (DEIR) for the proposed Serramonte Views Condominiums and Hotel project. The following comments are provided for your consideration in complying with the San Mateo County Congestion Management Program (CMP) Land Use Guidelines. In preparing an EIR for this project, refer to this policy, which is included as Appendix I of the 2017 CMP: <http://ccag.ca.gov/wp-content/uploads/2018/02/2017-Final-Draft-CMP-Appendix-1.pdf>.

Because the project is expected to generate a net of 100 or more peak-hour trips in either the AM or PM peak period on the CMP roadway network (274 trips in the PM peak hour), mitigation measures are required to reduce the impact of the project. Potential mitigation strategies are documented in the Land Use Guidelines policy and include, but are not limited to, reducing project scope, building roadway and/or transit improvements, collecting traffic mitigation fees, and requiring project sponsors to implement transportation demand management (TDM) programs.

We request the opportunity to review and comment on the TIA, EIR, and project TDM plan (if applicable) upon their completion. If you have any questions, please contact me at jlacap@smcgov.org or 650-599-1455.

Sincerely,

A handwritten signature in black ink, appearing to read "Jeffrey Lacap".

Jeffrey Lacap
Transportation Programs Specialist



March 12, 2018

Mr. Corey Alvin
City Hall - Daly City Planning Division
333 - 90th Street
Daly City, CA 94015

RE: EIR Comments for Serramonte Vistas Condominiums and Hotel Project

Dear Mr. Alvin:

Thank you for notifying the Town of Colma about the Draft Environmental Impact Report for the Serramonte Vistas Condominium and Hotel project. In a review of the draft EIR, the Town of Colma would like to submit the following comments:

Traffic

In response to the Notice of Preparation, the Town of Colma requested the study of a series of intersections and other factors relating to traffic impacts to the Town. The following items listed in our letter of July 8, 2018 were not included in the Draft EIR and are requested to be addressed in the Final EIR:

1. A study of the following intersections in the Town of Colma:

- a. Serramonte Boulevard and Junipero Serra Boulevard. While this intersection is included in the analysis for traffic volume and LOS, Study of this intersection should include a queuing analysis of vehicles during weekday and weekend peak hours. In the Serramonte Mall EIR, a queuing impact was identified on Junipero Serra Boulevard northbound for the two left hand turn lanes. This project will undoubtedly exacerbate this impact, and the queuing impact is requested to be quantified. Kittelson has performed recent work from the Town of Colma that can be added to the analysis. In addition, W-Trans recently prepared a queuing analysis, attached, which can be used as base data in the analysis. This information will assist the Town in determining the queuing impact to the intersection and possible fair-share contribution to future improvements at this intersection.
- b. Junipero Serra Boulevard and Southgate Avenue.
- c. Serramonte Boulevard and Serra Center Drive. The traffic analysis projects that 8%-10% of all project trips will use Serramonte Boulevard in Colma, and a discussion of this corridor must be included in the analysis.¹ It is anticipated that numerous trips to and from the airport to and from the hotel will use Serramonte Boulevard and Hillside Boulevard in Colma.
- d. Serramonte Boulevard and El Camino Real² (listed in the Draft EIR as providing local access to the site but not analyzed). As stated above, 8%-10% are projected to go through this intersection.

¹ Appendix E, Traffic Analysis, Figure 7 and Figure 8

² Draft EIR, Section 2.7.1.3, pg. 78



2. *An analysis of increased traffic during holiday periods.* The EIR should quantitatively address the known increase in traffic experienced in the region during November, December and early January of each year. Near gridlock conditions occur on the I-280 off-ramp, along Gellert Boulevard, on Hickey Boulevard, along Junipero Serra Boulevard and along the Serramonte Boulevard corridor during the holidays, particularly on weekends. Mitigation measures which require intersection improvements or impact fee contributions should factor in this additional traffic and the developer's fair share contribution to these improvements.
3. *Mc Donald's stacking impacts/illegal U-Turns at south mall entrance.* The Mc Donald's drive-thru line extends onto Serramonte Boulevard blocking the number one travel lane just east of the project site during the AM Peak hour, and this condition occurs at other times of the day. This condition must be factored into the project traffic and queuing impacts since residents and hotel guests/employees will immediately need to move to the number 2 lane of traffic upon exiting the project site. A practical solution would be to look for an opportunity for Mc Donald's to reconfigure their site to extend the drive-through lane on their property. Attached is a limited windshield survey of dates and times when a travel lane was observed to be blocked.
4. *Shuttle Feasibility and Funding.* The EIR should include a discussion of all feasible alternative ways to mitigate traffic impacts, including the requirement that the project fund and maintain (perhaps in cooperation with Serramonte Mall) regular free shuttle service to the Colma BART station for project residents, employees, shoppers and hotel guests. This will greatly reduce VMT for the project. While the EIR states that the project is in a transit rich environment, it is likely that a majority of residents will not use the bus services at the mall, and will drive to their destination or to the BART station.
5. *Pedestrian and Bicycle Access and Improvements.* The EIR should identify how vehicle trips for the project can be reduced by providing pedestrian and bicycle access to the project. While the traffic analysis identifies existing conditions, the EIR should discuss the project's obligation to provide improvements or fair-share contributions that will be necessary for project residents, hotel guests and employees to safely access the bus stop at Serramonte Mall, Serramonte Mall and shops/restaurants on Gellert Boulevard. The EIR should include this discussion in the context of how improvements will serve to reduce VMT for the project.
6. *Clear mitigation triggers for intersection improvements and a clear discussion in the EIR.* If a fee is required for a fair-share contribution to a traffic improvement instead of the construction of the improvement, the EIR should clearly state the extent of the developer's contribution, the timing of the actual improvement, or the trigger for the improvement. The EIR should also state the funds already held by the City to improve the intersection where impacts occur and the total expected cost of intersection improvements. The discussion in the EIR should relate to the mitigation measures required for the Serramonte Mall project (Serramonte Mall MMRP, Page 1-10), and reference as an appendix the Mitigation Fee Program study that was required by the mall developer. This request is being made to assure that necessary traffic improvements are made prior to the impact occurring and to clearly disclose the developer's obligations in relationship to other developments occurring in the vicinity.



Bike and Pedestrian Facilities and VMT Discussion

The Draft EIR notes the presence of bikeways in the following locations³. The following are Class III bikeways with extremely minimal signage:

- Callan Boulevard between Southgate Avenue and Serramonte Boulevard;
- Southgate Avenue between Junipero Serra Boulevard and St. Francis Boulevard; and
- Gellert Boulevard between Hickey Boulevard and King Drive (lanes start at Serravista, south of Hickey Boulevard)

The project, as proposed, could include 1,000 new residents and several hundred hotel guests at maximum occupancy. The EIR analysis should clearly state the developer's obligation to provide bicycle and sidewalk improvements (or pay and in-lieu fee) that will connect existing bikeways to one another (or upgrade of bikeways from Class III to Class II) in the vicinity of the project site. A priority should be the striping of a bikelane on Callan Boulevard to Southgate Avenue and any other connections required to provide safe travel to and from the project site.

Aesthetics

The discussion in the EIR incorrectly states that the project "is in an urban neighborhood with tall buildings in the vicinity."⁴ Buildings at the mall, west of the project site, along Gellert Boulevard east of the project site and areas north of the project include buildings which are no more than 3 stories in height. The proposed buildings will be the tallest buildings in Daly City. The tallest buildings currently in Daly City are Seaton Medical Center (9 Stories) and Daly City Station (10 Stories), both a significant distance from the site. The project introduces a building that is sixteen stories in height above a multi-level podium as viewed from Serramonte Boulevard looking west from Gellert Boulevard. The project does not comply with the Daly City General Plan. Specifically, the project is a massive contemporary development out of context with the area surrounding the site. In addition, the project creates an inhospitable blank wall at street level on Serramonte Boulevard. General Plan Task RME-20.4 requires that new development "incorporate design features in new development that reflect the character of the neighborhood." The project is a stark contrast to the existing neighborhood. In order for the project to meet this General Plan task, the project should transition in height from the existing one-story development adjacent to the site (Mc Donald's) and utilize terracing, buffering and landscaping techniques to transition the building mass to reflect the character of the largely one and two-story neighborhood surrounding the site.

The Town requested in our letter dated June 28, 2016, attached, that the EIR should include visual simulations with vantage points from Highway 280 and from Highway 1 northbound. These images are necessary to fully analyze the visual impacts of the project from these highways and provide decision makers with additional information on the visual impacts of the project.

Air Quality Impacts

The discussion in the EIR and Table 2.2.-3⁵ regarding construction Criteria Pollutant Emissions takes the total number of construction days to determine that the daily average of pollutants is below the BAAQMD threshold. If the developer chooses to expedite construction activities, BAAQMD Thresholds

³ Draft EIR, Section 2.7.1.3, pg. 79

⁴ Draft EIR, Section 2.1..2.2, pg. 30

⁵ Draft EIR, Section 2.2.2.2, pg. 39



could easily be exceeded for ROG, NO_x, and particulate matter especially during the grading phase. A mitigation measure is necessary to establish a maximum level of construction activity per day to protect sensitive receptors in the vicinity of the project site and assure that daily construction activity does not exceed the assumptions provided in the construction schedule.

Land Use

The project site is included in the General Plan Housing Element as one of the City's housing sites with a density maximum of 50 units per acre. For the 4.83 acre housing site, this equates to a maximum of 241 housing units. Up to 270 units would be permissible under the current General Plan parameters if the project includes the appropriate number of affordable units to qualify for a state density bonus. If the project is not eligible for a density bonus but is instead requesting a General Plan Amendment for increased density for a market rate product, the EIR should include an extensive discussion on the justification for increased density for a site which already has an unusually high permissible density given the residential densities in the vicinity of the site.

Park Facilities

The Daly City General Plan identifies that the City currently only provides 0.26 acres of parkland per 100 dwelling units, which is well below the State Recreation Commission standard of 2.6 acres of parkland per 100 dwelling units. General Plan Policy RME-12 encourages a "diverse, equitable and integrated system of park facilities throughout Daly City..." The EIR should include a discussion of the impact of the project on recreation facilities since the addition of 323 units in this location will give new residents limited convenient access to improved recreation facilities necessary for families and further burden existing parks. The EIR does not address this direct impact, but instead only mentions regional open space amenities such as San Bruno Mountain.

Alternatives

The EIR includes various alternatives which demonstrate that project objectives can be met, and that impacts can be reduced by considering a lower density alternative. The Town of Colma supports a lower residential density alternative since it would reduce traffic, will reduce the stark visual impact of the project (specifically building A), reduce impacts to parks and schools, and reduce the ongoing public service requirements of the new residents that may not be fully offset by property tax revenue. Development of a project that includes the current general plan maximum number of units (241 or 270 with a density bonus) along with the proposed 176 room hotel would provide the economic benefits of the hotel while minimizing effects to public services that new residents will require in perpetuity. A reduction in the number of residential units would allow for a lowering or terracing of residential tower A to better transition the building height to the lower density development to the east and allow the four towers to stair-step up Serramonte Boulevard with the topography.

General Comment

The Initial Study (prepared in January 2018) for the project (Appendix B) includes discussion and Mitigation Measures for Biology (BIO – 1.1), Cultural Resources (CUL – 1.1 to 1.4), Hazardous Materials (HAZ 1.1, 2.1), Noise and Vibration (NV – 1.1). Hydrology and water quality impacts are mitigated by MM GEO – 1.1 and MM HAZ – 1.1. However, MM GEO – 1.1 is referenced but not included in the Initial Study document, instead, it is in the Draft EIR which was prepared later. Having mitigation measures in the Initial Study and Draft EIR make it difficult for the reader to review all of the



TOWN OF COLMA
PLANNING DEPARTMENT

1198 El Camino Real • Colma, California 94014
Phone: (650) 757-8888 • FAX: (650) 757-8890

mitigation measures in one document. A suggestion would be to include a summary table of mitigation measures from the Initial Study in the summary section of the EIR.

Thank you in advance for your consideration of these items and we look forward to reviewing the final EIR once it is prepared.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael P. Laughlin".

Michael P. Laughlin AICP
City Planner

Attachments:

1. July 8, 2016 Town of Colma letter
2. McDonald's partial windshield survey of lane blockage
3. Draft W-Trans traffic and queuing information

Cc: Town of Colma City Council
Brian Dossey, City Manager
Christopher Diaz, City Attorney



July 8, 2016

Mr. Michael VanLonkhuysen
City Hall - Daly City Planning Division
333 - 90th Street
Daly City, CA 94015

RE: NOP Comments for Serramonte View Condominiums and Hotel Project

Dear Mr. VanLonkhuysen:

Thank you for notifying the Town of Colma about the NOP for the Serramonte Views Condominium and Hotel project. In a review of the notice and project plans, the Town of Colma would like the EIR to include the study of the following topics:

Traffic

Given the significant amount of development recently built or expected in the City of Daly City, including the Serramonte Mall expansion, Gellert Marketplace and In-and-Out Burger, the traffic study will need to include (in addition to studied intersections in Daly City) the following:

1. *A study of the following intersections in the Town of Colma and South San Francisco:*
 - a. Serramonte Boulevard and Junipero Serra Boulevard. Study of this intersection should include a stacking analysis of vehicles during weekday and weekend peak hours. In the Serramonte Mall EIR, a stacking impact was identified on Junipero Serra Boulevard northbound for the two left hand turn lanes. This project will undoubtedly exacerbate this impact. If the project impact is found to be significant, the Town is requesting the study of an intersection improvement that includes an extension of the left turn pockets and widening/realignment of Junipero Serra Boulevard within the existing right-of-way. A preliminary improvement diagram which addresses the stacking impact should be included in the EIR as an exhibit.
 - b. Junipero Serra Boulevard and Southgate Avenue
 - c. Junipero Serra Boulevard and Hickey Boulevard
 - d. Serramonte Boulevard and Serra Center Drive
 - e. Serramonte Boulevard and El Camino Real
2. *An analysis of increased traffic during holiday periods.* The EIR should quantitatively address the known increase in traffic experienced in the region during November, December and early January of each year. Near gridlock conditions occur on the I-280 off-ramp, along Gellert Boulevard, on Hickey Boulevard, along Junipero Serra Boulevard and along the Serramonte Boulevard corridor during the holidays, particularly on weekends. Mitigation measures which require intersection improvements or impact fee contributions should factor in this additional traffic and the developer's fair share contribution to these improvements.
3. *Mc Donald's stacking impacts/illegal U-Turns at south mall entrance.* On weekdays during the school year, the Mc Donald's drive-thru line extends onto Serramonte Boulevard blocking the number one travel lane just east of the project site during the AM Peak hour, and this condition



may occur at other times of the day. This condition must be factored into the project impacts since residents and hotel guests/employees will be exiting the project and immediately need to move to the number 2 lane of traffic upon exiting the project site. In addition, Mc Donald's customer regularly make illegal u-turns from westbound Serramonte Boulevard at the south mall entrance signal, creating a hazard for motorists traveling westbound on Serramonte Boulevard. A practical solution would be to look for an opportunity for Mc Donald's to reconfigure their site to extend the drive-through lane on their property.

4. *A comprehensive list of probable future projects producing cumulative impacts.* For the cumulative traffic analysis, the consultant should use a list which includes not only projects for which the City of Daly City has active applications or recently approved, but also where developer interest or preliminary plans have been submitted to the City. This includes the proposed mixed-use development surrounding the Colma BART station at the SamTrans park and ride lot, which was the subject of a City Council study session. If not quantitatively included in the analysis, a qualitative discussion should be included.
5. *Shuttle Feasibility and Funding.* The EIR should include a discussion of all feasible alternative ways to mitigate traffic impacts, including the requirement that the project fund and maintain (perhaps in cooperation with Serramonte Mall) regular free shuttle service to the Colma BART station for project residents, employees, shoppers and hotel guests.
6. *Pedestrian and Bicycle Access and Improvements.* The EIR should identify how vehicle trips for the project can be reduced by providing pedestrian and bicycle access to the project. The EIR should discuss pedestrian, bicycle and ADA right-of-way deficiencies in the vicinity of the project site and discuss the project's obligation to provide improvements or fair-share contributions that will be necessary for project residents, hotel guests and employees to safely access the bus stop at Serramonte Mall, Serramonte Mall and shops/restaurants on Gellert Boulevard.
7. *Clear mitigation triggers for intersection improvements and a clear discussion in the EIR.* If a fee is required for a fair-share contribution to a traffic improvement instead of the construction of the improvement, the EIR should clearly state the extent of the developer's contribution, the timing of the actual improvement, or the trigger for the improvement. The EIR should also state the funds already held by the City to improve the intersection where impacts occur and the total expected cost of intersection improvements. The discussion in the EIR should relate to the mitigation measures required for the Serramonte Mall project (Serramonte Mall MMRP, Page 1-10), and reference as an appendix the Mitigation Fee Program study that was required by the mall developer. This request is being made to assure that necessary traffic improvements are made prior to the impact occurring and to clearly disclose the developer's obligations in relationship to other developments occurring in the vicinity.

Aesthetics

The project will create a significant visual change in the vicinity of the project. An analysis of the visual impacts, though the use of visual simulations, should include vantage points from Highway 280, Serramonte Boulevard east of the project site, Serramonte Boulevard west of the project site and from Highway 1 northbound.



Grading and Construction Impacts

The project description in the NOP did not indicate grading quantities. In a review of the project plans, it appears that the project will involve the removal of thousands of yards of material, requiring thousands of truck trips over an extended period of time. The EIR should discuss and fully disclose the haul route for this material and include a discussion of the project applicant's obligation to prevent roadway damage, repair roadway damage and to keep surrounding streets clean during the construction process. A pre-construction photo survey of existing roadway conditions along the haul route may be appropriate.

Land Use

The project site is included in the General Plan Housing Element as one of the City's housing sites with a density maximum of 50 units per acre. For the 4.83 acre housing site, this equates to a maximum of 241 housing units. The project proposes 270 units, which would be permissible under the current General Plan parameters if the project includes the appropriate number of affordable units to qualify for a state density bonus. If the project is not eligible for a density bonus but is instead requesting a General Plan Amendment for increased density for a market rate product, the EIR should include an extensive discussion on the justification for increased density for a site which is not adjacent to transit and which already has an unusually high permissible density given the residential densities in the vicinity of the site.

Park Facilities

The Daly City General Plan identifies that the City currently only provides 0.26 acres of parkland per 100 dwelling units, which is well below the State Recreation Commission standard of 2.6 acres of parkland per 100 dwelling units. General Plan Policy RME-12 encourages a "diverse, equitable and integrated system of park facilities throughout Daly City..." The EIR should include a discussion of the impact of the project on recreation facilities since the addition of over 200 units in this location will give new residents limited convenient access to recreation facilities and further burden existing parks.

Alternatives

The EIR should include an analysis of a lower density alternative for the residential portion of the project that will lessen project impacts while still meeting most of the project objectives and which meets minimum Housing Element objectives.

Thank you in advance for your consideration of these items and we look forward to reviewing the draft EIR once it is prepared.

Sincerely,

Michael P. Laughlin AICP
City Planner

Cc: Town of Colma City Council
Sean Rabe', City Manager
Christopher Diaz, City Attorney

McDonald's Drive-Through Lane Blockage on Serramonte Boulevard

October 2016-May 2017



Date	Approx. Time
10/25/16	7:55 a.m.
10/28/16	7:55 a.m.
10/31/16	7:55 a.m.
11/8/16	7:55 a.m.
11/9/16	7:55 a.m.
11/15/16	7:55 a.m.
11/29/16	7:55 a.m.
11/30/16	7:55 a.m.
12/2/16	7:55 a.m.
12/13/16	7:55 a.m.

Date	Approx. Time
1/17/17	7:55 a.m.
2/8/17	6:50 p.m.
4/12/17	7:55 a.m.
4/19/17	8:00 a.m.
4/26/17	7:55 a.m.
5/1/17	7:40 a.m.
5/4/17	9:00 a.m.
5/19/17	7:55 a.m.
5/20/17	10:40 a.m.

Table 3 – Existing Weekday Peak Hour Intersection Levels of Service

Study Intersection Approach	AM Peak		PM Peak	
	Delay	LOS	Delay	LOS
1. Serramonte Blvd/I-280 Southbound Ramps	10.8	B	12.6	B
2. Serramonte Blvd/I-280 Northbound Ramps	1.6	A	3.7	A
3. Serramonte Boulevard/Junipero Serra Blvd	26.1	C	33.6	C
4. Serramonte Blvd/Collins Ave <i>Northbound Approach</i>	0.7 13.7	A B	1.1 16.8	A C
5. Serramonte Blvd/Serra Center Driveway	16.6	C	40.7	E
6. El Camino Real/Serramonte Blvd	26.6	C	35.1	D
7. Serramonte Blvd/Hillside Blvd	27.5	C	28.0	C
8. El Camino Real/Collins Ave <i>Eastbound Approach</i> <i>Westbound Approach</i>	2.7 10.3 12.3	A B B	1.7 11.3 11.4	A B B

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; Results for minor approaches to two-way stop-controlled intersections are indicated in *italics*; **Bold** text = deficient operation

Table 4 – Existing Weekend Peak Hour Intersection Levels of Service

Study Intersection Approach	Weekend Midday Peak		Weekend PM Peak	
	Delay	LOS	Delay	LOS
1. Serramonte Blvd/I-280 Southbound Ramps	15.7	B	16.0	B
2. Serramonte Blvd/I-280 Northbound Ramps	3.7	A	4.4	A
3. Serramonte Boulevard/Junipero Serra Blvd	41.5	D	40.4	D
4. Serramonte Blvd/Collins Ave <i>Northbound Approach</i>	0.8 17.3	A C	0.6 15.0	A B
5. Serramonte Blvd/Serra Center Driveway	48.9	E	41.4	E
6. El Camino Real/Serramonte Blvd	34.4	C	33.9	C
7. Serramonte Blvd/Hillside Blvd	23.9	C	18.8	B
8. El Camino Real/Collins Ave <i>Eastbound Approach</i> <i>Westbound Approach</i>	1.6 10.7 29.4	A B D	1.3 10.1 0.0	A B A

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; Results for minor approaches to two-way stop-controlled intersections are indicated in *italics*; **Bold** text = deficient operation

Queuing

Under Existing Conditions, the projected maximum queues in left-turn lanes at the study intersections were determined using the SIMTRAFFIC application of Synchro and averaging the 95th percentile queues projected queue for each of ten runs. Summarized in Table 5 are the 95th percentile left turn queues at the study intersections where left-turn lanes are present, and the queue spillback has the potential to impede the flow of traffic in the adjacent travel lane. Copies of the SIMTRAFFIC projections are contained in Attachment A.

Table 5 – 95th Percentile Left Turn Queues at Study Intersections with Left-Turn Lanes

Study Intersection Approach	Available Storage	95 th Percentile Queues			
		Weekday AM	Weekday PM	Weekend Mid	Weekend PM
2. Serramonte Blvd/I-280 Northbound Ramp Eastbound Left	400	74	195	318	536
3. Serramonte Blvd/Juniper0 Serra Blvd					
Northbound Left	590	267	389	404	373
Eastbound Left	500	141	326	512	452
Southbound Left	320	108	119	184	209
Westbound Left	145	112	176	173	175
6. El Camino Real/Serramonte Blvd					
Northbound Left	200	114	240	247	244
Southbound Left	300	139	123	93	101
7. Serramonte Blvd/Hillside Ave					
Northbound Left	300	236	300	196	157
Southbound Left	75	34	62	37	28
8. El Camino Real/Collins Ave					
Northbound Left	130	36	36	36	30

Notes: Maximum Queue based on the average of the maximum value from ten SIMTRAFFIC runs; all distances are measured in feet; **Bold** text = queue length exceeds available storage

Left-turn storage is expected to exceed existing storage capacity at three study intersections during at least one peak period. At the Serramonte Boulevard/I-280 Northbound Ramp intersection, the eastbound left-turn queue exceeds the capacity during the weekend p.m. peak period. The westbound left-turn queues at the Serramonte Boulevard/Junipero Serra Boulevard intersection extend through the Serramonte Boulevard/Collins Avenue intersection and could impede vehicles attempting to turn left off of Collins Avenue on to Serramonte Boulevard during all peak periods except for during the weekday a.m. peak period. The northbound left-turn queues at the El Camino Real/Serramonte Boulevard intersection exceed the storage capacity during all peak periods except for during the weekday a.m. peak period.

From: Betty Shepard
To: calvin@dalycity.org
Subject: Fwd: draft environmental impact report
Date: Monday, March 05, 2018 4:17:33 PM

From: rshepard825@aol.com
To: pantazyjc@beglobal.net
Sent: 3/5/2018 4:10:49 PM Pacific Standard Time
Subject: draft environmental impact report

I would like the link above to review Serramonte Views Condominiums and Hotel Project. I think relocating this

project to the Serra Bowl site would be a great ideal, less traffic and conjection for the St. Francis Height area,

which is already busy. Hopefully the Associate Planner City of Daly City Economic and Community

Development Department will subject this to the developers.

Thank You

st.

Serramonte Views Condominiums and Hotel Project:

Comments by Cathy Pantazy:

There is little point in addressing, in detail, the Serramonte Views Condominiums and Hotel Project's **DEIR as written** because the conclusion is that there are two "Significant Unavoidable Cumulative Impacts" that prohibit the project, as submitted, from going forward (Freeways and intersection LOS).

However, it is important to address the choice of the "Alternatives to the Project." The city must identify the 'environmentally superior alternative.' And if that is 'No Project,' they then can further identify the environmentally superior alternative among the other alternatives (sort of a second chance to develop something).

It is always important to note that this particular project is located less than a mile from the very active San Andreas Fault. It is also within 8 miles of the San Gregorio Fault and the active Hayward and Calaveras Faults are within 18-24 miles of the site.

In addition, as noted in 2.4.2.2 Soil Impacts, "According to the geotechnical investigation, cemetery service road runoff onto the site has caused considerable erosion historically. Additionally, project excavation and grading will expose soils to wind and rain. Thus, there is potential for soil erosion on the project site."

Alternatives are below:

No Project:

No Development

This is the 'hands-down' best choice for the environment, but it does not generate any income for the city nor provide housing and lodging.

No Project Alternatives:

Current entitlement

I believe that this means that previously the city allowed a developer the right to construct a hotel with 137 rooms and 200 condominiums (337 total at full hotel occupancy), but the buildings were limited to 90 feet in height. The traffic impacting the freeways would be less because of fewer rooms/condos than the

current project that cannot be built (see first sentence), but would still be significant. Again, another argument against this choice is that this option would mean the city would receive less from the transient occupancy tax (hotel) and less tax monies from fewer condominiums. But that would be true of the below as well.

Reduced Development:

The city identified this option as the ‘Environmentally Superior Alternative’

This choice would reduce the number of condominiums to 156 and hotel rooms to 116 (271 total at full hotel occupancy). The impact of this size development would earn a ‘less than significant impact’ rating as far as clogging the freeway on-ramps and “substantial impact reduction” as far as intersections. The hotel and condos would afford additional housing and provide tax monies to the city.

Author’s Rebuttal:

There is no indication here of the height or number of buildings that would be built with this ‘reduced development’ option. Would they all be half the size of the initial plan keeping 3 buildings for condos and one hotel? Would they incorporate the condo buildings into two tall ones? How would it look, and would the parking still be built in front with the buildings themselves recessed? Even if it were built with buildings from 6 to 8 stories high (rather than 12-17), these buildings would cast a shadow on Serramonte Blvd. putting it in the shade most of the day. The project’s entrances and exits all flow onto Serramonte Blvd. creating an enormous amount of additional traffic on Serramonte Blvd. and requiring modifications to the boulevard. Lastly, in the event of a strong earthquake, it would have catastrophic consequences for this heavily-traveled boulevard and to the people and their cars driving it. The potential for soil erosion on this project site still remains.

Design Alternative:

This choice would have the same number of buildings, but they would have less height: one 11- story and two 9-story residential buildings, all one-bedrooms. The hotel would be 9 stories as well. This alternative would not lessen the traffic impact, or the potential for soil erosion.

Location Alternative:

The only alternate locations mentioned are the vacated Serra Bowl and the SamTrans Park & Ride lot sites. They are near the Colma Bart station located on Junipero Serra Blvd. and D Street. The land is flat (not the steep, slippery slope on Serramonte Blvd.); it is near Bart and there is more than one way to enter and exit the site. Currently, there is an offer on the property, but it has yet to be accepted. Is this the only site for development near BART?

The General Plan implies it wants to build these large developments near public transportation (would really help the environment), while selecting an ‘environmentally superior alternative.’ And it wants to provide a diversity of housing (low income et al). It also wants to generate income for the city via taxes on these entities. All of these goals would be met by moving the development to an alternate location, and some of the negatives would be avoided.

I support the city’s choice of the “**Reduced Development” option in combination with the “Location Alternative,”** and suggest they build it on flat ground near BART. They can use the Serra Bowl site (if it becomes available and the pending public application is not accepted), or build on another site that is also near BART. It would make it easier to build on a flat surface that does not have the erosion concerns or as many earthquake worries. Since the project is reduced in size, it will not need as much property. Also, there is really no need to build the condos and hotel adjacent to one another. They can be built on separate lots.

Quoting from the DEIR on page xv, it states, “ The Location alternative would meet many of the project objectives since it would construct high-density housing near transit thereby ensuring the project provides minimal disruption to traffic conditions in the area. Due to the gently sloping and developed sites proposed under the Location alternative, grading and tree removal would be minimized on the sites. Additionally, this alternative would provide additional housing types to diversify the housing mix in the City and provide additional residential development to support commercial development.”

“The Location Alternative may reduce the traffic impacts and construction period impacts of the project while meeting the project objectives.”

In conclusion, I favor reducing the size of the development by half, and building it next to public transportation such as BART. Use two sites if necessary, one for the

condominiums and one for the hotel. There is no reason that they need to be built on the same site at the same time or adjacent to each other.

From: George Rodriguez
To: [Corey Alvin](#)
Subject: Redevelopment
Date: Sunday, March 11, 2018 7:19:27 PM

Comments from George and Lynne Rodriguez

We have seen the plans for redevelopment and are wondering why so much so soon. We are already experiencing the crush of cars on the road. The gridlock not only on the road but going shopping etc., will truly be getting worse with all of the redevelopment. The mayors and city councils of most of our cities have given in to the developers, why? They are building without even taking care of the infrastructure to handle the crush of people. Our quality of life is already being destroyed by turning homes into motel 6? What happened to protecting our residential communities? Our streets are jammed with cars and the streets are getting dirtier, dumping etc. Daly City used to be a nice and clean community. The treeless metropolis we see for the future is not what it should be. Not to worry, we have plenty of water.

From: Aislinn De Leon
To: [Corey Alvin](#)
Subject: Proposed Development
Date: Monday, March 12, 2018 4:54:18 PM

Dear Mr. Alvin,

I'm writing on behalf of myself and my extended family to voice our disagreement with the proposed housing development on Serramonte Blvd across from Serramonte mall.

At this point the traffic around that area is already challenging and I can't imagine what it would be like after adding more housing. The freeway exit for Serramonte is frequently backed up & is dangerous to navigate. Especially so during the holidays. Gellert Blvd is also very congested & we are gravely concerned with adding more traffic to the area.

Please reconsider the development and look at all aspects, traffic flow included, prior to moving forward.

Thanks so much.
Best,
Aislinn De Leon

Sent from my iPhone

From: Marian Seiki
To: [Corey Alvin](#)
Subject: Serramonte development
Date: Monday, March 12, 2018 8:44:58 AM

Good morning

Just wanted to let you know my concerns regarding this outrageous development. The size is ridiculous and the traffic will be a nightmare!!!!

I not sure if you shop at the mall . Traffic ...the congestion is already at full capacity and that is ALL DAY LONGso if this complex happens people will be so stressed and full of rage and not even shop at the mall!!!!

Moving it Serra bowl lot is also not a good idea traffic on Junipers Serrated blvd will be another nightmare for the freeway entrance.

If you must build REDUCE THE SIZES OF OCCUPANCY

no need for a 17 story or 15 story bldg.

please let me when this goes before the board for discussion would like to attend. How does the Brown Act work...

will you contact me via email or just post it on a board at City Hall???

Marian Seiki

Daly City resident

Sent from my iPhone

From: Nadine B. Salamé [<mailto:cnsalame@yahoo.com>]
Sent: Saturday, June 02, 2018 11:15 AM
To: City Clerk <cityclerk@dalycity.org>; countyclerk@dalycity.org
Cc: Claude Salame <claude@sfbaysystems.com>
Subject: Serramonte View Condominium and Hotel Project

To whom it may concern,

I am a Daly City resident on Innisfree Dr, Cypress Point Community. I am emailing you to **STRONGLY object** the building of Serramonte View Condominium and Hotel Project...

The impact this project is going to have on this community is grave... and here is why:

Aesthetics: The 21 story building would be the tallest in Daly City and would tower above the area like a sore thumb. The overall complex would be huge and dominate the area. The original zoning for this property was for Buildings not to exceed 90 feet. The proposed project would require Zoning a change to allow building heights up to 255 feet. This is a 165 feet increase in allowable height. This project is a MASSIVE increase in size compared to current zoning proposals.

Population Density: Daly City is already the second most densely populated City in California. This proposal would bring in families to fill the 323 units plus employees and guests for a 176 room hotel. All of this in a very narrow piece of land, cut far into a very steep hillside. This project requires a Zoning change to Very High Density, or more than 50 dwellings per acre.

Traffic: The recent development within the Serramonte Mall Complex has greatly increased the traffic in the area. Can you imagine what the traffic will be like when you add the traffic for 176 hotel rooms and the cars from the families occupying 323 housing units. Parking: For 323 Condominium Units, the project has only designed 420 parking spaces. This is only 1.3 parking spots per unit on average. Drive around the Daly City area and you will notice few homes with only 1 car. Most housing units within the city probably average 2-4 cars per household. Where are the extra cars these residents are going to have going to park? I'll tell you where, in the surrounding neighborhoods which are already struggling to provide adequate parking for their residents.

Last but not least... *Environmental:* **Even the Cities own Environmental Impact Study states:** "...the No Project Alternative is an environmentally superior alternative to the proposed project". "No Project Alternative would also allow for the development of the site under the existing General Plan land use designations. Currently the PD-57 zoning district allows the construction on a 137-room hotel and 200 condominium units with building heights up to 90 feet.

Please vote no!!

Respectfully,

Nadine Baroudi Salame

ERRATA
Final Environmental Impact Report
Serramonte Views Condominiums and Hotel Project
SCH No. 2016062063

File Nos. GPA-9-14-9640, PD-9-14-9637, SUB-9-14-9643, Design Review-9-14-9644, UPR-1-18-013248

Location 525 to 595 Serramonte Boulevard, Daly City

The Final Environmental Impact Report for the Serramonte Views Condominiums and Hotel Project is revised to include the following errata to correct and address an additional comment letter that was previously omitted from the document. Deletions are shown as ~~striketrough~~ text and additions are shown in underlined text.

Page 6 Section 2.0 List of Comment Letters Received on the Draft EIR; **INSERT** the following comment letter to the list of Organizations and Individuals:

J. Lacey Bastian January 30, 2018 27

Page 27 Section 3.0 Responses to Comments Received on the Draft EIR; **INSERT** the text below following Response I-5:

J. RESPONSE TO COMMENTS FROM LACEY BASTIAN, JANUARY 30, 2018:

COMMENT J-1: Way too many units being allowed for the area. How can the condominiums being proposed not even have a clear floor plan?

RESPONSE J-1: The comment regarding the size of the project is acknowledged. Full plan sets for the project including detailed floor plans are on file with the City's Planning Division. Representative floor plans for the project were provided in the Draft EIR.

COMMENT J-2: Difference between 13 and 17 stories is huge! It will be an eyesore. Should either let a hotel OR condos go in, and limit height of buildings.

RESPONSE J-2: The comments regarding the building heights and aesthetics are addressed in Response I-1. The comment regarding the proposed uses is acknowledged and does not raise any specific concern regarding the adequacy of the EIR.

COMMENT J-3: TRAFFIC

Traffic is the main problem with this project. Residents and visitors in the surrounding areas will be hugely affected by the number of cars that come into the

area because of this project. There are many intersections where there are only stop signs and not signals, and several areas that are not able to handle the influx of people this will cause.

RESPONSE J-3: The traffic impacts of the project were analyzed in the Traffic Impact Analysis and identified in the Draft EIR. As stated in the Draft EIR, MM TRANS-1.1 requires installation of a signal to address increased delays at the SR 1 Northbound Ramps and Serramonte Boulevard. The project would also result in a significant and unavoidable impact to the I-280 southbound weaving segment between SR 1 and Serramonte Boulevard as discussed in the Draft EIR. The proposed project would not result in any other significant impacts to intersections or freeway segments.

COMMENT J-4: Additionally, it will be harder to drive or walk safely, park, and visit the area, negatively impacting the surrounding house prices.

RESPONSE J-4: The project will improve pedestrian circulation and safety by adding a sidewalk along the street frontage on the south side of Serramonte Boulevard, and adding a crosswalk between the project driveway and Serramonte Shopping Center. The commenter's opinion regarding the economic effects of the project are acknowledged. The Draft EIR analyzes the environmental impacts of the project as CEQA does not require analysis of the economic effects of a project.

Draft Environmental Impact Report

Serramonte Views Condominiums and Hotel Project

File Nos. GPA-9-14-9640, PD-9-14-9637, SUB-9-14-9643, Design Review-9-14-9644, UPR-1-18-013248
SCH# 2016062063

Prepared by



In Consultation with



DAVID J. POWERS
& ASSOCIATES, INC.
ENVIRONMENTAL CONSULTANTS & PLANNERS

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Appendices

Refer to the attached CD in the back of the document

Appendix A – Notice of Preparation and Comment Letters Received

Appendix B – Initial Study

Appendix C – Air Quality and Greenhouse Gas Emissions Assessment

Appendix D – Geotechnical Investigation

Appendix E – Transportation Impact Analysis

INTRODUCTION

PURPOSE OF THE ENVIRONMENTAL IMPACT REPORT

The City of Daly City (City), as the Lead Agency, has prepared this Draft Environmental Impact Report (EIR) for the Serramonte Views project in compliance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines. An EIR is an informational document used to inform decision makers and the public of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project (CEQA Guidelines 15121(a)).

The project proposes to develop a 6.07-acre site located at 525 to 595 Serramonte Boulevard with three condominium buildings comprised of 323 dwelling units and a 176-room hotel. The project requires a General Plan and zoning amendment to allow for the development of the proposed condominiums and hotel. The environmental impacts associated with the proposed development that will be discussed in this EIR are related to land use compatibility, transportation, air quality, aesthetics, greenhouse gases, and geology and soils. For information on agriculture and forestry resources, biological resources, cultural resources, hazards and hazardous materials, hydrology and water quality, mineral resources, noise and vibration, population and housing, public services, recreation, and utilities and service systems, refer to the Initial Study (attached as Appendix B of this EIR).

The project site was evaluated in a 2004 Focused EIR for development with up to 200 condominium units and a 137-room hotel. The residential project component consisted of five residential buildings, each featuring four levels of housing above a parking level, and a recreational building. The residential buildings would reach 65 feet above grade. The hotel was a four level structure above three levels of garage, at its highest point 90 feet above grade.

Based on a 2002 Initial Study, the 2004 EIR was focused to only address four topics in detail: Aesthetics, Geology and Soils, Land Use, and Traffic. The 2004 EIR found that with incorporation of feasible mitigation measures, all potentially significant impacts would be reduced to a less than significant level.

Given the passage of time (Initial Study prepared in 2002, and EIR certified in 2004), and the substantial changes in the project, both in terms of construction activity and ongoing operations (e.g. 123-unit increase in residential unit count and 39 additional hotel rooms, increased building heights up to sixteen stories for three residential buildings and 10 stories for the hotel, and increased excavation depths and retaining walls for the stepped parking podiums), the prior 2004 EIR is not adequate to cover the current 2017 project in that the new project is likely to result in new significant impacts and/or a substantial increase in the severity of the previously disclosed impacts. Therefore, a new EIR is required to disclose new information not contained in the 2004 EIR, pursuant to CEQA Guidelines Section 15162.

The impact analyses in this EIR are based on a number of sources which are listed in *Section 8.0 References*. The references are available for public review at the City's Economic and Community Development Department, located at 333 90th Street, during normal business hours. The information

contained in this EIR will be reviewed and considered by the Planning Commission and/or City Council prior to deciding to approve, disapprove, or modify the proposed project.

Focusing the EIR

The City of Daly City prepared an Initial Study (see Appendix B of this SEIR) that determined that preparation of an EIR was needed for the proposed Serramonte Views project. The Initial Study concluded that the EIR should focus on land use compatibility, air quality, greenhouse gases, geology and soils, transportation, and aesthetics. The EIR will also discuss energy as a required analysis in an EIR. The issues of agricultural/forestry resources, biological resources, cultural resources, hazards and hazardous materials, hydrology and water quality, mineral resources, noise, population and housing, public services, recreation, and utilities were analyzed in the Initial Study. The project's impacts in these study areas were determined to be less than significant (in some cases after incorporation of identified standard mitigation), with conformance with General Plan policies that will be made conditions of approval of the project, and/or it was determined that the project would not result in any new or more significant impacts in these resources areas that those addressed in the *Daly City General Plan EIR*.

As stated above, the analysis in the Initial Study determined that the environmental resources most substantially affected by the proposed project would be land use, air quality, greenhouse gases, geology and soils, transportation, and aesthetics. All other impacts from the proposed project would be less than significant (in some cases after incorporation of identified standard mitigation) and are not addressed further in this EIR.

EIR PROCESS

Notice of Preparation and Scoping

In accordance with Sections 15063 and 15082 of the CEQA Guidelines, the City prepared a Notice of Preparation (NOP) for this EIR. The NOP was circulated to local, state, and federal agencies on June 27, 2016. The standard 30-day comment period concluded on July 29, 2016. The NOP provided a general description of the proposed project and identified possible environmental impacts that could result from implementation of the project. The City also held a public scoping meeting on July 14, 2016 to discuss the project and solicit public input as to the scope and contents of this EIR. Appendix A of this EIR includes the NOP and comments received on the NOP. Minutes of the public scoping meeting are also included in Appendix A.

Draft EIR Public Review and Comment Period

Publication of this Draft EIR will mark the beginning of a 45-day public review and comment period. During this period, the Draft EIR will be available to local, state, and federal agencies and to interested organizations and individuals for review. Notice of this Draft EIR will be sent directly to every agency, person, and organization that commented on the NOP. Written comments concerning the environmental review contained in this Draft EIR during the 45-day public review period should be sent to:

Corey Alvin, Associate Planner
City of Daly City, Economic and Community Development Department
333 90th Street
Daly City, CA 94015
Email: calvin@dalycity.org

Final EIR/Responses to Comments

Following the conclusion of the public review period, the City will prepare a Final EIR. The Final EIR will consist of comments received on the Draft EIR during the public review period, responses to those comments, and revisions to the text of the Draft EIR resulting from comments received.

The Planning Commission will make a recommendation for certification of the EIR at a regularly scheduled Planning Commission meeting. The City Council will make a final determination on the adequacy of the EIR and certify the document prior to taking any actions to approve the project. The action the Planning Commission and/or City Council takes may be any of the following: 1) they may approve the project as proposed; 2) they may approve an alternative identified in the EIR; 3) they may ask for additional information and/or analysis; or 4) they may choose not to approve the project.

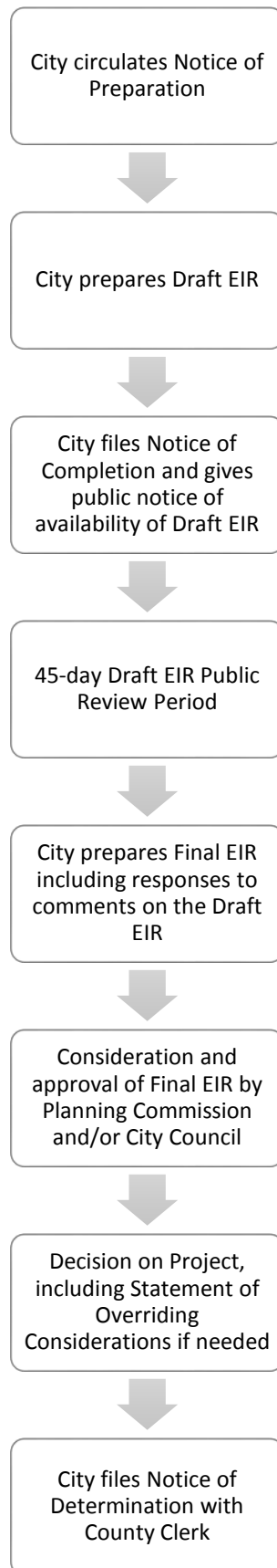
Section 15091(a) of the CEQA Guidelines stipulates that no public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings. If the lead agency 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.

Notice of Determination

If the project is approved, the 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 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)).

A flowchart of the EIR process is provided on the following page.

TYPICAL EIR PROCESS FLOW CHART



SUMMARY

The project proposes to subdivide the 6.07-acre property into two parcels, a 4.76-acre parcel to accommodate three residential condominium buildings and a 1.30-acre parcel to accommodate a proposed hotel. The project site is located at 525 – 595 Serramonte Boulevard.

The residential component (comprised of Buildings A, B, and C) of the project includes the construction of three new multi-family condominium buildings comprising 323 one-, two-, and three-bedroom condominiums. The hotel component (Building D) of the project includes the construction of a 12-story, 153,756 square-foot building with 176 rooms over a multi-level parking podium with 187 parking stalls (refer to Figure 1.2-1 Proposed Site Plan).

Summary of Significant Impacts and Mitigation Measures

The following table is a brief summary of the significant environmental impacts of the project identified and discussed within the text of the EIR, and the mitigation measures proposed to avoid or reduce those impacts. The reader is referred to the main body text of the EIR for detailed discussions of the existing setting, impacts, and mitigation measures. Alternatives to the proposed project are also summarized at the end of the table.

The project would result in the following potential significant impacts that would be reduced to a less than significant level (unless where otherwise noted) with the implementation of the proposed mitigation measures:

Impact	Mitigation Measures
Air Quality	
Impact AQ – 1: The project would generate significant dust during construction activities that would affect nearby sensitive receptors, if best management practices are not implemented.	MM AQ – 1.1: The project shall implement the following standard BAAQMD dust control measures during all phases of construction on the project site: • All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day. • All haul trucks transporting soil, sand, or other loose material off-site shall be covered. • All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. • All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph).

Impact	Mitigation Measures
	• 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. • Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes [as required by the California Airborne Toxics Control Measure Title 13, Section 2485 of California Code of Regulations (CCR)]. Clear signage shall be provided for construction workers at all access points. • 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. • A publicly visible sign shall be posted with the telephone number and person to contact at the City of Daly City regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Bay Area Air Quality Management Air District's phone number shall also be visible to ensure compliance with applicable regulations. (Less Than Significant Impact with Mitigation Incorporated)
Impact AQ – 2: Project construction could result in excess residential cancer risks of 26.2 in one million for an infant exposure.	MM AQ – 2.1: All mobile diesel-powered off-road equipment larger than 25 horsepower and operating on the site for more than two days shall meet, at a minimum, U.S. EPA particulate matter emissions standards for Tier 4 engines or equivalent. Note that the construction contractor could use other measures to minimize construction period DPM emission to reduce the predicted cancer risk below the thresholds. The use of equipment that includes CARB-certified Level 3 Diesel Particulate

Impact	Mitigation Measures
	Filters ¹ or alternatively-fueled equipment (i.e., non-diesel) would meet this requirement. Other measures may be the use of added exhaust devices, or a combination of measures, provided that these measures are approved by the City and demonstrated to reduce community risk impacts to less than significant. (Less Than Significant Impact with Mitigation Incorporated)
Geology	
Impact GEO – 1: The proposed project could result in soil erosion and the loss of topsoil. (Significant Impact)	MM GEO – 1.1: Buildings shall be designed and constructed in accordance with a final design-level geotechnical investigation to be completed for the project by a qualified professional and submitted to the City of Daly City Planning Manager. The final design-level geotechnical investigation shall identify requirement for the placement of fill on the project site and building foundations. MM GEO – 1.2: The civil engineer and the project landscape contractor should implement a comprehensive erosion control plan to account for seasonal rainfall during and following construction. It is recommended that the project engineering geologist make periodic inspections of the site drainage and erosion control features for a period of two years. (Less Than Significant Impact with Mitigation Incorporated)
Transportation	
Impact TRANS – 1: The project would add delay to the unsignalized intersection of SR 1 Northbound Ramps and Serramonte Boulevard, which currently operates during the AM peak hour at a deficient level of service without the project. (Significant Impact)	MM TRANS – 1.1: The City of Daly City shall install a traffic signal at the intersection. This intersection currently meets the peak hour signal warrant during the AM peak hour, without or with the project. Signalizing this intersection would improve the average intersection delay to LOS C. The installation of a signal and turning lanes at this intersection is a planned intersection improvement under the Daly City General Plan, within a 10-year time frame. The project shall contribute a

¹ See <http://www.arb.ca.gov/diesel/verdev/vt/cvt.htm>

Impact	Mitigation Measures
	proportional share to the cost of the improvements. (Less Than Significant Impact with Mitigation Incorporated)
Impact TRANS – 2: The proposed project would add traffic to the I-280 southbound weaving segment between SR 1 and Serramonte Boulevard which would operate at a deficient level of service without the project. The addition of project traffic would cause the V/C ratio for this segment to increase by more than one percent (from 0.969 to 0.986) during the weekday PM peak hour. Therefore, the project impact is significant. (Significant Impact)	MM TRANS – 2.1: Caltrans is planning to implement improvements on the weaving section on I-280 southbound between the SR 1 northbound off-ramp and the Serramonte Boulevard off-ramp, as included in the Daly City General Plan. Construction of these improvements would likely reduce the proposed project’s impact to less than significant. However, because the freeway is under Caltrans’ jurisdiction, the implementation and timing of the improvements called for in the City’s General Plan are not under the City’s control. The project impact, therefore, would remain significant and unavoidable. (Significant Unavoidable Impact)
Cumulative	
Impact C – TRANS – 1: The proposed project would add traffic to the I-280 southbound weaving segment between SR 1 and Serramonte Boulevard which would operate at a deficient level of service without the project. The addition of project traffic would cause the V/C ratio for this segment to increase by more than one percent (from 1.043 to 1.062) during the weekday PM peak hour. Therefore, the project impact is significant. (Significant Cumulative Impact)	MM C – TRANS – 1.1: Caltrans is planning to implement improvements on the weaving section on I-280 southbound between the SR 1 northbound off-ramp and the Serramonte Boulevard off-ramp, as included in the Daly City General Plan. Construction of these improvements would likely reduce the project’s impact to less than significant. However, because the freeway is under Caltrans’ jurisdiction, the implementation and timing of the improvements called for in the City’s General Plan are not under the City’s control. The project impact, therefore, remains significant and unavoidable. (Significant Unavoidable Cumulative Impact)

Summary of Project Alternatives

The following is a summary of the project alternatives. Please refer to *Section 6.0 Alternatives* for the complete discussion of project alternatives. CEQA requires that an EIR identify alternatives to the project as proposed. The CEQA Guidelines specify that an EIR identify alternatives which “would feasibly attain the most basic objectives of the project but avoid or substantially lessen many

of the significant environmental effects of the project,” or would further reduce impacts that are considered less than significant with the incorporation of identified mitigation.

No Project Alternative – No Development

The CEQA Guidelines stipulate that an EIR specifically include 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 is 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)].”

Since the project site is currently undeveloped, the “No Project” alternative includes allowing the site to remain in semi-natural state.

Under this alternative, future additional traffic delay to the unsignalized intersection of SR 1 Northbound Ramps and Serramonte Boulevard and to the I-280 southbound weaving segment between SR 1 and Serramonte Boulevard would be avoided. Additional environmental impacts related to project construction such as soil erosion, construction TACs, and fugitive dust would not occur under the No Project Alternative. This alternative would also avoid FAA consultation under Part 77 and would not require issuance of a No Hazard Determination.

The No Project Alternative would not meet any of the project objectives for providing residents a desirable place to live or construct a hotel to expand lodging, conferencing, and exhibition space within the City. The applicant’s objective to provide additional housing types to diversify the housing mix in the City and provide additional residential development in the Serramonte area would not be met by this alternative. The No Project Alternative would not allow for the construction of a high-quality hotel which therefore would not foster economic development within Daly City to supplement the City’s tax base. The existing undeveloped hillside would remain and would further not support additional housing on-site to meet the state-mandated Regional Housing Need Allocation for Daly City.

The No Project Alternative would not meet any of the project objectives but would avoid all of the impacts of the proposed project. For this reason, the No Project Alternative is an environmentally superior alternative to the proposed project.

No Project Alternative – Existing Entitlement

A “No Project” Alternative would also allow for the redevelopment of the site under its existing General Plan land use designations of *High Density Residential* and *Commercial – Retail and Office* in the City’s General Plan. The project site is zoned Planned Development (PD-57). This district is designed to accommodate various types of development such as neighborhood and district shopping centers, professional and administrative areas, single-family and multiple-family residential development, commercial service centers and industrial parks or any other use of combination of uses which can appropriately be made a part of a planned development. Currently, the PD-57 zoning

district allows the construction of a 137-room hotel and 200 condominium units with building heights restricted to 90 feet.

Under this alternative, the existing entitlement allows the construction of a 137-room hotel and 200 condominium units with building heights up to 90 feet on the site. Due to the restricted heights on the site under the existing entitlement, this alternative would avoid FAA consultation under Part 77 triggered by construction 200 feet above grade and would not require issuance of a No Hazard Determination, therefore reducing airport hazards impacts to a less than significant level. Due to its smaller size and therefore less construction activity, this alternative would reduce impacts related to construction TACs and fugitive dust. Additionally, the No Project Alternative – Existing Entitlement would reduce operational traffic impacts to the SR 1 Northbound Ramps and Serramonte Boulevard intersection and I-280 southbound weaving segment between SR 1 and Serramonte Boulevard; however, not to a less than significant level.

The No Project Alternative – Existing Entitlement would meet many of the project objectives since it would allow for construction of a 137-room hotel and 200 condominium units. Since it is a smaller project than the current project design and would generate less peak hour traffic, this alternative would meet the project objective to ensure the site plan provides minimal disruption to the traffic conditions in the area.

Since the No Project Alternative – Existing Entitlement would provide higher density housing and a hotel on-site, many of the project objectives would be met while avoiding and reducing several environmental impacts. Specifically, the reduced project building heights would ensure airport hazards impacts would be less than significant. This alternative would also reduce impacts related to construction TACs and fugitive dust, although mitigation would still be required to reduce air quality impacts to a less than significant level. Additionally, project-induced operational traffic impacts would be reduced with the No Project Alternative – Existing Entitlement, but not to a less than significant level. However, since this alternative provides less hotel rooms than the current project, this alternative would result in lost economic activity as it would create less revenue for City services through a transient occupancy tax and expanded tax base than the current 176-room hotel design. This alternative, therefore, would result in a corresponding reduction in economic benefits as compared to the proposed project.

Reduced Development Alternative

The Reduced Development Alternative would allow for the same uses as proposed by the project but would reduce the project size to 156 residential units and 116 hotel rooms. The size of the Reduced Development Alternative would avoid impacts to freeway segments on I-280.

Under the Reduced Development Alternative, the impact to the I-280 freeway segment would be reduced to a less than significant level. Additionally, this alternative would construct fewer units and therefore put fewer vehicles on roadways, which would proportionally reduce impacts to the SR 1 Northbound Ramps and Serramonte Boulevard intersection. Due to its smaller size and therefore less construction activity, this alternative would proportionally reduce construction TACs and fugitive dust impacts.

The Reduced Development Alternative would meet many of the project objectives since it would allow for construction of 156 residential units and 116 hotel rooms. Implementation of the Reduced Development Alternative would provide expanded lodging, conference, and exhibition space within the City, and create more housing to meet the state-mandated Regional Housing Need Allocation for Daly City. However, since this alternative is reduced in size, potential revenue generated by the hotel would be less than the current project design. Nonetheless, this alternative would foster economic growth in the City of Daly City by constructing a hotel and would provide additional housing for future residents in the Serramonte area.

The Reduced Development Alternative would reduce the project in size to 156 residential units and 116 hotel rooms thereby avoiding impacts to the I-280 freeway segment. Despite its smaller size, this alternative would support the project's objective to develop a high-density residential development to assist the City with meeting the goals of their RHNA and General Plan.

Design Alternative

The Design Alternative would reduce the height of the structures by creating all one-bedroom condominium units and eliminating suites at the hotel to avoid any potential impact to airport safety hazards while maintaining the same number of units as currently proposed. Building A would be approximately 193 feet with 11 floors of residential units above the proposed parking podium. Buildings B/C would range from 132 to 177 feet in height above existing grade with nine floors of residential units above the parking podium. The hotel building height would be approximately 195 feet above existing grade with nine floors of hotel rooms above the parking podium. Under the Design Alternative, the heights of the structures would all be reduced to below 200 feet to avoid issuance of a No Hazard Determination by the FAA.

Under the Design Alternative, building heights would not exceed 200 feet and therefore the structures would not be subject to FAA consultation under Part 77 and would not require issuance of a No Hazard Determination. The reduced overall building and unit size would reduce operational energy use on the site.

The Design Alternative would meet many of the project objectives since it would maintain the total number of units and hotel rooms on-site. This supports the project's objective to develop a high-density residential development to assist the City with meeting the goals of their RHNA and General Plan. This alternative would provide a high-quality hotel within Daly City to supplement the City's tax base. In addition, by reducing the unit and hotel room sizes the operational energy use of the project would also be reduced.

The Design Alternative would reduce building heights below 200 feet thereby omitting the project from FAA consultation under Part 77. This alternative would support the project's objective to develop a high-density residential development to assist the City with meeting the goals of their RHNA and General Plan.

Location Alternative

The Location Alternative would instead develop the project on the site of the former Serra Bowl and the SamTrans Park & Ride lot site near the Colma BART station at Junipero Serra Boulevard and D

Street. The former Serra Bowl site is approximately 3.92 acres and the SamTrans Park & Ride lot is approximately three acres; the two sites are separated by D Street. Therefore, under this alternative, the condominiums would be constructed on the former Serra Bowl Site and the hotel would be constructed on the SamTrans Park & Ride lot.

Under the Location Alternative, the former Serra Bowl site and the current SamTrans Park & Ride lot which are in close proximity to BART would reduce traffic impacts to the intersection of SR 1 Northbound Ramps and Serramonte Boulevard. In addition, since both sites are located on a relatively flat surface and not an undeveloped hillside, grading would be reduced and therefore associated construction impacts would be reduced under this alternative.

The Location Alternative would meet many of the project objectives since it would construct high-density housing near transit thereby ensuring the project provides minimal disruption to traffic conditions in the area. Due to the gently sloping and developed sites proposed under the Location Alternative, grading and tree removal would be minimized on the sites. Additionally, this alternative would provide additional housing types to diversify the housing mix in the City and provide additional residential development to support commercial development.

The Location Alternative may reduce the traffic impacts and construction period impacts of the project while meeting the project objectives. However, there is a pending private application on the Serra Bowl site while the SamTrans lot is owned by a public transit agency, and it is not known whether the project applicant could acquire either site to construct the proposed project.

Environmentally Superior Alternative

The CEQA Guidelines specify that an EIR must identify the environmentally superior alternative among those alternatives discussed. If the environmental superior alternative is the “No Project” alternative, the EIR shall also identify an environmentally superior alternative amongst the other alternatives [Section 15126.6(e)(2)].

The No Project – No Development Alternative would avoid all project impacts and is the environmentally superior alternative among those alternatives discussed, however this alternative would achieve none of the project objectives. Although the No Project – Existing Entitlement Alternative would also meet some of the project objectives, it would result in significant unavoidable freeway impacts. Among the other development alternatives that would achieve at least some of the basic project objectives, the Reduced Development Alternative is the environmentally superior alternative because it would avoid significant freeway impacts. Implementation of the Reduced Development Alternative would meet the project objectives to some extent as it would provide expanded lodging, conference, and exhibition space within the City, and create more housing to meet the state-mandated Regional Housing Need Allocation for Daly City. The Reduced Development Alternative would also reduce impacts to freeway segments to a less than significant level and, therefore, would be the environmentally superior alternative.

Known Views of Local Groups and Areas of Controversy

Concerns from residents and property owners about the project expressed during the public scoping process were primarily related to neighborhood parking, transportation, and circulation.

SECTION 1.0 PROJECT INFORMATION

1.1 PROJECT LOCATION

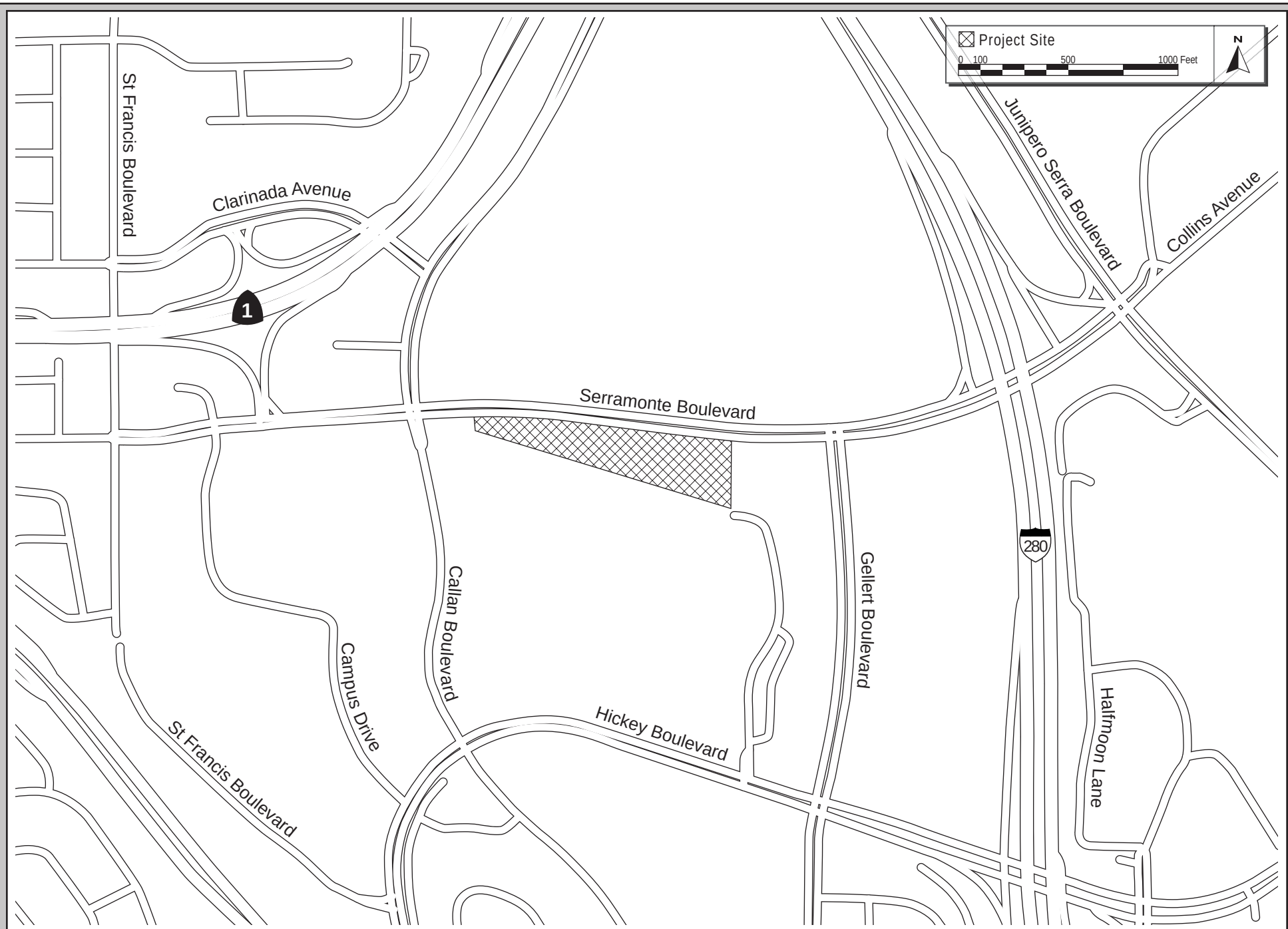
The approximately 6.07-acre project site is comprised of one parcel [Assessor Parcel Number (APN): 091-024-247] and is located south of Serramonte Boulevard in the City of Daly City, between State Route 1 (SR 1) and Interstate 280 (I-280) freeways. The project site is bounded by Serramonte Boulevard to the north, a fast food restaurant with drive-through to the east, single-family attached residences to the southeast, a Chinese Cemetery to the south, and a gas station to the west. The site slopes steeply from the southern property boundary to Serramonte Boulevard with some terracing at the slope. Regional and vicinity maps of the project site are provided on Figures 1.1-1 and 1.1-2, respectively. An aerial photograph of the project site and surrounding land uses is shown on Figure 1.1-3.

Surrounding land uses include commercial and retail uses to the north across Serramonte Boulevard, commercial uses to the east and west, institutional uses (cemetery) to the south, and residential uses to the southeast.



REGIONAL MAP

FIGURE 1.1-1



VICINITY MAP

FIGURE 1.1-2



AERIAL PHOTOGRAPH AND SURROUNDING LAND USES

FIGURE 1.1-3

1.2 PROJECT DESCRIPTION

The applicant proposes to subdivide the property into two parcels, a 4.76-acre parcel to accommodate three residential condominium buildings and a 1.30-acre parcel to accommodate the hotel (refer to Figure 1.2-1).

The residential portion of the project site is designated in the General Plan as *High Density Residential*, which allows residential development between 35 and 50 dwelling units per acre. The hotel component of the project site is designated in the General Plan as *Commercial – Retail and Office*, which allows a Floor Area Ratio (FAR) of up to five (5) square feet of building area for each square foot of land area.

In order for the proposed residential density of the project (56 dwelling units per acre) to comply with the General Plan, a General Plan Amendment is proposed to *Very High Density Residential* which allows residential development of at least 50 dwellings units per acre and over. The project site is zoned as *Planned Development (PD-57)*. The project proposes an amendment to the PD-57 zoning to increase the allowed building heights up to approximately 255 feet to accommodate the hotel and residential structures, as the current PD-57 zoning restricts building heights to 90 feet.

1.2.1 Residential Component

The residential component (comprised of Buildings A, B, and C) of the project includes the construction of three new multi-family condominium buildings totaling approximately 531,016 square feet (SF) (Building A is 168,534 SF, Building B is 181,241 SF, and Building C is 181,241 SF). The complex would be comprised of 323 units which include 56 moderate-income units and 42 State Density Bonus units. The proposed residential units would be one-bedroom, two-bedroom, and three-bedroom condominiums. Building A would be comprised of 133 units, and Buildings B and C would each be comprised of 95 total residential units. The proposed units range in size from approximately 686 to 1,832 SF, and conceptual floor plans indicate 111 one-bedroom units, 202 two-bedroom units, and 10 three-bedroom units.

Access to the residential building lobbies would be provided from the main entrance to the project site from Serramonte Boulevard. Building A will have its own entry lobby at the ground level that would be accessible to and from the parking garage. Buildings B and C will share a combined entry lobby which would be accessible from the ground level parking garage. Each of the three buildings will have miscellaneous residential amenities (fitness room, media room, etc.), including an outdoor space at the podium level (see Figures 1.2-2, 1.2-3, and 1.2-4). Most of the proposed residential units will have an exterior balcony facing Serramonte Boulevard or eastward toward the San Francisco Bay.

Building A would be set back approximately eight feet from the eastern property line. The southern and northern setbacks of Buildings A, B, and C are noted in Table 1.2-1.

Table 1.2-1: Building Setbacks		
Building A		
Location	Northern Property Line (feet)	Southern Property Line (feet)
Building and Podium	11	169
Building B		
Podium Structure	40	195
Building	51	204
Building C		
Podium Structure	40	66
Building	51	77
Building D		
Podium Structure	0	14
Building	7	98

The overall proposed maximum height of Building A would be approximately 252 feet (17 stories), and Buildings B and C would range in height from approximately 170 feet to 215 feet (13 stories) to the top of the buildings from existing grade at the Serramonte Boulevard property line (see Figures 1.2-5, 1.2-6 and 1.2-7).

1.2.2 Hotel Component

The hotel component (Building D) of the project includes the construction of a 12-story, 153,756 square-foot building with 176 rooms over a multi-level parking podium with 187 parking stalls. The hotel amenities include 6,076 square feet of meeting space, a gym, and an outdoor space at the podium level (see Figure 1.2-8).

The proposed hotel would be set back approximately 51 feet to the podium and approximately 80 feet to the building from the western property line. The southern and northern setbacks of the building are shown above in Table 1.2-1. Due to the slope of the site, the proposed hotel would range in height from approximately 158 feet to 206 feet at existing grade (see Figure 1.2-9).

1.2.3 Parking

The condominiums would be constructed on a four-level parking podium providing 420 parking stalls (see Figure 1.2-7). The parking podium will utilize an electric double parking stacker system predominately throughout the four levels of parking, which allows three parking spaces to be converted into five spaces. The double parking stacker is an independent motorized two (2) level vehicle lift for storing cars vertically. The device lifts vehicles on cantilevered platforms between shared common legs, so that additional vehicles can be parked below. Residential owners would self-operate the system to retrieve their vehicles from their designated spots.

The hotel includes a five-story podium structure with four levels of parking providing 187 parking spaces. The ground level provides access to the lobby and garage entrance (refer to Figure 1.2-10). The hotel would include a traditional parking structure and would not involve the use of a stacker system to provide parking to hotel guests.

1.2.4 Site Access and Easements

Vehicle access to the condominium buildings and hotel would be provided from a single driveway along Serramonte Boulevard opposite the signalized southernmost entrance to the Serramonte Shopping Center. Pedestrian access would be from a new sidewalk constructed along Serramonte Boulevard. The project would modify the median island on Serramonte Boulevard to allow an exclusive westbound left-turn into the project driveway at the modified signal where the project driveway will form the fourth leg. The project also proposes the installation of a pedestrian crosswalk at the eastern side of the intersection.

An emergency vehicle access driveway from Serramonte Boulevard would be located on the western portion of the property (north of Building D). Existing bike lanes along Serramonte Boulevard would remain with the project.

1.2.5 Landscaping

The project site is currently heavily vegetated with mature trees. Trees will be retained primarily along the southern portion of the property, separating the Chinese Cemetery from the project site. All other trees on site will be removed that are in conflict with the proposed grading and building footprints. Flow-through planters are proposed on the west side of Building A, north of Buildings B and C, and on the east side of Building D.

1.2.6 Grading and Demolition

The steeply sloping project site would require extensive grading to accommodate the proposed development. The podium parking garage for Buildings B, C, and D would be constructed into the hillside. Building A is the only building proposed at-grade with Serramonte Boulevard once complete.

Site improvements would include landscaping, a retaining wall, and offsite improvements (new public sidewalks along Serramonte Boulevard). The proposed retaining wall, which is necessary to accomplish the planned development, would be located in the ‘back’, i.e. south, of the development and would stretch the entire length of the site, approximately 1,175 feet. The retaining wall would range from approximately 50 to 86 feet in height and would be constructed to match existing grade of the existing hillside as it slopes to the north (see Figure 1.2-11). The project grading would require 171,757 cubic yards of soil export from the site.

1.2.7 Utility Improvements

The project would connect to existing utilities located in Serramonte Boulevard. The project does not propose to improve any of the other existing utilities serving the site.

1.2.8 Drainage Improvements

The project proposes to construct common open space on the podium level including some landscaping. The remaining roof impervious areas would direct stormwater flows directly to

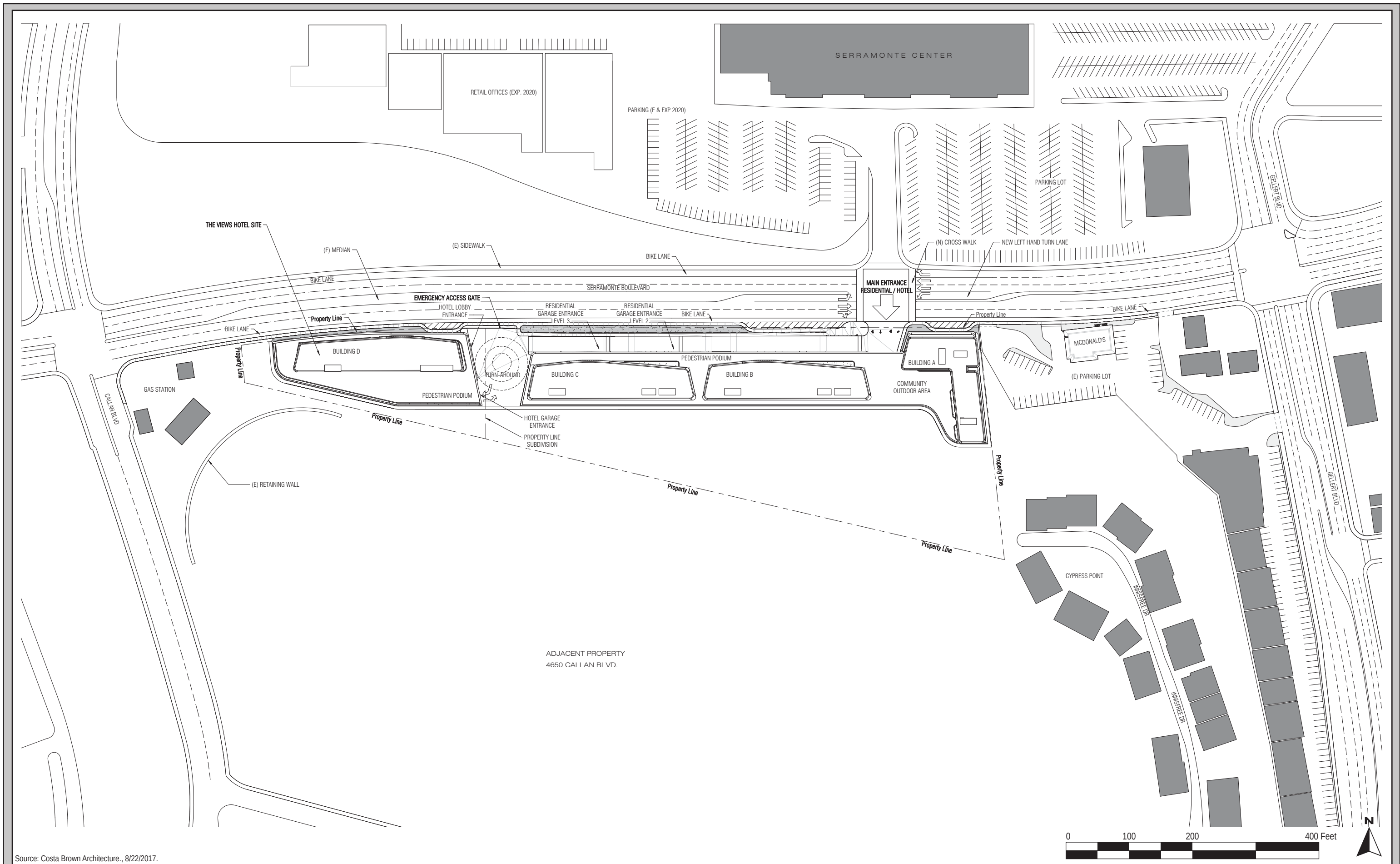
planters. The proposed drive aisle and roundabout area would be constructed of permeable pavers to retain and minimize stormwater runoff. Bio-retention areas will be located along the landscaped areas on the north side of the project site adjacent to Serramonte Boulevard. Two additional bio-retention areas are proposed adjacent to the drive aisle north of Buildings B and C.

1.2.9 Development Phasing

The proposed project is anticipated to be constructed in two phases. The first phase will include the buildout of the 4.76-acre residential site (Buildings A, B, and C) as well as the grading, retaining wall and building pad for the hotel, Building D. The second phase will construct the hotel on 1.30-acres of the site (Building D). Although vertical construction is anticipated in these two phases, the City would likely require that all retaining wall construction, site grading, and utility installation be completed as part of the first phase, essentially rendering the hotel phase as a developable pad.

1.2.10 Emergency Diesel Generators

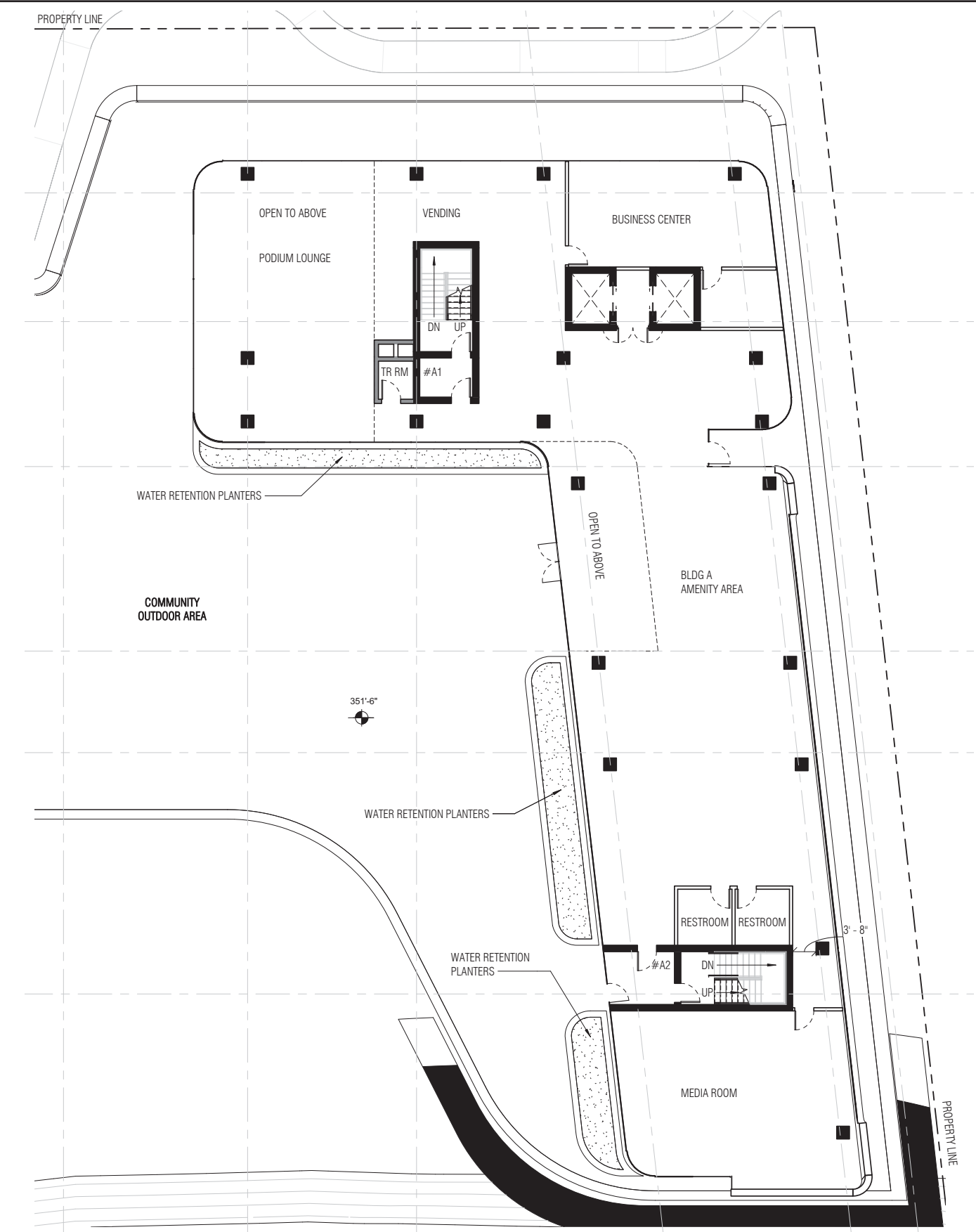
The project proposes two emergency diesel-fuel generators for the condominiums and hotel on the site. The hotel generator is anticipated to have a power rating of 350 kVA and the residential back-up generator is anticipated to have a rating of 500 kVA. The residential generators would be located on the second floor of the parking podium in Building A. The hotel generator would also be located in its podium garage.



Source: Costa Brown Architecture., 8/22/2017.

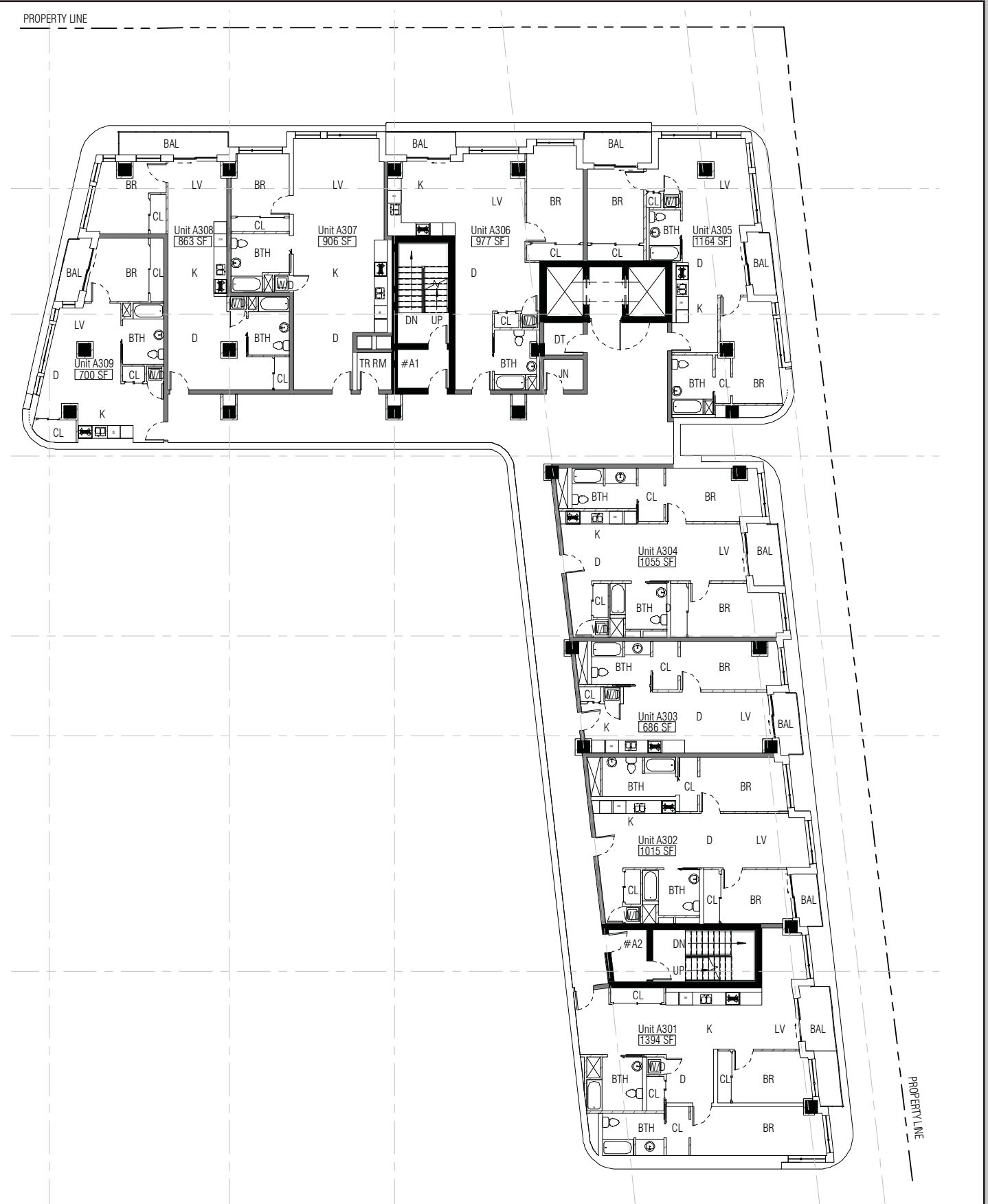
PROPOSED SITE PLAN

FIGURE 1.2-1



Building A Podium Level

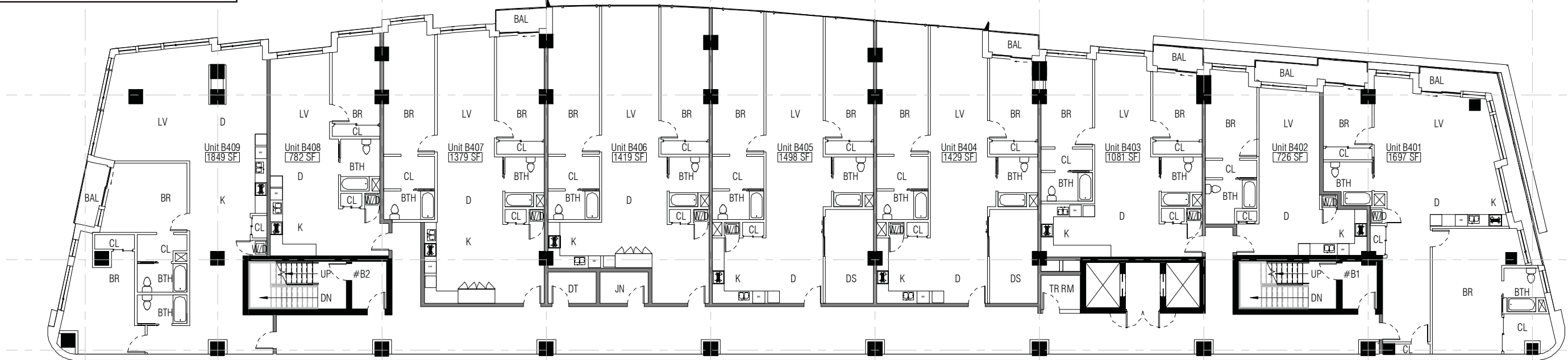
Source: Costa Brown Architecture, 8/22/2017.



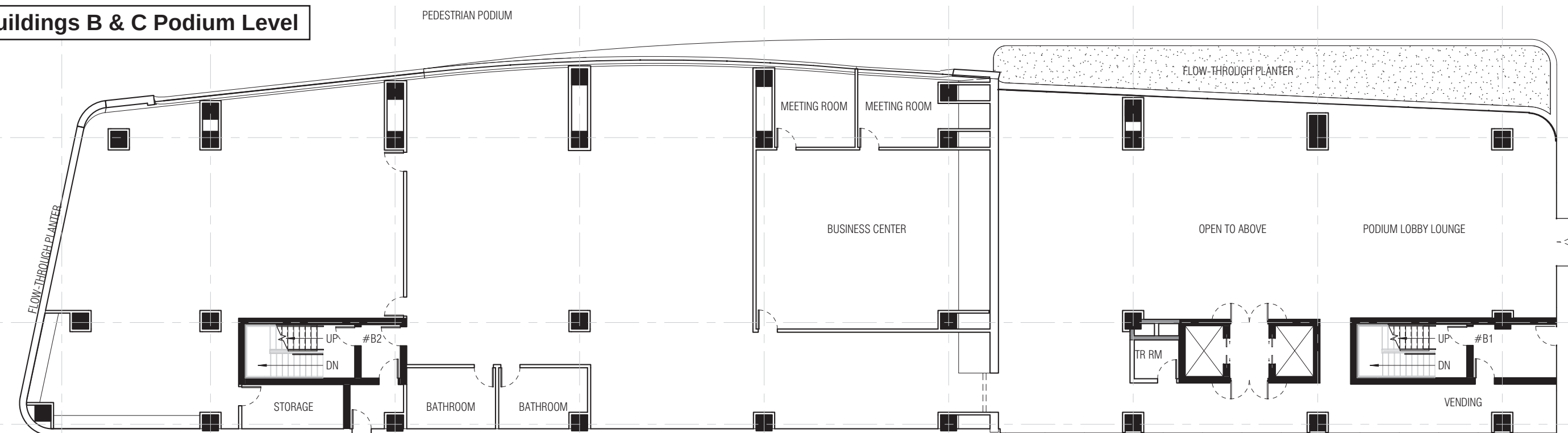
Building A Level 3



Buildings B & C Level 3



Buildings B & C Podium Level



ABBREVIATIONS

BAL	- BALCONY
BR	- BED ROOM
BTH	- BATHROOM
CL	- CLOSET
D	- DINING
DS	- DENS
DT	- DATA

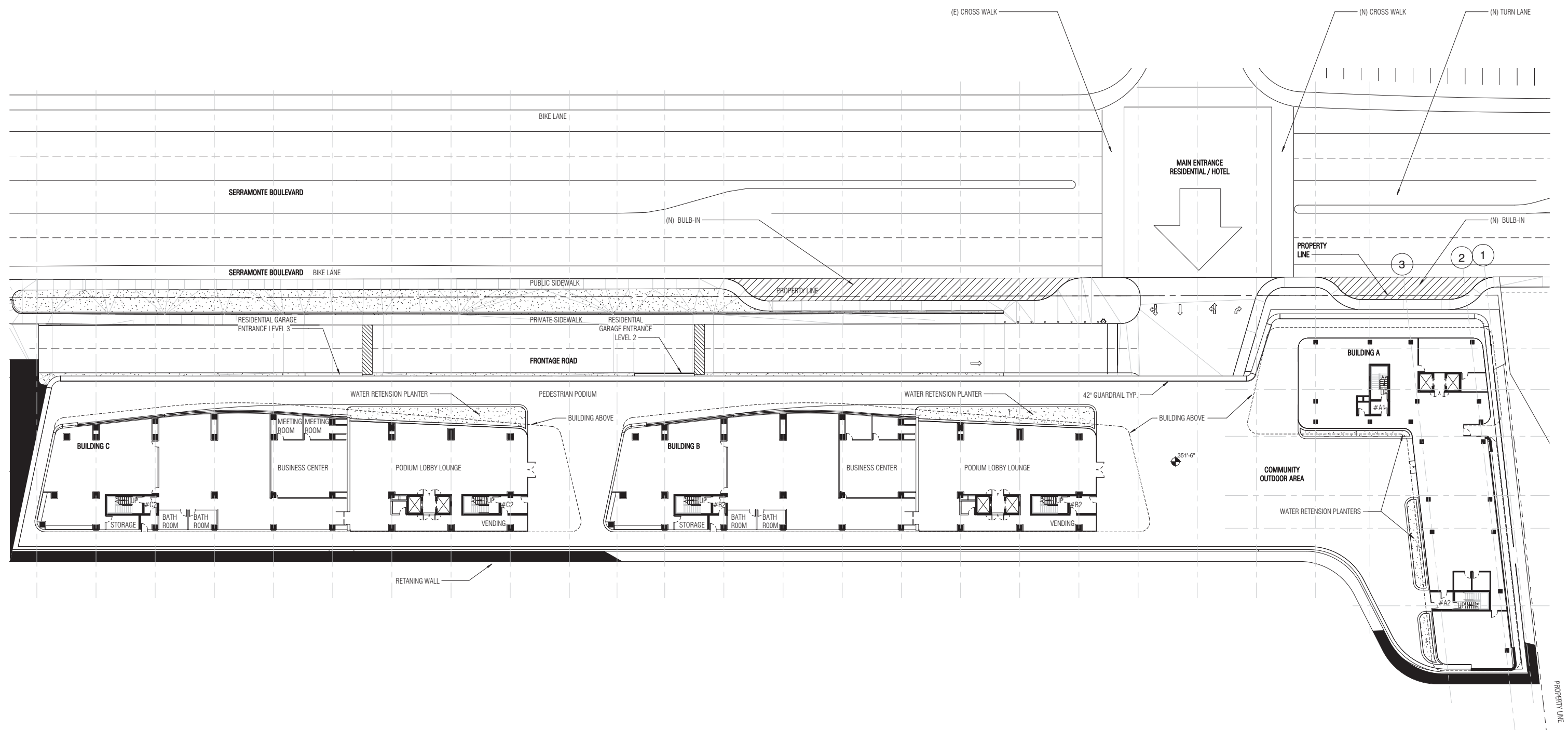
WALL LEGEND	
	FAÇADE
	INTERIOR DEMISING WALL - 1 HR. RATED
	INTERIOR WALL - NON RATED
	CORE - 2 HR RATED
ACCESSIBILITY LEGEND	
	NO PARKING - ACCESSIBLE PATH OF TRAVEL
	EXTERIOR ACCESSIBLE ROUTE

JN	- JANITORIAL
K	- KITCHEN
LV	- LIVING ROOM
TR RM	- TRASH ROOM
W/D	- WASH AND DRYER
	EGRESS PATH
	PROPERTY LINE
	ACCESSIBLE ENTRANCE
NOTE : ALL REQUIRED EXITS FOR BUILDING SHALL BE ACCESSIBLE	

Source: Costa Brown Architecture., 8/22/2017.

PROPOSED BUILDING B AND C FLOOR PLANS

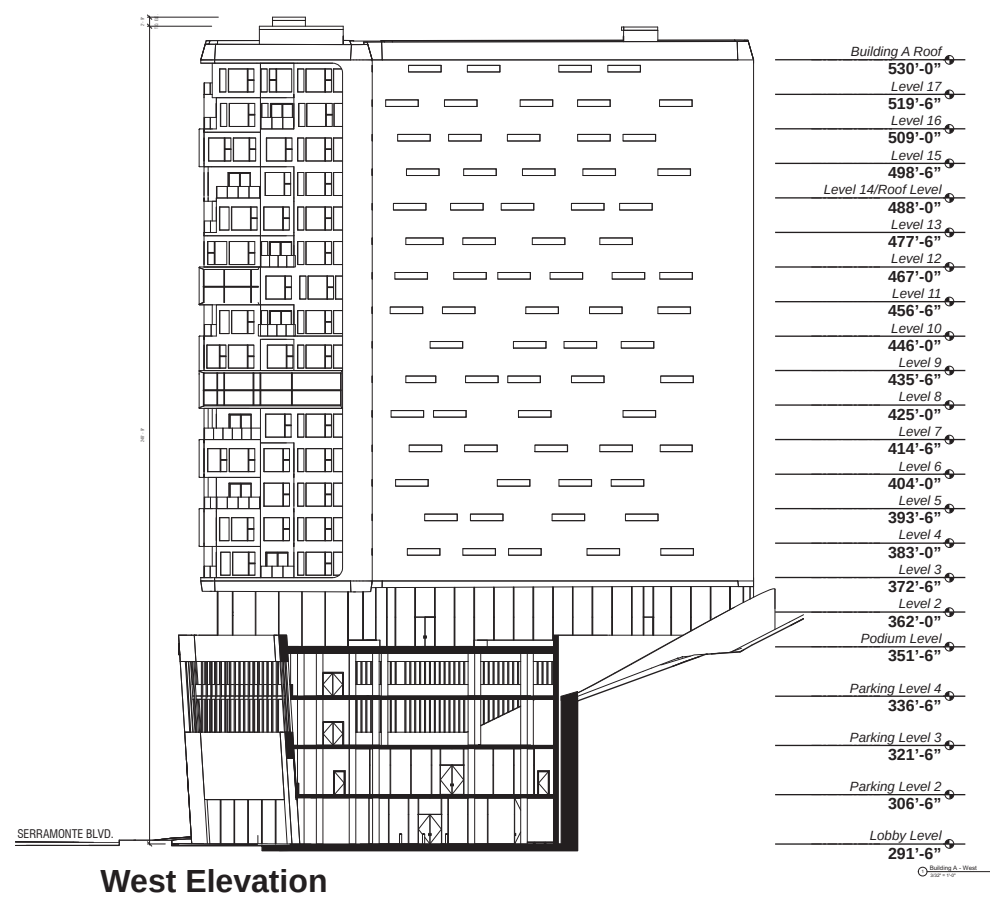
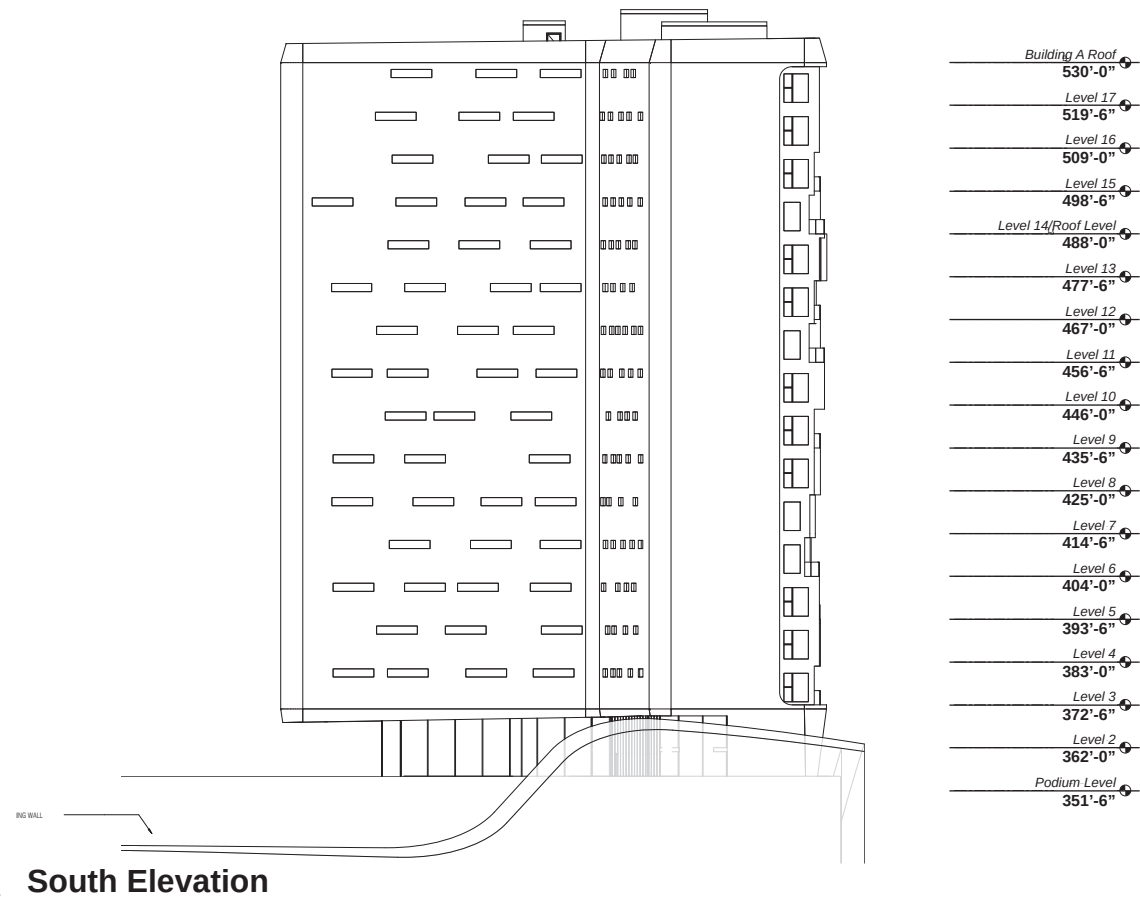
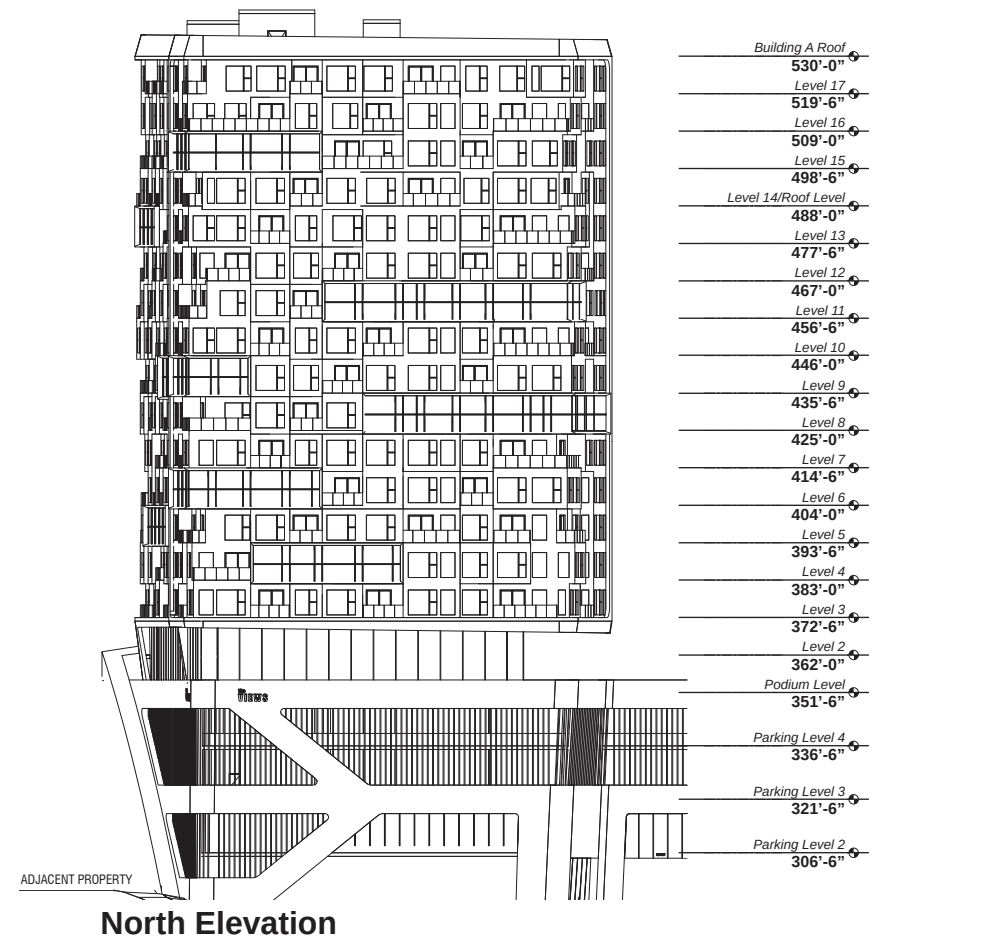
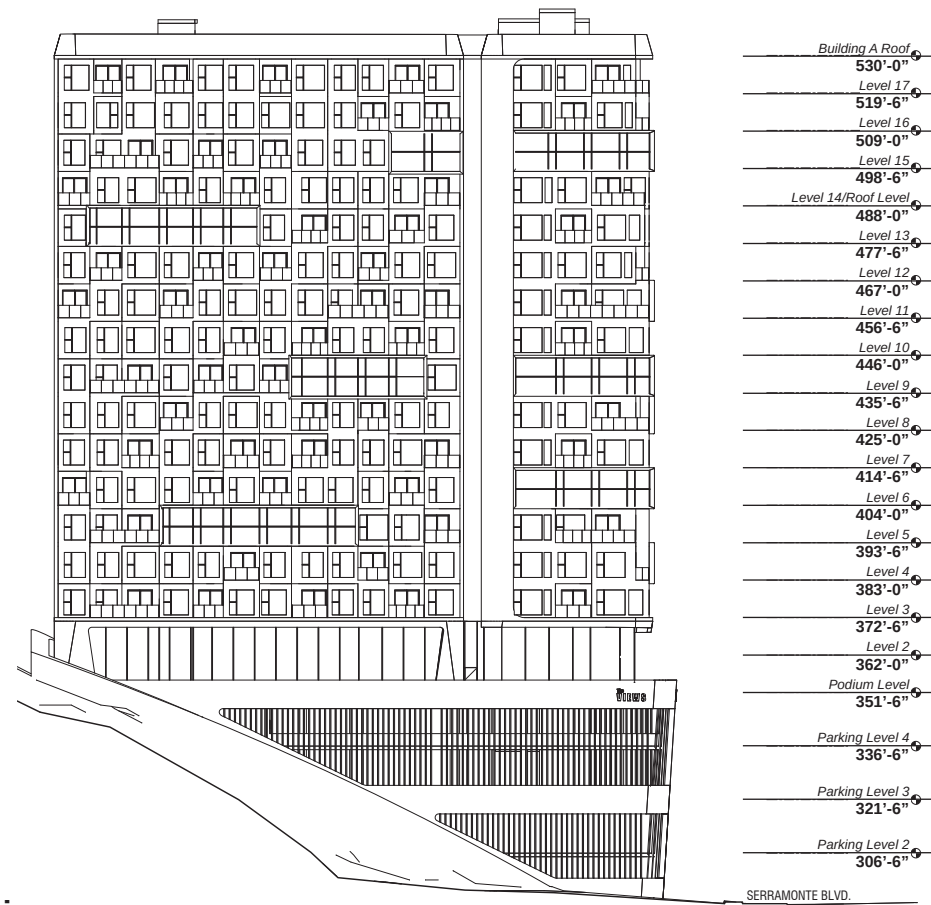
FIGURE 1.2-3



Source: Costa Brown Architecture, 8/22/2017.

PROPOSED RESIDENTIAL PARKING PODIUM

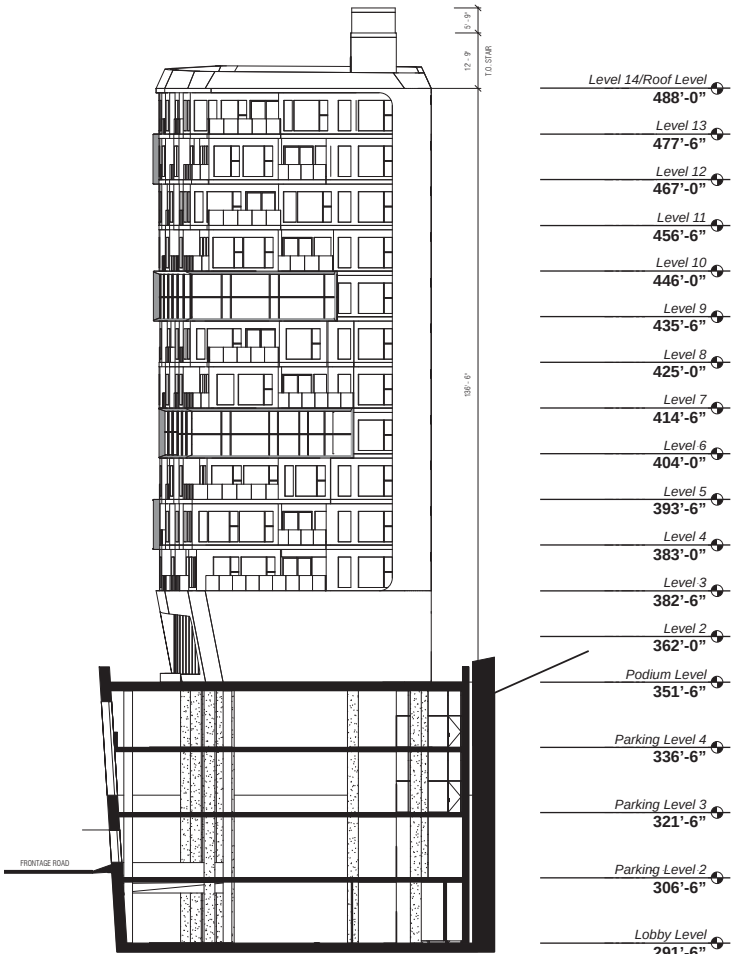
FIGURE 1.2-4



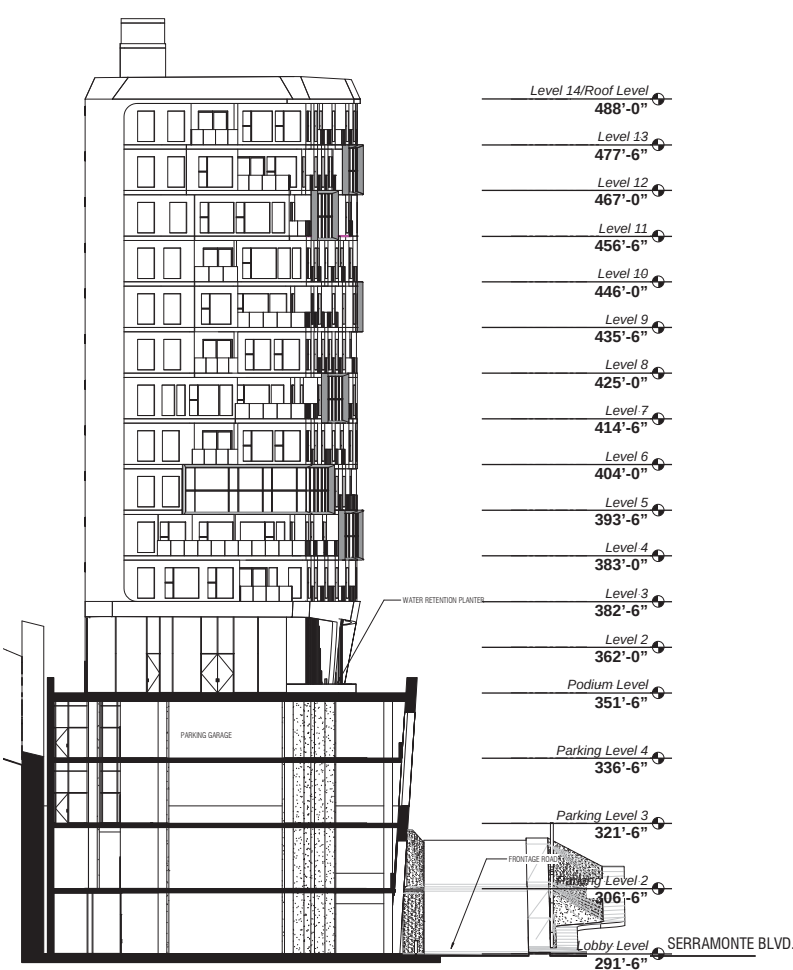
Source: Costa Brown Architecture., 8/22/2017.

BUILDING A ELEVATIONS

FIGURE 1.2-5



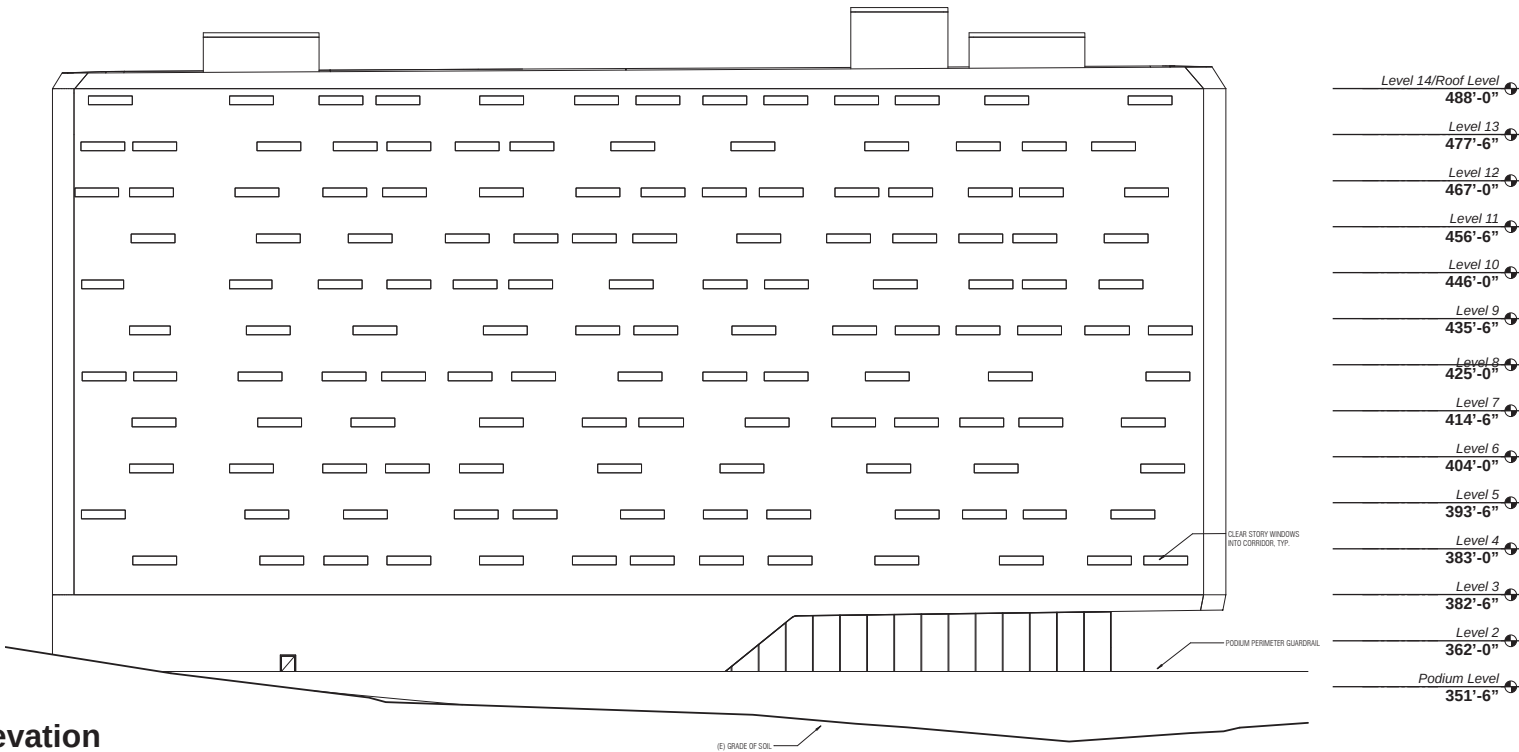
West Elevation



East Elevation



North Elevation

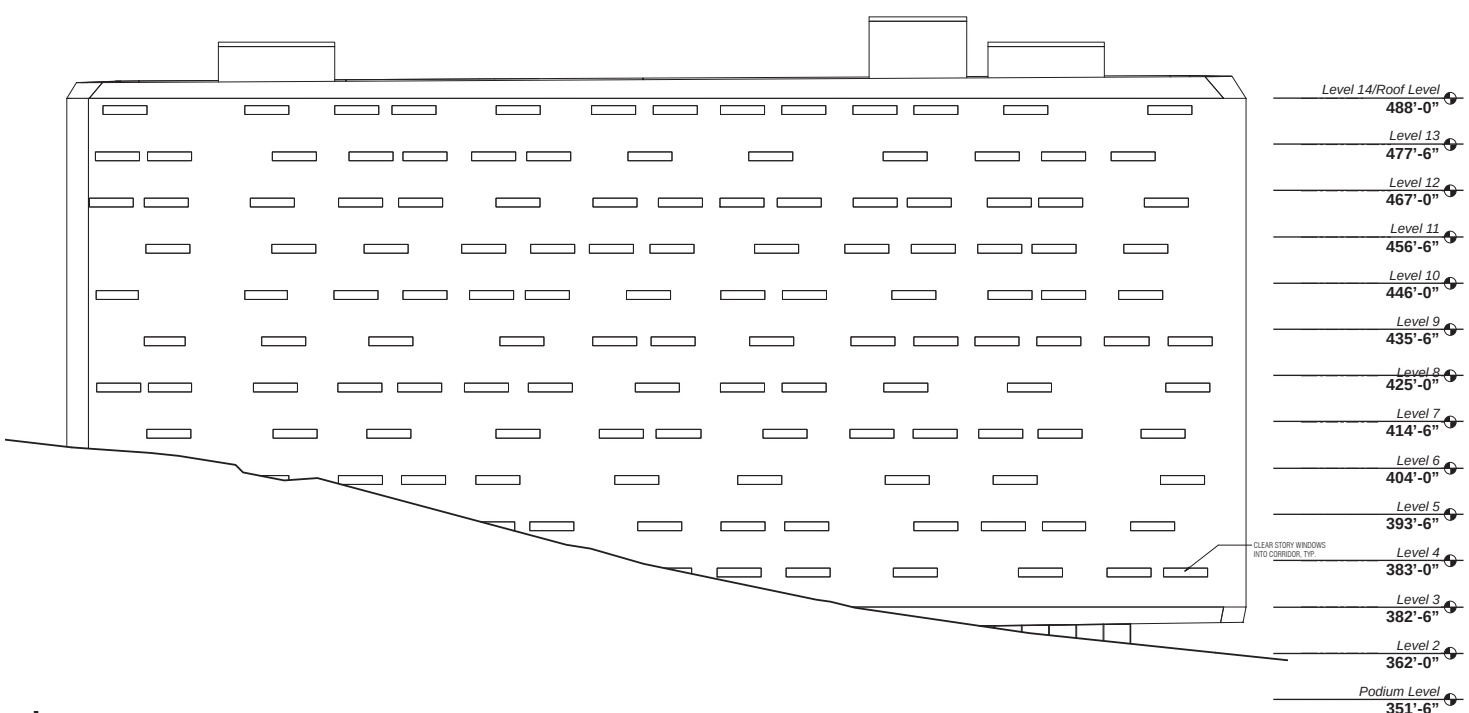
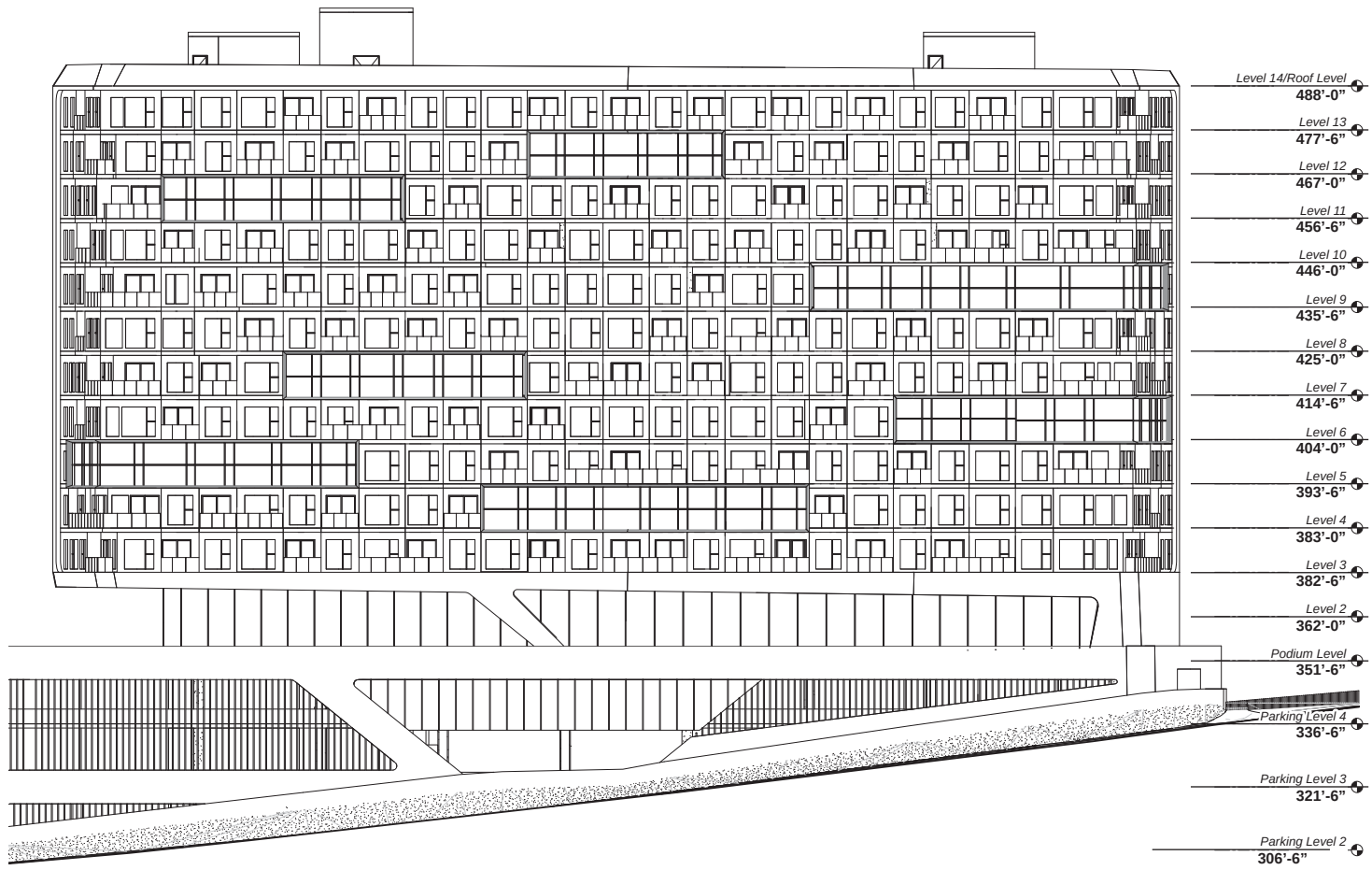
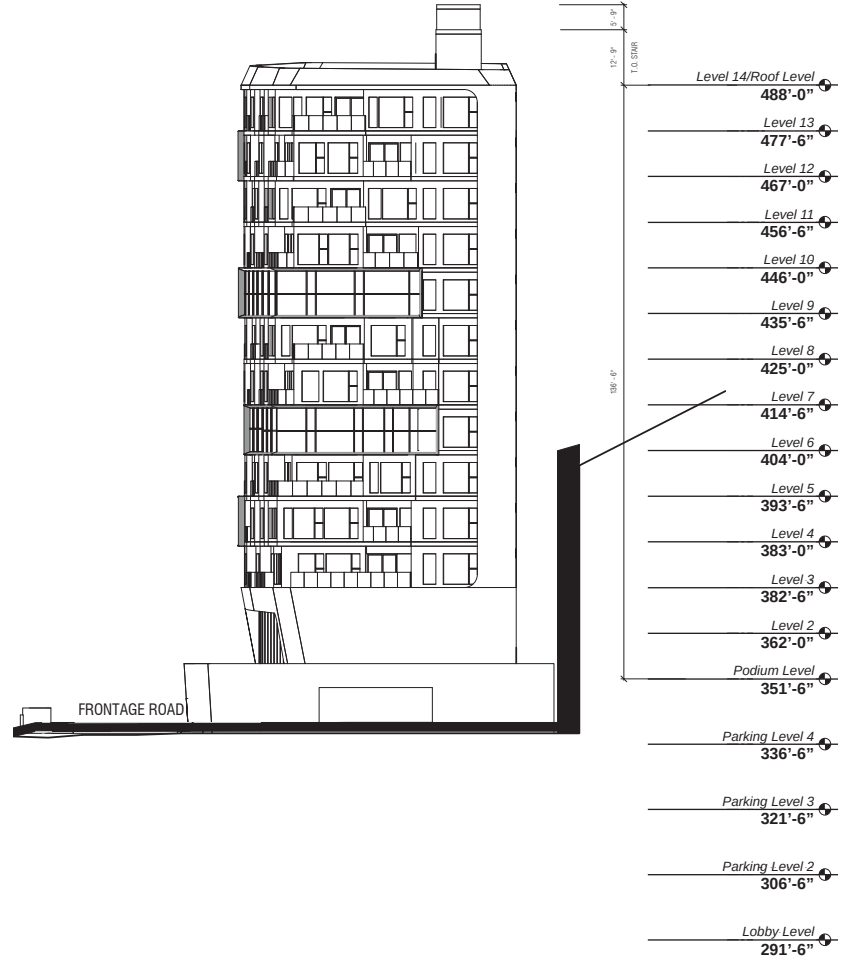
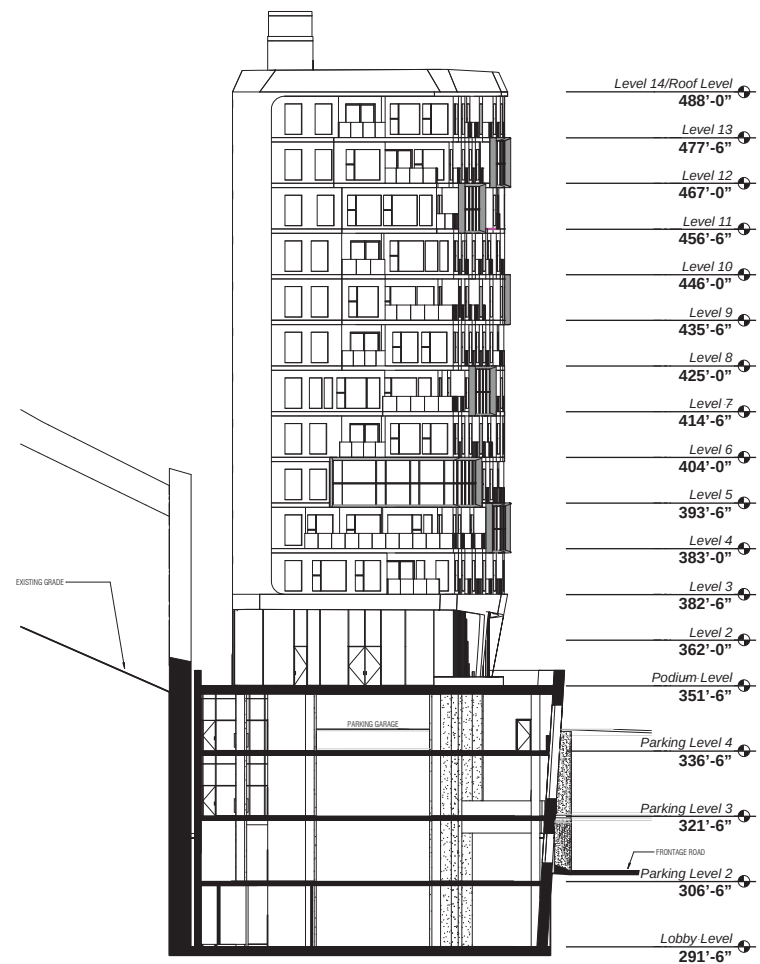


South Elevation

Source: Costa Brown Architecture., 8/22/2017.

BUILDING B ELEVATIONS

FIGURE 1.2-6

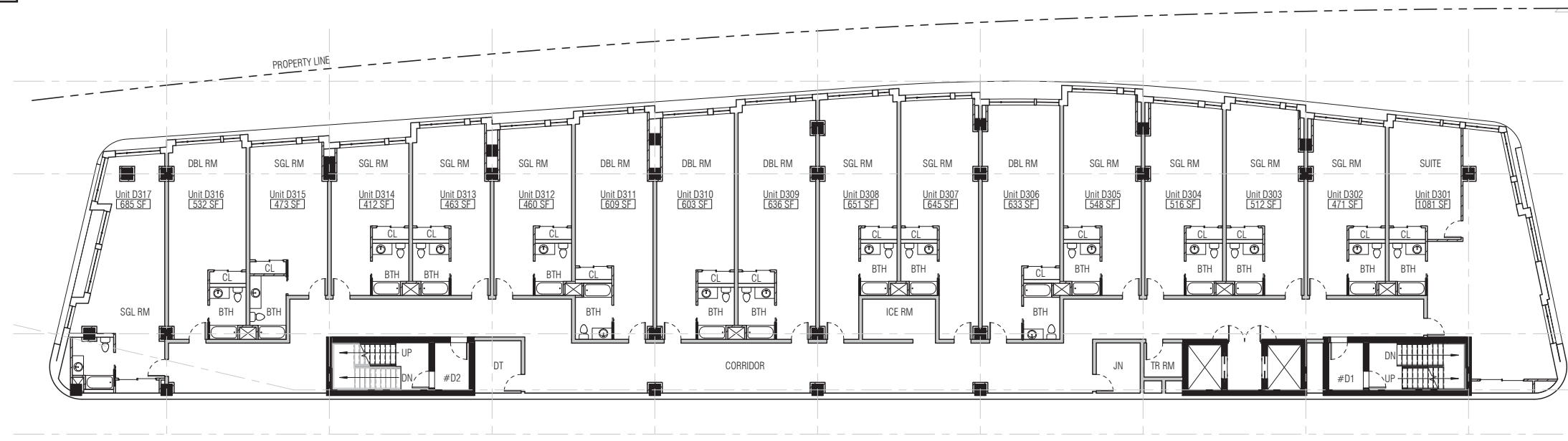
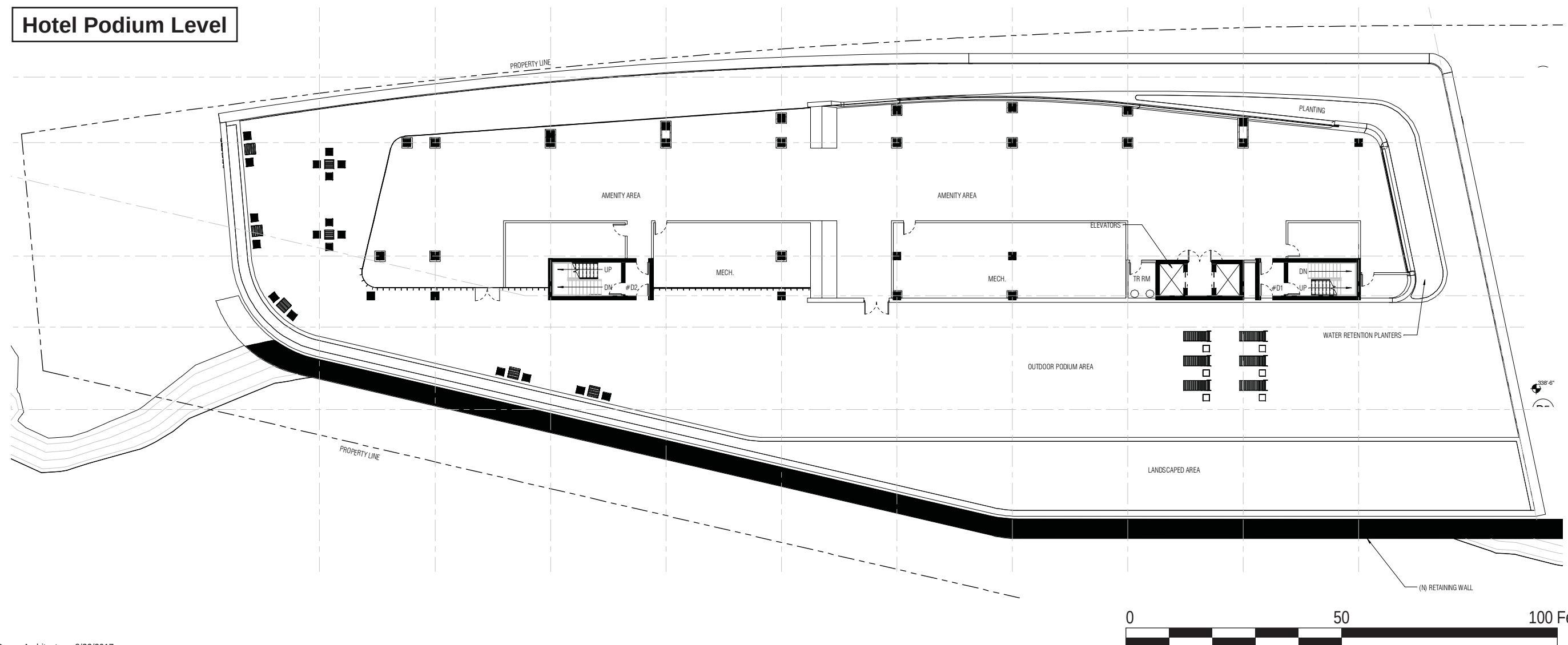


Source: Costa Brown Architecture, 8/22/2017.

BUILDING C ELEVATIONS

FIGURE 1.2-7

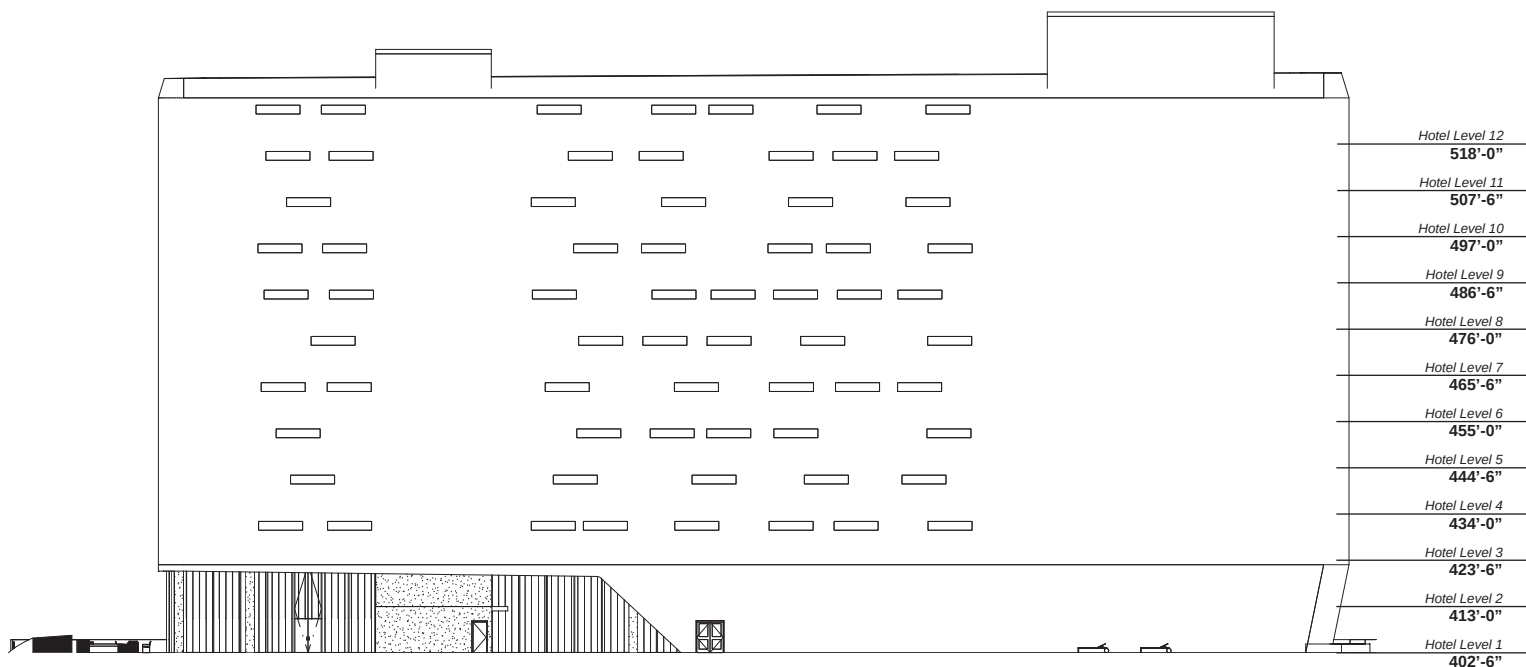
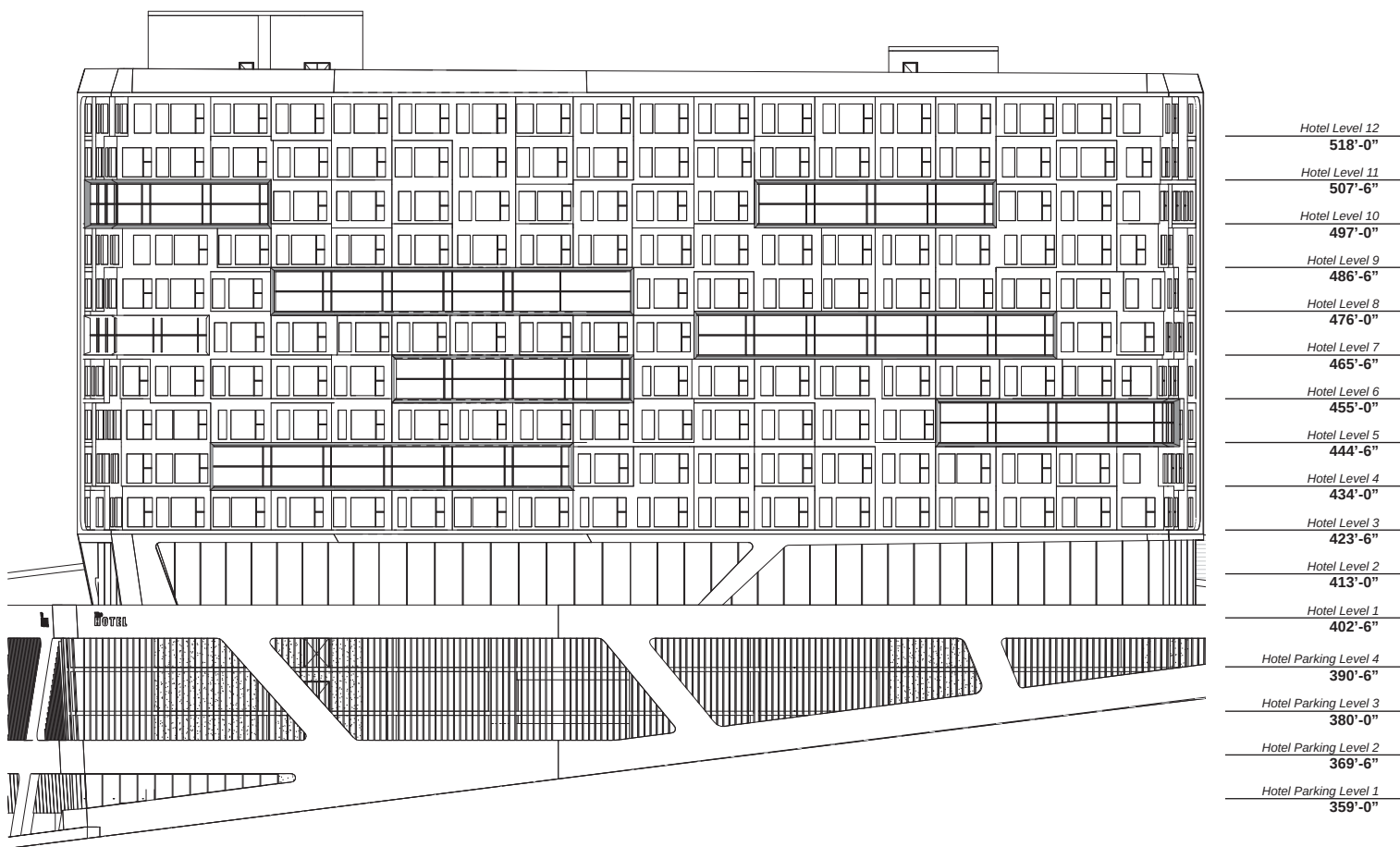
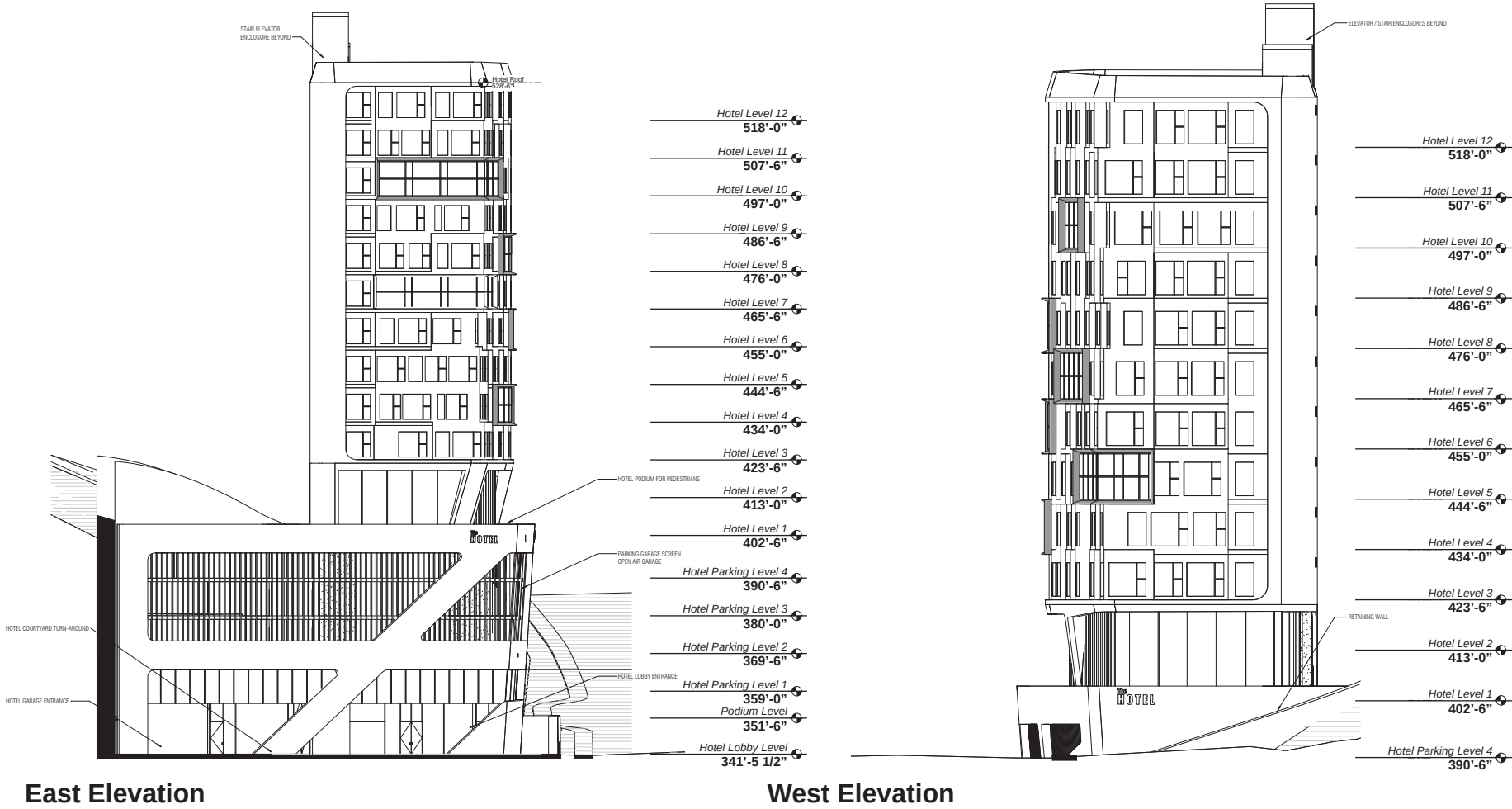
Hotel Level 3

**Hotel Podium Level**

Source: Costa Brown Architecture, 8/22/2017.

PROPOSED HOTEL FLOOR PLAN

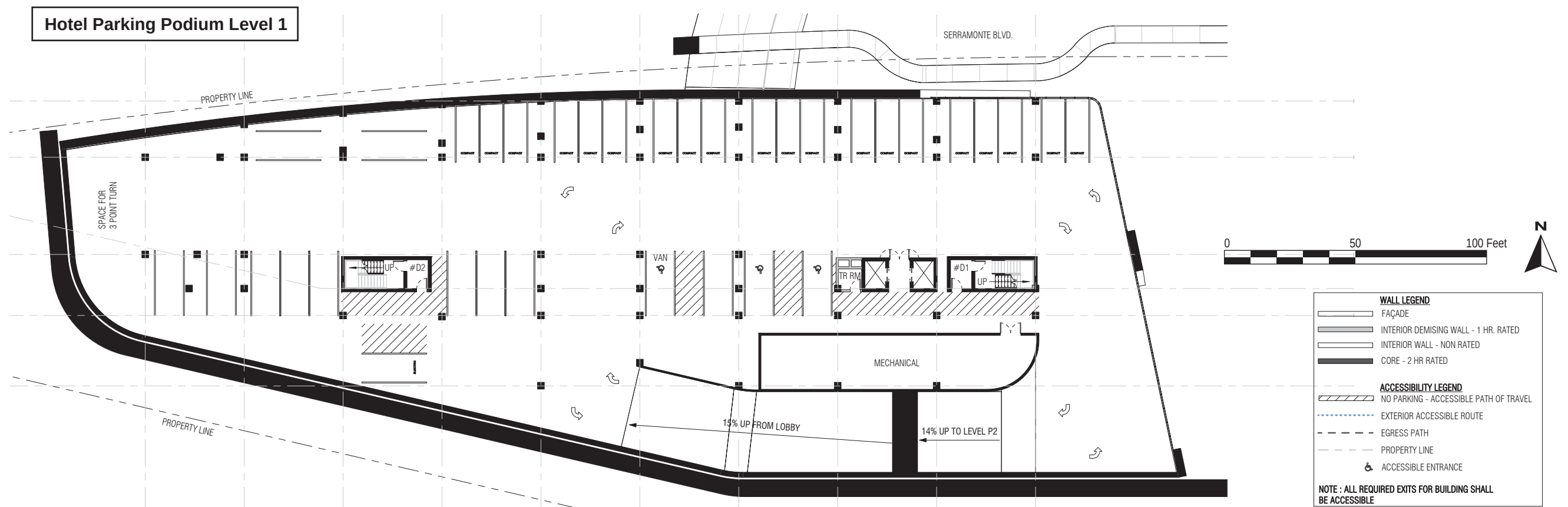
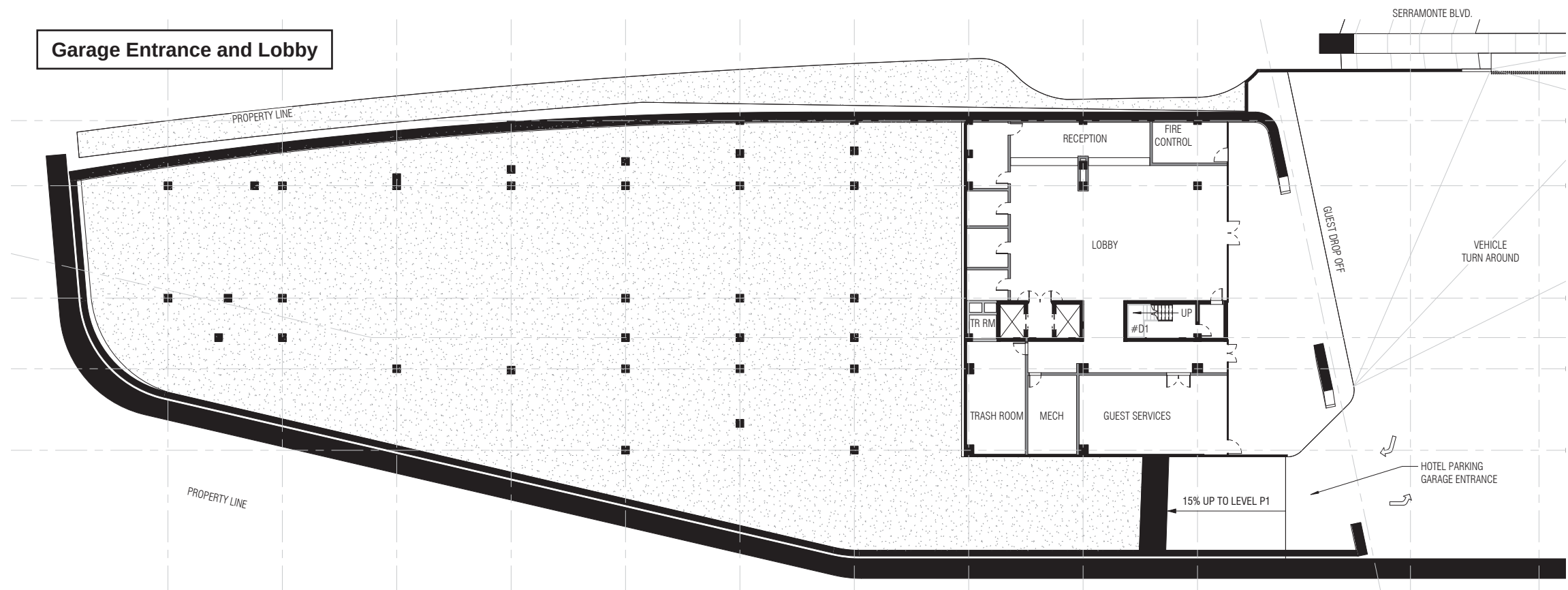
FIGURE 1.2-8



Source: Costa Brown Architecture., 8/22/2017.

BUILDING D ELEVATIONS

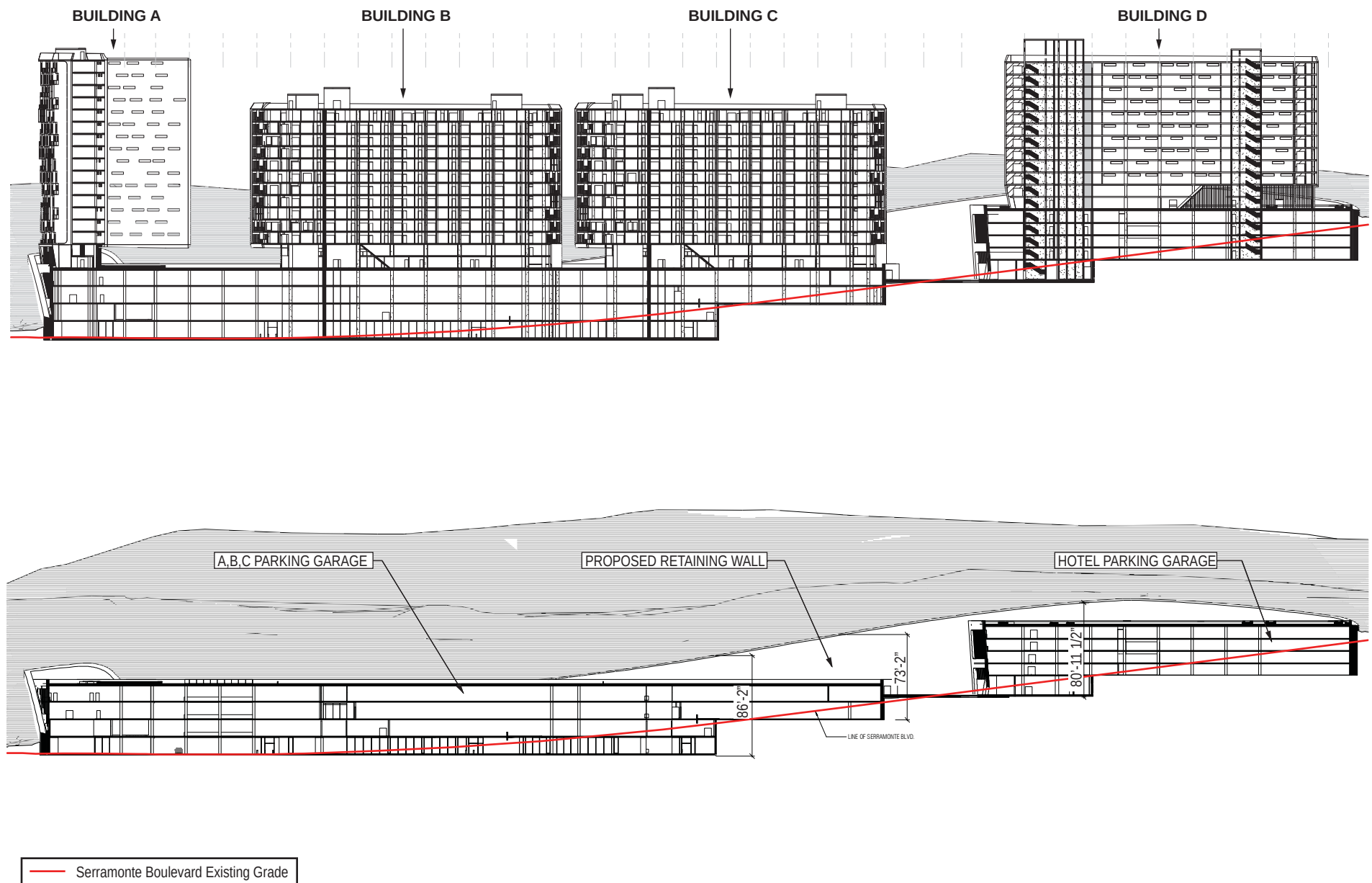
FIGURE 1.2-9



Source: Costa Brown Architecture, 8/22/2017.

PROPOSED PARKING PODIUM

FIGURE 1.2-10



Source: Costa Brown Architecture, 8/22/2017.

RETAINING WALL SECTION FROM SERRAMONTE BOULEVARD

FIGURE 1.2-11

1.3 PROJECT OBJECTIVES

The City’s objectives for the proposed project include the following:

- Ensure the site plan provides minimal disruption to the traffic conditions in the area and, where necessary, mitigates all such traffic impacts.
- Ensure that the project site plan results in a highly desirable place for future residents to live, including easy pedestrian circulation within the site and access to the Serramonte Shopping Center situated to the north of the project site.
- Provide exemplary project design, as the project will be highly visible.
- Provide expanded lodging, conference, and exhibition space within the City.
- Provide housing on a site identified in the Housing Element to meet the state-mandated Regional Housing Need Allocation for Daly City.
- Foster economic development by providing accommodations for visitors to Daly City.
- Increase revenue for City services through a larger transient occupancy tax (TOT) and expanded tax base.

The project applicant’s objectives for the project are as follows:

- Develop a high-density residential development to assist the City with meeting the goals of their RHNA and General Plan.
- Provide a high-quality hotel within Daly City to supplement the City’s tax base.
- Create a project design that minimizes the need for grading and tree removal on the site.
- Provide additional housing types to diversify the housing mix in the City and provide additional residential development in the Serramonte area to support existing and planned commercial development.
- Provide connectivity for residents and the surrounding community by providing pedestrian connections across the project frontage.

1.4 USES OF THE EIR

This EIR provides decision makers in the City of Daly City and the general public with relevant environmental information to use in considering the proposed project. This EIR will be used for appropriate discretionary approvals necessary to implement the project, as proposed. These discretionary actions may include, but are not limited to, the following:

- General Plan Amendment
- Planned Development Zoning Amendment
- Tentative Map and Final Map to subdivide the existing parcel into condominiums
- Use Permit (required for condominium buildings)
- Design Review

SECTION 2.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION

In accordance with Section 15143 of the CEQA Guidelines, the discussion in this EIR is focused on the significant effects on the environment resulting from the proposed Serramonte Views project.

Implementation of the proposed project would result in redevelopment of the project site with 323 condominium units and 176 hotel rooms. Mitigation measures are identified for all significant project impacts. “Mitigation Measures” are measures that will minimize, avoid, or eliminate a significant impact (CEQA Guidelines 15370). Each impact is numbered using an alpha-numerical system that identifies the environmental issue. For example, Impact GEO-1, denotes the first significant impact discussed in the geology and soils section. Mitigation measures (MM) are also numbered to correspond to the impact they address. For example, MM AQ-2.2 refers to the third mitigation measure for the second impact in the air quality section. The letter codes used to identify environmental issues are listed below.

<u>Letter Code</u>	<u>Environmental Issue</u>
AES	Aesthetics
AIR	Air Quality
C	Cumulative
EN	Energy
GEO	Geology and Soils
GHG	Greenhouse Gas Emissions
LU	Land Use
TRAN	Transportation

2.1 AESTHETIC AND VISUAL RESOURCES

2.1.1 Setting

2.1.1.1 *Regulatory Framework*

City of Daly City 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.

Policy	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 of 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.

2.1.1.2 *Existing Conditions*

The 6.07-acre project site is located in an urban, developed area of Daly City. The project site is bounded by Serramonte Boulevard and Serramonte Shopping Center to the north, commercial and retail buildings to the east and west, single-family attached residences to the southeast, and a Chinese cemetery to the south (refer to Figure 1.1-3).

The project is located on an undeveloped hillside and is mostly visible from surrounding roadways (e.g., Serramonte Boulevard, Gellert Boulevard, and Callan Boulevard), and SR 1 and I-280 freeways. The site is covered with lush vegetation and mature trees.

Views of the project site and area are shown in Figures 2.1-1 to 2.1-6 beginning on page 25.

Surrounding Visual Character

As described above, the project site is surrounded by development. The Serramonte Shopping Center located north of the site consists of storefront signs, minimal landscaping, expansive parking lots, and older one- and two-story commercial buildings. The commercial uses to the east and west

of the site consist of a fast-food restaurant with a drive-through and two gas stations. The cemetery is immediately south of the project site and located on the down sloping, southward facing portion of the hillside.

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. Views of the coastline are not visible from the project site. The project site has remained vacant and undeveloped and no scenic resources, such as rock outcroppings or historic buildings (refer to *Section 2.8 Cultural Resources*), are present on the site or in the project area, other than numerous mature trees.

The California Scenic Highways Program, maintained by the California Department of Transportation (Caltrans), designates scenic highways and routes with the intention of protecting and enhancing the scenic beauty of the highways, routes, and adjacent corridors. Designation ensures that new development projects along recognized scenic corridors are designed to maintain the route's scenic potential. 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 (Interstate 280 (I-280)). Scenic potential along these corridors is related to the views of the coast and San Bruno Mountain. I-280 is located east of the project site and provides views of San Bruno Mountain. State Route 1 runs northwest of the project site and provides oblique views of the project site and San Bruno Mountain.

The project site is not visible from any state or County designated scenic highways or roadways.

2.1.2 Visual and Aesthetic Impacts

2.1.2.1 *Thresholds of Significance*

For the purposes of this EIR, a visual and aesthetic impact is considered significant if the project would:

- Have a substantial adverse effect on a scenic vista;
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;
- Substantially degrade the existing visual character or quality of the site and its surroundings;
or
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

Aesthetic values are, by their nature, subjective. Opinions as to what constitutes a degradation of visual character will differ among individuals. The primary criteria that are considered in this assessment include: 1) the spatial relationship of the proposed structures to neighboring land uses; 2) the mass, scale, and height of the proposed structures and their visibility from the surrounding areas; 3) the degree to which the project would contrast with the surrounding development in design and

materials; and 4) whether the project is likely to result in visual impacts including glare, nighttime lighting, or provide elevated views of nearby residences.

2.1.2.2 *Change in Visual Character*

The project proposes to construct three condominium buildings (Buildings A, B and C) with 323 units on the eastern and central portion of the property, and one 12-story, 176-room hotel (Building D) on the western portion of the site. Refer to the conceptual site plan and elevations shown in Figures 1.2-1, 1.2-5, 1.2-6, 1.2-7, and 1.2-9.

The proposed residential structures would be setback from approximately 48 feet (Building C) to 145 feet (Building A) along the southern property line. Building A would be set back approximately nine feet from the street frontage along Serramonte Boulevard. The above-grade portions of Buildings B and C would be set back approximately 61 feet from Serramonte Boulevard. The proposed hotel would be set back approximately 17 feet from the southern property line and approximately nine feet from the street frontage along Serramonte Boulevard.

The project site is heavily vegetated and wooded. Trees will be retained primarily along the southern portion of the property, separating the Chinese Cemetery visually from the project site. All other trees on-site will be removed that are in conflict with the proposed grading and building footprints. Planters would be located north of Buildings B and C. Landscaped areas would be located along the north side of the property adjacent to Serramonte Boulevard.



Existing: View of the project site looking southwest from the Serramonte Shopping Center parking lot.



Proposed: View of the proposed Serramonte Views project looking southwest from the Serramonte Shopping Center parking lot.



Existing: View of the project site looking west from the intersection of Serramonte and Gellert Boulevards.



Proposed: View of the proposed Serramonte Views project looking west from the intersection of Serramonte and Gellert Boulevards.



Existing: View of the project site looking east from the intersection of Serramonte and Callan Boulevards.



Proposed: View of the proposed Serramonte Views project looking east from the intersection of Serramonte and Callan Boulevards.



Existing: View of the project site looking north from the Chinese Cemetery entrance on Callan Boulevard.



Proposed: View of the proposed Serramonte Views project looking north from the Chinese Cemetery entrance on Callan Boulevard.



Existing: View of the project site looking south from the Serramonte Shopping Center driveway.



Proposed: View of the proposed Serramonte Views project driveway looking south from the Serramonte Shopping Center driveway.

As illustrated in the photosimulations, development of the proposed project would change the visual character of the site. Compared to the undeveloped and heavily woody conditions on-site, the proposed development would transform the site into a high-density residential and commercial use. The City's General Plan policies and actions, which express the aesthetic values of the community, do not address the loss of trees on private property, therefore the loss of trees as a visual resource is considered to be a less than significant impact.

According to the City's General Plan and General Plan EIR, there are no policies in place that would prohibit the development of properties on vacant hillsides, or the removal of trees on private property. Since the majority of Daly City is built out, the proposed project will be infill development. The City's General Plan establishes a comprehensive approach towards infill development through policies that protect the character of existing neighborhoods while providing guidance for future development (such as the proposed project) by ensuring compatibility with existing development and minimizing height impacts.

The proposed project is located in an urban neighborhood with tall buildings in the vicinity. The hotel would extend above the height of the existing ridgeline when viewed from the south by approximately 40 feet (refer to Photosimulation 4). The condominium towers would extend approximately 20 feet over the existing ridgeline. While the visual character of the site would change, the change is not considered a substantial degradation due to the urban environment in the vicinity of the project site, which includes a major regional mall, condominium residential buildings, and commercial thoroughfare development. Construction of the proposed condominium buildings and hotel would help visually connect the existing residential and commercial developments on either side of the project site. For these reasons, construction of the proposed project would not substantially degrade the existing visual character of the site and its surroundings. **(Less Than Significant Impact)**

2.1.2.3 *Impacts to Scenic Vistas and Resources*

The City's General Plan does not identify any State or County designated scenic highways located in Daly City. However, several roadways have been recognized as having scenic quality. The General Plan identifies John Daly and Lake Merced Boulevard as scenic corridors, however, these roadways are not located within the vicinity of the project site. There are three eligible State scenic highways within the City of Daly City, though none are officially designated. These highways include Skyline Boulevard (SR 35), Cabrillo Highway (SR 1), and Junipero Serra (I-280). Scenic potential along these corridors is related to the views of the coast and San Bruno Mountain. I-280 is located to the east of the project site and provides views of San Bruno Mountain. State Route 1 runs west of the project site and provides views of San Bruno Mountain and oblique views of the project site.

The residential structures will be constructed partially into the hillside. The hotel would extend above the ridgeline by approximately 40 feet. This view will not obscure views of San Bruno Mountain or the coast from either SR 1 or I-280. The property is not visible from SR 35. **(Less Than Significant Impact)**

2.1.2.4 *Light and Glare Impacts*

Since the City of Daly City is primarily built out, the light and glare that exists within the city is typical of that in an urban setting. Nighttime lighting impacts are considered significant when they interfere with or intrude into neighboring residences. Light pollution is typically related to the use of high voltage light fixtures with inadequate shields and improper positioning or orientation. Compliance with the Design Review process outlined in the City’s Zoning Ordinance, which requires that general architectural considerations such as exterior lighting are compatible with the design and character of other adjacent buildings, and proposed General Plan policies requiring design compatibility will reduce light and glare impacts to less than significant. Furthermore, the project would be constructed with materials such as concrete and stucco, which are generally non-reflective materials and, therefore, would not create a new source of glare. For these reasons, the proposed project would not result in significant light and glare impacts. **(Less Than Significant Impact)**

2.1.2.5 *Consistency with Relevant Plans, Policies, and Regulations*

As discussed above, project lighting and other architectural and design features shall be in conformance with General Plan policies and tasks to ensure that the design guidelines and the Zoning Ordinance adequately addresses pertinent issues related to the construction of the mixed-use development both within existing neighborhoods and when higher-density development is proposed adjacent to lower-density neighborhoods.

The project, therefore, would be consistent with the City’s General Plan and Municipal Code policies related to aesthetics and light and glare.

2.1.3 Conclusion

The proposed project would not result in significant visual or aesthetic impacts. **(Less Than Significant Impact)**

2.2 AIR QUALITY

The following discussion is based upon an Air Quality and Greenhouse Gas Emissions Assessment prepared by *Illingworth & Rodkin, Inc.* in October 2017. A copy of this report is included in this EIR as Appendix C.

2.2.1 Existing Setting

2.2.1.1 *Regulatory Framework*

The federal Clean Air Act governs air quality in the United States. In addition to being subject to federal requirements, air quality in California is also governed by more stringent regulations under the California Clean Air Act. At the federal level, the United States Environmental Protection Agency (USEPA) administers the federal Clean Air Act. The California Clean Air Act is administered by the California Air Resources Board (CARB) at the state level and by the Air Quality Management Districts at the regional and local levels. The Bay Area Air Quality Management District (BAAQMD) regulates air quality at the regional level, which includes the nine-county Bay Area.

United States Environmental Protection Agency and National Ambient Air Quality Standards

The USEPA is responsible for enforcing the federal Clean Air Act and establishing the National Ambient Air Quality Standards (NAAQS). NAAQS are required under the 1977 Clean Air Act and subsequent amendments. The ambient air quality in a given area depends on the quantities of pollutants emitted within the area, transport of pollutants to and from surrounding areas, local and regional meteorological conditions, as well as the surrounding topography of the air basin. Air quality is described by the concentration of various pollutants in the atmosphere. Units of concentration are generally expressed in parts per million (ppm) or micrograms per cubic meter ($\mu\text{g}/\text{m}^3$).

As required by the federal Clean Air Act, NAAQS have been established for six major air pollutants: carbon monoxide (CO), nitrogen dioxide (NO₂), ozone (O₃), particulate matter, including PM₁₀ and PM_{2.5}, sulfur oxides, and lead. The “primary” standards have been established to protect the public health. The “secondary” standards are intended to protect the nation’s welfare and account for air pollutant effects on soil, water, visibility, materials, vegetation and other aspects of the general welfare. The NAAQS are summarized in Table 2.2-1.

The USEPA regulates emission sources that are under the exclusive authority of the federal government, such as aircraft, ships, and certain types of locomotives. The agency has jurisdiction over emission sources outside state waters (e.g., beyond the outer continental shelf) and establishes various emission standards, including those for vehicles sold in states other than California. Automobiles sold in California must meet the stricter emission standards established by CARB.

**Table 2.2-1:
Ambient Air Quality Standards**

Pollutant	Averaging Time	California Standards	National Standards ^a	
			Primary ^{b,c}	Secondary ^{b,d}
Ozone (O ₃)	8-hour	0.07 ppm	0.075 ppm	Same as primary
	1-hour	0.09 ppm	--- ^e	Same as primary
Carbon Monoxide (CO)	8-hour	9.0 ppm	9 ppm	---
	1-hour	20 ppm	35 ppm	---
Nitrogen Dioxide (NO ₂)	Annual	0.030 ppm	0.053 ppm	Same as primary
	1-hour	0.18 ppm	0.100 ppm ^f	---
Sulfur Dioxide (SO ₂)	Annual	---	--- ^g	---
	24-hour	0.04 ppm	--- ^g	---
	3-hour	---	---	0.5 ppm
	1-hour	0.25 ppm	0.075 ppm ^g	---
PM ₁₀	Annual	20 µg/m ³	---	Same as primary
	24-hour	50 µg/m ³	150 µg/m ³	Same as primary
PM _{2.5}	Annual	12 µg/m ³	15 µg/m ³	---
	24-hour	---	35 µg/m ³	---
Lead	Calendar quarter	---	1.5 µg/m ³	Same as primary
	30-day average	1.5 µg/m ³	---	

Notes: ppm = parts per million, µg/m³ = micrograms per cubic meter.

^a California standards for ozone, carbon monoxide, sulfur dioxide, nitrogen dioxide, and particulate matter (PM₁₀, PM_{2.5}, and visibility reducing particles), are not to be exceeded. National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year.

^b Concentrations are expressed first in units in which they were promulgated.

^c Primary Standards: the levels of air quality necessary, with an adequate margin of safety to protect the public health. Each state must attain the primary standards no later than three years after that state's implementation plan is approved by the EPA.

^d Secondary Standards: the levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

^e The national 1-hour ozone standard was revoked by USEPA on June 15, 2005. A new 8-hour standard was established in May 2008.

^f The form of the 1-hour NO₂ standard is the three year average of the 98th percentile of the daily maximum 1-hour average concentration.

^g The annual PM₁₀ standard was revoked by USEPA on September 21, 2006 and a new PM_{2.5} 24-hour standard was established.

California Air Resources Board and California Ambient Air Quality Standards

CARB, which is part of the California Environmental Protection Agency (CalEPA), is responsible for meeting the state requirements of the federal Clean Air Act, administering the California Clean Air Act, and establishing the California Ambient Air Quality Standards (CAAQS). The California Clean Air Act requires all air districts in the state to endeavor to achieve and maintain the CAAQS. CARB regulates mobile air pollution sources, such as motor vehicles. CAAQS are generally the same or more stringent than NAAQS. The CAAQS are summarized in Table 2.2-1.

The agency is responsible for setting emission standards for vehicles sold in California and for other emission sources, such as consumer products and certain off-road equipment. CARB has established passenger vehicle fuel specifications and oversees the function of local air pollution control districts

and air quality management districts, which in turn administer air quality activities at the regional and county level. CARB also conducts or supports research into the effects of air pollution on the public and develops innovative approaches to reducing air pollutant emissions.

Bay Area Air Quality Management District

The BAAQMD is the regional agency tasked with managing air quality in the region. The BAAQMD is primarily responsible for assuring that the federal and state ambient air quality standards are maintained in the San Francisco Bay Area. Air quality standards are set by the federal government (the 1970 Clean Air Act and its subsequent amendments) and the state (California Clean Air Act and its subsequent amendments). Regional air quality management districts such as BAAQMD must prepare air quality plans specifying how state standards would be met. The BAAQMD's most recently adopted Clean Air Plan is the 2017 Clean Air Plan (2017 CAP). To protect the climate, the plan defines a vision for transitioning the region to a post-carbon economy needed to achieve ambitious greenhouse gas reduction targets for 2030 set by SB 32 and 2050, and provides a regional climate protection strategy that will put the Bay Area on a pathway to achieve those GHG reduction targets. The BAAQMD has published CEQA Air Quality Guidelines that are used in this assessment to evaluate air quality impacts of projects.

2.2.1.2 Background Information and Existing Conditions

Climate and Topography

The project site is located in San Mateo County, which is part of 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 its climate.

Regional and Local Criteria Pollutants

Major criteria pollutants, listed in "criteria" documents by the USEPA and CARB include ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, and suspended particulate matter. These pollutants can have health effects such as respiratory impairment and heart/lung disease symptoms.

Ambient air quality standards have been established at both the state and federal level (refer to Table 2.2-1). Violations of ambient air quality standards are based on air pollutant monitoring data and are judged for each air pollutant. Areas with air quality that exceed adopted air quality standards are designated as "nonattainment" areas for the relevant air pollutants. Nonattainment areas are sometimes further classified by degree (marginal, moderate, serious, severe, and extreme for ozone, and moderate and serious for carbon monoxide and PM₁₀) or status ("nonattainment-transitional"). Areas that comply with air quality standards are designated as "attainment" areas for the relevant air pollutants. "Unclassified" areas are those with insufficient air quality monitoring data to support a designation of attainment or nonattainment, but are generally presumed to comply with the ambient air quality standard. State Implementation Plans must be prepared by states for areas designated as federal nonattainment areas to demonstrate how the area will come into attainment of the exceeded federal ambient air quality standard.

The Bay Area is considered a non-attainment area for ground-level ozone and fine particulate matter (PM_{2.5}) under both the federal Clean Air Act and the California Clean Air Act. The area is also considered non-attainment for respirable particulates or particulate matter with a diameter of less than 10 micrometers (PM₁₀) under the California Clean Air Act, but not the federal act.

High ozone levels are caused by the cumulative emissions of reactive organic gases (ROG) and nitrogen oxides (NO_x). These precursor pollutants react under certain meteorological conditions to form high ozone levels. Controlling emissions of these precursor pollutants is the focus of the Bay Area's attempts to reduce ozone levels. High ozone levels aggravate respiratory and cardiovascular diseases, reduced lung function, and increase coughing and chest discomfort.

Elevated concentrations of PM₁₀ and PM_{2.5} are the result of both region-wide (i.e. cumulative) emissions and localized emissions. High particulate matter levels aggravate respiratory and cardiovascular diseases, reduce lung function, increase mortality (e.g., lung cancer), and result in reduced lung function growth in children.

Local Community Risk/Toxic Air Contaminants and Fine Particulate Matter

Toxic air contaminants (TACs) are a broad class of compounds known to cause morbidity or mortality (usually because they cause cancer) and include, but are not limited to, the criteria air pollutants listed above. TACs are found in ambient air and are caused by industry, agricultural, 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]. Because chronic exposure can result in adverse health effects, TACs are regulated at the regional, state, and federal level.

Diesel exhaust is the predominant TAC in urban air and is estimated to represent about three-quarters of the cancer risk from TACs (based on the Bay Area average). According to CARB, diesel exhaust is a complex mixture of gases, vapors and fine particles. CARB has adopted and implemented a number of regulations for stationary and mobile sources to reduce emissions of diesel particulate matter (DPM). Refer to Appendix B for more information regarding the regulatory programs in place to reduce DPM emissions.

Fine particulate matter (PM_{2.5}) is a complex mixture of substances that includes elements such as carbon and metals; compounds such as nitrates, organics, and sulfates; and complex mixtures such as diesel exhaust and wood smoke. Long-term and short-term exposure to PM_{2.5} can cause a wide range of health effects.

Sensitive Receptors

There are groups of people more affected by air pollution than others. The BAAQMD defines sensitive receptors as facilities where sensitive receptor population groups (children, the elderly, the acutely ill, and the chronically ill) are likely to be located. These lands uses include residences, schools playgrounds, child-care centers, retirement homes, convalescent homes, hospitals, and medical clinics.

Sensitive receptors near the project site include residences directly to the northwest and southeast of the site (refer to Figure 1.1-3).

2.2.2 Air Quality Impact

2.2.2.1 *Thresholds of Significance*

For the purposes of this EIR, an air quality impact is considered significant if the project would:

- Conflict with or obstruct implementation of the applicable air quality plan;
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation;
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors);
- Expose sensitive receptors to substantial pollutant concentrations; or
- Create objectionable odors affecting a substantial number of people.

In June 2010, BAAQMD adopted thresholds of significance to assist in the review of projects under CEQA. Thresholds were designed to establish the level at which BAAQMD believed air pollution emissions would cause significant environmental impacts under CEQA. The significance thresholds identified by BAAQMD and used in this analysis are summarized in Table 2.2-2 below.

Table 2.2-2: BAAQMD Air Quality Significance Thresholds			
Pollutant	Construction Thresholds	Operation Thresholds	
	Average Daily Emissions (pounds/day)	Annual Daily Emissions (pounds/year)	Annual Average Emissions (tons/year)
Criteria Air Pollutants			
ROG	54	54	10
NO _x	54	54	10
PM ₁₀	82	82	15
PM _{2.5}	54	54	10
CO	Not Applicable	9.0 ppm (8-hour avg.) or 20.0 ppm (1-hour avg.)	
Fugitive Dust	Construction Dust Ordinance or other Best Management Practices	Not Applicable	
Health Risks and Hazards for New Sources			
Excess Cancer Risk	10 per one million	10 per one million	
Chronic or Acute Hazard Index	1.0	1.0	
Incremental Annual Average PM _{2.5}	0.3 µg/m ³	0.3 µg/m ³	
Health Risks and Hazards for Sensitive Receptors and Cumulative Thresholds for New Sources			
Excess Cancer Risk	100 per one million		
Chronic Hazard Index	10.0		
Annual Average PM _{2.5}	0.8 µg/m ³		
Greenhouse Gas Emissions			
GHG Annual Emissions	1,100 metric tons or 4.6 metric tons per capita		
Notes: ROG = reactive organic gases, NO _x = nitrogen oxides, PM ₁₀ = course particulate matter or particulates with an aerodynamic diameter of 10 micrometers (µm) or less, PM _{2.5} = fine particulate matter or particulates with an aerodynamic diameter of 2.5 (µm) or less, and GHG = greenhouse gas.			

2.2.2.2 Criteria Air Pollutant Emissions

As part of an effort to attain and maintain ambient air quality standards for ozone, PM₁₀, and PM_{2.5}, the BAAQMD has established thresholds of significance for air pollutants and their precursors. These thresholds (refer to Table 2.2-2) are for ozone precursor pollutants (ROG and NO_x), PM₁₀, and PM_{2.5} and apply to both construction and operational air pollutant emissions impacts. Project construction and operational period emissions were modeled using the California Emission Estimator Model (CalEEMod) and the results are discussed below. Refer to Appendix C for model inputs and assumptions.

Construction-Related Emissions

Construction emissions would occur as exhaust emissions from construction equipment, truck travel and worker traffic, and from fugitive dust emission associated with demolition and ground disturbance. These two types of emissions (fugitive dust and criteria air pollutant emissions) are discussed below.

Construction Fugitive Dust

Construction activities, particularly site preparation and grading, would temporarily generate fugitive dust in the form of PM₁₀ and PM_{2.5}. Sources of fugitive dust would include disturbed soils at the construction site and trucks carrying uncovered loads of soil. Fugitive dust emissions would vary depending on the nature and magnitude of construction activity, soil conditions and properties, and local meteorological conditions. Large dust particles would settle near the source, while fine particles would be dispersed over greater distances from the construction site. Nearby residents could be adversely affected by dust generated during construction activities. The BAAQMD considers construction fugitive dust impacts to be less than significant if best management practices are employed to reduce these emissions.

Impact AQ-1: The project would generate significant dust during construction activities that would affect nearby sensitive receptors, if best management practices are not implemented. **(Significant Impact)**

Mitigation Measure: The project proposes to implement the following best management practices identified by the BAAQMD to reduce fugitive dust emissions impacts to a less than significant level:

MM AQ-1.1: The project shall implement the following standard BAAQMD dust control measures during all phases of construction on the project site:

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
- All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (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.
- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes [as required by the California Airborne Toxics Control Measure Title

13, Section 2485 of California Code of Regulations (CCR)]. Clear signage shall be provided for construction workers at all access points.

- 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.
 - A publicly visible sign shall be posted with the telephone number and person to contact at the City of Daly City regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Bay Area Air Quality Management Air District's phone number shall also be visible to ensure compliance with applicable regulations.
- (Less Than Significant Impact with Mitigation Incorporated)**

Construction Criteria Pollutant Emissions

Construction of the project is anticipated to begin in 2018 and last through 2019. Construction of the project would occur in phases and include: site preparation, grading/excavation, trenching, building (exterior), building (interior)/architectural coating, and paving. It is estimated that approximately 171,757 cubic yards of soil export for the underground parking excavation would be exported from the project site during grading. The project's estimated average daily emissions are summarized in Table 2.2-3 below. Average daily emissions were computed by dividing the total construction period emissions by the number of anticipated construction days.

As shown in Table 2.2-3, construction exhaust emissions would not exceed BAAQMD thresholds for significance for NO_x emissions (an ozone precursor), reactive organic gases, PM₁₀ exhaust, or PM_{2.5} exhaust.

Table 2.2-3: Project Average Daily Construction Emissions				
	Reactive Organic Gases (ROG)	Nitrogen Oxides (NO_x)	PM₁₀ Exhaust	PM_{2.5} Exhaust
Average Daily Emissions (pounds per day)	38.3	47.7	1.8	1.7
<i>BAAQMD Thresholds (pounds per day)</i>	<i>54</i>	<i>54</i>	<i>82</i>	<i>54</i>
Exceeds Threshold?	No	No	No	No

Operational Criteria Pollutant Emissions

Operational period air pollutant emissions associated with the full occupancy of the proposed project were calculated using the CalEEMod along with project vehicle trip generation rates. Model inputs and assumptions, including year of analysis, land use descriptions and assumptions, trip generation rates, travel distances, and area sources, are described in Appendix C. The project's predicted average daily operational emissions and annual operational emissions are summarized in Table 2.2-4.

As shown in Table 2.2-4, the project's average daily and annual operational emissions would not exceed the BAAQMD significance thresholds. The project, therefore, would not contribute

substantially to existing or projected violations of ROG, NO_x, or particulate matter. **(Less Than Significant Impact)**

Table 2.2-4: Daily and Annual Project Operational Pollution Emissions				
	Reactive Organic Gases (ROG)	Nitrogen Oxides (NO_x)	PM₁₀ Exhaust	PM_{2.5} Exhaust
Annual Project Emissions				
Residential Component Operational Emissions (tons)	4.12	1.91	1.68	0.50
Hotel Component Operational Emissions (tons) ¹	1.21	0.95	0.80	0.23
Residential Emergency Generator	<0.01	0.19	<0.01	<0.01
Hotel Emergency Generator	<0.01	0.07	<0.01	<0.01
Total Project Operational Emissions (tons)	5.35	3.12	2.50	0.75
<i>Annual Emission Thresholds (tons per year)</i>	<i>10</i>	<i>10</i>	<i>15</i>	<i>10</i>
Exceeds Threshold?	No	No	No	No
Daily Project Emissions				
Average Daily Net Project Operational Emissions (pounds) ²	29.3	17.1	13.7	4.1
<i>Annual Emission Thresholds (pounds per day)</i>	<i>54</i>	<i>54</i>	<i>82</i>	<i>54</i>
Exceed Threshold?	No	No	No	No
Notes: ¹ Assumes 80 percent occupancy. ² Assumes 365-day operation.				

Carbon Monoxide Emissions

Carbon monoxide emissions from vehicular traffic generated by the project would be the pollutant of greatest concern at the local level. Congested intersections with a large volume of traffic have the greatest potential to cause high-localized concentrations of carbon monoxide. Air pollutant monitoring data indicate that carbon monoxide levels have been at healthy levels (i.e. below state and federal standards) in the Bay Area since the early 1990s. As a result, the region has been designated as attainment for the standard.

Nevertheless, the project would generate traffic that could affect local carbon monoxide levels. BAAQMD screening guidance indicates that projects would have a less than significant impact to carbon monoxide levels if project generated traffic would not increase at any affected intersection to more than 44,000 vehicles trips per hour. The project would generate a relatively small amount of traffic: a net increase of 274 trips during the busiest hour, while the busiest roadway in the vicinity of the site, Serramonte Boulevard, carries an average of 18,000 vehicles daily. Intersections affected by the project site, therefore, would have traffic volumes less than the BAAQMD screening criteria. The project would not violate the ambient air quality standard for carbon monoxide. **(Less Than Significant Impact)**

2.2.2.3 Toxic Air Contaminant and Fine Particulate Matter Health Risks

Operation of the project is not expected to cause any localized emissions that could expose sensitive receptors to unhealthy air pollutant levels. Project construction activities, however, would emit diesel exhaust which poses a health risk to nearby sensitive receptors. Project construction-related health impacts are discussed below.

Construction TAC Emissions

Construction equipment and associated heavy-duty truck traffic generates diesel exhaust (DPM), which is a known TAC. Diesel exhaust could pose both a health and nuisance impact to nearby receptors, including the existing residences to the northwest and southeast of the site (refer to Figure 1.1-3).

A health risk assessment of the project construction activities was completed to evaluate potential health effects to nearby sensitive receptors from construction emissions of DPM. The CalEEMod model was used to predict annual construction emissions and a dispersion model was used to predict the off-site DPM concentrations at nearby residences from project construction. The models, data input, and assumptions are described in detail in Appendix C.

Results of the health risk assessment indicate that the incremental residential cancer risk at the maximally exposed individual receptor would be 26.2 in one million for infant exposure, and 0.5 in one million for an adult exposure. The maximum residential excess cancer risk would be greater than the BAAQMD significance threshold of 10 in one million or greater. The maximum modeled annual residential concentration of DPM (i.e. from construction exhaust) was 0.1201 micrograms per cubic meter ($\mu\text{g}/\text{m}^3$). The maximum computed hazard index (HI) based on this DPM concentration is 0.02, which is much lower than the BAAQMD significance criterion of a HI greater than 1.0. The maximum HI for a school child would be 0.02, which is also below the BAAQMD significance threshold.

The maximum modeled annual $\text{PM}_{2.5}$ concentration was $0.20 \mu\text{g}/\text{m}^3$. This $\text{PM}_{2.5}$ concentration does not exceed the BAAQMD significance threshold of $0.3 \mu\text{g}/\text{m}^3$ and is, therefore, considered a less than significant impact.

Impact AQ – 2: Project construction could result in excess residential cancer risks of 26.2 in one million for infant exposure. **(Significant Impact)**

Mitigation Measures: With the implementation of MM AQ-1.1 (above) and AQ-3.1 (below), residential cancer risks would be reduced to a less than significant level.

MM AQ-2.1: All mobile diesel-powered off-road equipment larger than 25 horsepower and operating on the site for more than two days shall meet, at a minimum, U.S. EPA particulate matter emissions standards for Tier 4 engines or equivalent. Note that the construction contractor could use other measures to minimize construction period DPM emission to reduce the predicted cancer risk below the thresholds. The use of equipment that includes CARB-certified Level 3

Diesel Particulate Filters² or alternatively-fueled equipment (i.e., non-diesel) would meet this requirement. Other measures may be the use of added exhaust devices, or a combination of measures, provided that these measures are approved by the City and demonstrated to reduce community risk impacts to less than significant.

Implementation of MM AQ – 1.1 is considered to reduce exhaust emissions by five percent. Implementation of MM AQ – 2.1 would further reduce on-site diesel exhaust emissions, and accordingly would reduce the cancer risk to less than 1.7 in one million, well below the ten cases per million threshold. After implementation of these mitigation measures, the project would have a less than significant impact with respect to community risk caused by construction activities. **(Less Than Significant Impact With Mitigation)**

Local Sources of TAC Emissions

The proposed project would locate new residences near several stationary sources of TAC emissions, (such as Serramonte Boulevard). Proximity to busy surface streets is also associated with exposure to TACs or PM_{2.5}, predominantly from diesel exhaust emissions. The health risks associated with these TAC sources are discussed below.

The exposure level is determined by the modeled concentration; however, it has to be averaged over a representative exposure period. The averaging period is dependent on many factors, but mostly the type of sensitive receptor that would reside at a site. The health risk assessment for the project conservatively assumed long-term residential exposures. BAAQMD has developed exposure assumptions for typical types of sensitive receptors, including nearly continuous exposures of 70 years for residences. The cancer risk calculations for 70-year residential exposures reflect the use of BAAQMD's most recent cancer risk calculation method that uses age sensitivity factors in calculating cancer risks. Age-sensitivity factors reflect the greater sensitivity of infants and small children to cancer causing TACs.

Proposed Emergency Diesel Generators

The only sources of TACs identified with build-out of the project are assumed to be two emergency back-up generators. The hotel back-up generator is anticipated to have a power rating of 350 kilo-volt-ampere (kVA) and the residential back-up generator is anticipated to have a rating of 500 kVA. It is assumed that the generators would be powered by diesel-fueled engines.

The emergency back-up generators would be used for backup power in emergency conditions. It is assumed that the generator will be operated for testing and maintenance purposes, with a maximum of 50 hours each per year of non-emergency operation under normal conditions allowed by BAAQMD. During testing periods, the engine would typically be run for one hour or less. The engine would be required to meet CARB and U.S. EPA emission standards. The engines would run on commercially available California low-sulfur diesel fuel.

² See <http://www.arb.ca.gov/diesel/verdev/vt/cvt.htm>

The generators would require permits from the BAAQMD since the engine would exceed 50 horsepower. In order to obtain BAAQMD permits for the generators, a risk assessment prepared by BAAQMD would need to verify that cancer risks would not exceed 10.0 in one million and that the project includes Best Available Toxics Control Technology that would set limits for diesel particulate matter emissions. Sources of air pollutant emissions complying with all applicable BAAQMD regulations would not be considered to have a significant air quality community risk impact.

Emissions from the testing and maintenance of the generators were calculated to be 0.006 pounds of DPM per day from the residential back-up generator and 0.0057 pounds of DPM per day from the hotel back-up generator. The residential generator at Building A would result in approximately 8.8 cancer cases per million, $\text{PM}_{2.5}$ concentrations of $0.01 \mu\text{g}/\text{m}^3$, and HI of less than 0.01, which would be below BAAQMD thresholds of significance both on-site affecting project residences and at nearby sensitive receptors.

Screening excess cancer risk from the hotel Building D generator was estimated to be 8.3 cases in one million, with $\text{PM}_{2.5}$ concentration of $0.01 \mu\text{g}/\text{m}^3$ and HI of <0.01 . Because the hotel generator would be located more than 1,000 feet from receptors affected by the proposed residential generator, the combined effect would be negligible. Therefore, since the generators would comply with applicable BAAQMD regulations and emit negligible quantities of TACs, the impact to sensitive receptors and on-site project residences would be less than significant. **(Less Than Significant Impact)**

Permitted Stationary Sources Community Risk Impacts

Permitted stationary sources of air pollution near the project site were identified using the BAAQMD's Stationary Source Risk and Hazard Analysis Tool. The following sources presented some measurable risk or hazard and were identified within 1,000 feet of the site:

- Nella Oil Company gas station located at 501 Serramonte Boulevard;
- Target Store #1407 located at 133 Serramonte Boulevard;
- Daly City Serramonte Center LLC located at 3 Serramonte Center;
- KNK Petroleum Inc. Triton gas station located at 4698 Callan Boulevard

As shown in Table 2.2-5, the stationary sources within 1,000 feet of the project site were identified to have maximum reported risks or $\text{PM}_{2.5}$ concentrations below the BAAQMD thresholds and therefore, considered a less than significant impact. Refer to Appendix C for details regarding the location of the nearby stationary sources and the screening level excess cancer risk to future residents on-site.

Table 2.2-5: Local Community Risks and Hazards from Local Roadways and Stationary Sources			
Source	Maximum Cancer Risk (per million)	PM_{2.5} Concentration (µg/m³)	Non-Cancer Hazard Index
Project Emergency Generators	8.8	0.01	<0.01
Serramonte Boulevard	7.4	0.261	<0.03
Nella Oil Company Gas Station	9.0	--	0.03
Target Store #1407	<0.1	0.0	<0.01
Daly City Serramonte Center LLC	<0.1	0.0	<0.01
Triton Gas Station	1.3	--	0.01
<i>BAAQMD Single-source Threshold</i>	<i>10 in one million</i>	<i>0.3 µg/m³</i>	<i>1.0</i>
Significant?	<i>No</i>	<i>No</i>	<i>No</i>
Cumulative Total	26.7	0.271	<0.10
<i>BAAQMD Cumulative Source Threshold</i>	<i>100 in one million</i>	<i>0.8 µg/m³</i>	<i>10.0</i>
Significant?	<i>No</i>	<i>No</i>	<i>No</i>

Local Roadway Community Risk Impacts

The BAAQMD provides Roadway Screening Analysis Tables that can be used to assess potential excess cancer risk and annual PM_{2.5} concentrations from surface streets for each Bay Area county. Serramonte Boulevard is the highest volume roadway within 1,000 feet of the project site. SR 1 and I-280 are not TAC risks for the project site as they are greater than 1,000 feet of the project site.

The Average Daily Trip (ADT) volume on Serramonte Boulevard is estimated to be approximately 18,000 ADT. Using the BAAQMD *Roadway Screening Analysis Calculator* for San Mateo County for east-west directional roadways and at a distance of approximately 25 feet south of the roadway to the nearest proposed residences, estimated cancer risk from Serramonte Boulevard at the project site would be 7.4 per million (below BAAQMD's ten cases per million threshold) and PM_{2.5} concentration would be 0.261 µg/m³, below the threshold of 0.3 µg/m³. **(Less Than Significant Impact)**

2.2.2.4 Odors

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 building and hotel 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)**

2.2.2.5 Consistency with Applicable Plans, Policies, and Regulations

Bay Area 2017 Clean Air Plan

On April 19, 2017, the BAAQMD Board of Directors adopted a new air quality plan, called the 2017 Clean Air Plan, *Spare the Air, Cool the Climate* (2017 CAP). This plan updates the previous Bay Area 2010 Clean Air Plan and focuses on two closely-related goals: protecting public health and

protecting the climate. To protect the climate, the plan defines a vision for transitioning the region to a post-carbon economy needed to achieve ambitious greenhouse gas reduction targets for 2030 set by SB 32 and 2050, and provides a regional climate protection strategy that will put the Bay Area on a pathway to achieve those GHG reduction targets.

The 2017 CAP includes a wide range of control measures designed to decrease 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.

Determining consistency with the 2017 CAP involves assessing whether applicable control measures contained in the 2017 CAP are implemented. Implementation of control measures improve air quality and protect public health. These control measures are organized into five categories: Stationary Source Measures, Mobile Source Measures, Transportation Control Measures (TCMs), Land Use and Local Impact Measures, and Energy and Climate Measures. Applicable control measures and the project’s consistency with them are summarized in Table 2.2-6 below.

The proposed project would not conflict with the 2017 CAP because: the project is consistent with applicable control measures (see Table 2.2-6), operational project emissions would be well below the BAAQMD screening threshold (as discussed in *Section 2.2.2.2* above), the project is an urban infill development, and the project is located near employment centers, shopping, and transit facilities.

Table 2.2-6: Bay Area 2017 Clean Air Plan Applicable Control Measures		
Control Measures	Description	Project Consistency
Transportation Control Measures		
TR:9 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.	The project proposes bicycle parking facilities for residents and guests, and a bike repair station on-site. As described in <i>Section 2.7 Transportation</i> , the project site is served by existing pedestrian, bicycle, and transit facilities. The project proposes sidewalk improvements along project frontages and would provide pedestrian access through the project site between Serramonte Boulevard and the Serramonte Shopping Center. For these reasons, the project is consistent with this control measure.
TR10: Land Use Strategies	Support implementation of Plan Bay Area, maintain and disseminate information on current climate action plans and other local best practices, and collaborate with regional partners to identify innovative funding mechanisms to help local governments address air quality and climate change in their general plans.	The project is not consistent with the General Plan as it proposes a higher density (over 50 dwelling units/acre) than what is currently designated for the project site (up to 50 dwelling units/acre) under the General Plan. However, the proposed density complies with land use policies discussed in <i>Section 2.6 Land Use</i> .

Table 2.2-6: Bay Area 2017 Clean Air Plan Applicable Control Measures		
Control Measures	Description	Project Consistency
Energy and Climate Measures		
EN2: Decrease Electricity Demand	Work with local governments to adopt additional energy-efficiency policies and programs. Support local government energy efficiency program via best practices, model ordinances, and technical support. Work with partners to develop messaging to decrease electricity demand during peak times.	The project site is served by existing pedestrian, bicycle, and transit facilities. In addition, the project would be constructed in conformance with the 2016 California Green Building Standards and Daly City's Green Vision. The project, therefore, would be consistent with this control measure.
BL4: Urban Heat Island Mitigation	Develop and urge adoption of a model ordinance for "cool parking" that promotes the use of cool surface treatments for new parking facilities, as well existing surface lots undergoing resurfacing. Develop and promote adoption of model building code requirements for new construction or reroofing/ roofing upgrades for commercial and residential multi-family housing.	While the project does not propose the use of cool roofing or paving, it includes trees and other landscaping that would reduce the urban heat island effect. The project is, therefore, consistent with this control measure.
NW2: Urban Tree-Planting	Develop or identify an existing model municipal tree planting ordinance and encourage local governments to adopt such an ordinance. Include tree planting recommendations, BAAQMD's technical guidance, best management practices for local plans, and CEQA review.	While existing trees on-site would be removed as a result of project construction, new trees would be planted and several planters are proposed. For this reason, the project is consistent with this control measure.

2.2.3 Conclusion

Impact AQ – 1: The project, with the implementation of the standard BAAQMD dust control measures identified in mitigation measure MM AQ-1.1, would not result in significant dust impacts. **(Less Than Significant Impact with Mitigation Incorporated)**

Impact AQ – 2: With the implementation of MM AQ-1.1 and MM AQ-2.1, residential cancer risks would be reduced to a less than significant level. **(Less Than Significant Impact with Mitigation Incorporated)**

The proposed project would not result in other significant impacts to air quality. **(Less Than Significant Impact)**

2.3 ENERGY

This section was prepared pursuant to CEQA Guidelines Section 15126(c) and Appendix F (Energy Conservation of the Guidelines), which require that EIRs include a discussion of the potential energy impacts of proposed projects with particular emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy. The information in this section is largely based on data and reports produced by the California Energy Commission and Energy Information Administration of the US Department of Energy.

2.3.1 Existing Setting

Energy consumption is analyzed in an EIR because of the environmental impacts associated with its production and usage. Such impacts include the depletion of nonrenewable resources (oil, natural gas, coal, etc.) and emissions of pollutants during both the production and consumption phases.

Energy usage is typically quantified using the British Thermal Unit (BTU). The BTU is the amount of energy that is required to raise the temperature of one gallon of water by one degree Fahrenheit. As points of reference, the approximate amount of energy contained in a gallon of gasoline, a cubic foot of natural gas, and a kilowatt hour (kWh) of electricity are 123,000 BTU, 1,000 BTU, and 3,400 BTU, respectively. Natural gas usage is expressed in terms of therms. A therm is equal to 100,000 BTU.

Electrical energy is expressed in units of kilowatts (kW = 1,000 watts),³ megawatts (MW = 1,000 kW), gigawatts (GW = one million kW), or terawatts hours (TW = one billion kW). One kilowatt hour (kWh) is equal to 1,000 watts supplied or consumed over the period of an hour. For example, running a 1,000-watt hand-held hair dryer for one hour consumes one kWh.

Total energy usage in California was approximately 7578 trillion BTUs in the year 2014 (the most recent year for which this specific data was available).⁴ The breakdown by sector was approximately 19 percent for residential uses, 19 percent for commercial uses, 24 percent for industrial uses, and 38 percent for transportation.⁵

The project site is currently vacant and undeveloped.

Electricity

The electricity supply in California involves a complex grid of power plants and transmission lines. In 2014, California produced approximately 75 percent of the electricity it consumed; it imported the remaining 25 percent from 11 western states, Canada, and Mexico. Recent drought-related decreases in hydroelectric generation resulting from lower precipitation in California and the northwest was

³ Under the International System of Units (SI), one kWh is equivalent to 3.6 megajoules, which is the amount of energy converted if work is done at an average rate of one thousand watts for one hour.

⁴ U.S. EIA. California Energy Consumption Estimates 2013. Accessed October 4, 2017.
<http://www.eia.gov/state/?sid=CA#tabs-2>.

⁵ U.S. EIA. California Energy Consumption by End-Use Sector, 2013. Accessed October 4, 2017.
http://www.eia.gov/beta/state/seds/data.cfm?incfile=/state/seds/sep_sum/html/sum_btu_1.html&sid=CA.

made up for by an increase in renewable energy generation, specifically utility-scale solar photovoltaic, solar thermal, and wind generation.

The bulk of California's electricity comes from power plants. In 2014, 45 percent the state's electricity was generated by natural gas, nine percent by nuclear, five percent by large hydroelectric, and six percent by coal. Renewable sources such as rooftop photovoltaic systems, biomass power plants, and wind turbines, accounted for 20 percent of California's electricity. Fifteen percent of California's power comes from unspecified sources.⁶

In 2014, total electrical system power for California was 293,268 gigawatt-hours (GWh), about one percent lower than 2013. California's in-state electricity production remained virtually unchanged from 2013 levels at 198,908 GWh, a difference of less than one percent compared to the year before. Growth in annual electricity consumption was flat or declining in 2014 reflecting continued slow economic growth in California, particularly in Southern California. It is estimated that future demand in California for electricity will grow at approximately one percent each year through 2025, and that 320,862 GWh of electricity would be utilized in the state in 2025.⁷

Natural Gas

In 2013, approximately ten percent of California's natural gas supply came from in-state production, while 90 percent was imported from other western states and Canada.⁸ In 2015, approximately 36 percent of the natural gas delivered for consumption in California was for electricity generation, 35 percent for industrial uses, 18 percent for residential uses, 10 percent for commercial uses, and less than one percent for transportation. As with electricity usage, natural gas usage depends on the type of uses in a building, the type of construction materials used, and the efficiency of gas-consuming devices. In 2015, the State of California consumed approximately 2.3 trillion cubic feet of natural gas, or 2.41 billion MBtu.^{9,10}

Overall demand for direct-service natural gas in the commercial and residential sectors California is expected to flatten or decrease as a result of overall energy efficiency. Demand for natural gas at power plants for electricity generation is also expected to decrease by one percent by 2025 (as compared to 2013 demand rates). This decrease is a result of increases in renewable power generation.¹¹

⁶ CEC, Energy Almanac, Total Electricity System Power. Accessed October 3, 2017. Available at: http://www.energy.ca.gov/almanac/electricity_data/total_system_power.html

⁷ CEC. California Energy Demand Updated Forecast 2015-2025. Accessed October 3, 2017. <http://www.energy.ca.gov/2014publications/CEC-200-2014-009/CEC-200-2014-009-SD.pdf>

⁸ CEC. Natural Gas Supply by Region. 2011. Accessed October 3, 2017. Available at: http://www.energyalmanac.ca.gov/naturalgas/natural_gas_supply.html.

⁹ U.S. EIA. Natural Gas Summary. Accessed October 3, 2017. http://www.eia.gov/dnav/ng/ng_sum_lsum_dcu_SCA_a.htm.

¹⁰ U.S. EIA. Natural Gas Conversion Calculator. Accessed October 3, 2017. https://www.eia.gov/kids/energy.cfm?page=about_energy_conversion_calculator-basics#natgascalc.

¹¹ CEC. 2013 Natural Gas Issues Trends, and Outlook. Accessed October 3, 2017. <http://www.energy.ca.gov/2014publications/CEC-200-2014-001/CEC-200-2014-001-SF.pdf>.

Fuel Supply and Demand

More than 40 percent of all energy used in California is for the transportation of people and goods. Transportation fuels (including gasoline and diesel) are produced by refining crude oil. Approximately 38 percent of crude oil used in California is produced in-state, while 14 percent comes from Alaska and 48 percent from foreign sources.¹²

In 2015, California ranked third in the nation in crude oil production and refining capacity, with a combined capacity of almost two million barrels from its 18 operable refineries, despite an overall decline in production rates since the mid-1980s.¹³

In recent years, Californians consumed approximately 16 billion gallons of gasoline and four billion gallons of diesel annually. Overall, California is experiencing a downward trend in sales for gasoline, diesel, and jet fuel. It is anticipated that this downward trend would continue due to high fuel prices, efficiency gains, competing fuel technologies, and mandated increases of alternative fuel use. For example, the average fuel economy for the fleet of model year 2013 light-duty vehicles (autos, pickups, vans, and SUVs) was 24.1 mpg, which is 0.5 mpg higher than model year 2012 vehicles.¹⁴

According to the 2013 Integrated Energy Policy Report, California is projected to experience a two-billion-gallon decline in gasoline consumption from 14.6 billion gallons in 2012 to 12.7 billion gallons by 2022.¹⁵ In contrast, alternative fuels, including liquid and gaseous biofuels and electricity, are anticipated to increase in production and usage in the coming years.

The project site is currently vacant and undeveloped and therefore does not utilize fuel for on-site activities.

2.3.1.1 Regulatory Framework

Many federal, state, and local statutes and policies address energy conservation. At the federal level, energy standards apply to numerous products (e.g., the *EnergyStar*™ program) and transportation (fuel efficiency standards). At the state level, Title 24 of the California Administrative Code sets forth energy standards for buildings, rebates/tax credits are provided for installation of renewable energy systems, and the *Flex Your Power* program promotes conservation in multiple areas. In addition, in January 2010, the State of California adopted the California Green Building Standards Code (CALGreen) that 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 resource efficiency, and indoor environmental quality.

¹² California Energy Almanac. “California Petroleum Statistics and Data.” Accessed October 3, 2017. Available at: < <http://energyalmanac.ca.gov/petroleum/> >

¹³ United States Energy Information Administration. “California: Profile Overview.” Accessed October 3, 2017. Available at: < <http://www.eia.gov/state/?sid=CA> >.

¹⁴ United States Environmental Protection Agency. 2014. *Light Duty Automotive Technology, Carbon Dioxide Emissions, and Fuel Economy Trends: 1975 through 2014*. Available at: <<http://www.epa.gov/otaq/fetrends.htm>>. Accessed October 3, 2017.

¹⁵ California Energy Commission. *2013 Integrated Energy Policy Report*. 2013.

These standards include a mandatory set of minimum guidelines, as well as more rigorous voluntary measures, for new construction projects to achieve specific green building performance levels. The current version of the Code is the 2016 California Green Building Standards.

Renewable Energy Standards

In 2002, California established its Renewables Portfolio Standard (RPS) 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. In 2006, California's 20 percent by 2010 RPS goal was codified under Senate Bill 107. Under the provisions of SB 107 (signed into law in 2006), investor-owned utilities were required to generate 20 percent of their retail electricity using qualified renewable energy technologies by the end of 2010. In 2008, Executive Order S-14-08 was signed into law and required that retail sellers of electricity serve 33 percent of their load with renewable energy by 2020. As described previously, PG&E's (the electricity provider to the project site) 2015 electricity mix was 30 percent renewable.

In October 2015, Governor Brown signed SB 350 to codify California's climate and clean energy goals. A key provision of SB 350 for retail sellers and publicly owned utilities, requires them to procure 50 percent of the state's electricity from renewable sources by 2030.

Building Codes

At the state level, 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; the 2013 standards became effective July 1, 2014. The 2016 Title 24 updates went into effect on January 1, 2017.¹⁶ Compliance with Title 24 is mandatory at the time new building permits are issued by city and county governments.¹⁷

In January 2010, the State of California adopted the California Green Building Standards Code (CalGreen) that establishes mandatory green building standards for all buildings in California. CALGreen was also updated and went in to effect on January 1, 2017. The code covers five categories: planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and indoor environmental quality.

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

¹⁶ California Building Standards Commission. 2016 Triennial Code Edition. Accessed October 3, 2017.

<http://www.bsc.ca.gov/>.

¹⁷ CEC. Building Energy Efficiency Program. 2013. Accessed October 3, 2017.

<http://www.energy.ca.gov/title24/>.

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	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 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 generation. 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 recently completed an update to the General Plan which incorporated these goals in March 2013.

Green Building Ordinance

Daly City's Green Vision seeks to reduce the City operation's overall carbon footprint through a series of ten goals by the year 2020. The goals cover topics such as reducing solid waste, recycling and reuse of wastewater, preservation of urban forests, adoption of a master pedestrian and bicycle plan, reuse of biosolids, the use of green building standards, and community education.

City of Daly City Municipal Code

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.

2.3.2 Energy Impacts

2.3.2.1 *Thresholds of Significance*

For the purposes of this EIR, an energy impact is considered significant if the project would:

- Result in a wasteful, inefficient, and unnecessary consumption of energy;
- Result in a substantial increase in demand upon energy resources in relation to projected supplies; or
- Result in longer overall distances between jobs and housing.

2.3.2.2 *Project Energy Consumption*

The project proposes to develop three condominium buildings comprised of 323 dwelling units, a 176-room hotel, and two parking podiums.

Energy would be consumed during both the construction and operational phases of the proposed project. Energy requirements throughout the construction phase include energy for the manufacturing and transportation of building materials, preparation of the site, and operation of construction equipment. The operation of the project would consume both electricity and natural gas for building heating and cooling, lighting, cooking, appliances, and water heating. Fuel would also be consumed during vehicle trips to and from the project site.

The proposed project is estimated to use approximately 4.2 GWh of electricity and 128,331 therms of natural gas per year. It is estimated that project-generated vehicle trips would use approximately 81,880 gallons of gasoline per year.¹⁸ It is estimated that the proposed residential emergency generator would use approximately 30.3 gallons per hour of diesel, or up to 1,515 gallons per year if tested for 50 hours (maximum that BAAQMD allows). The proposed hotel emergency generator would use approximately 23.2 gallons per hour, or up to 1,160 gallons per year if tested for 50 hours. The project is required to comply with the City's Recycling and Diversion of Construction and Demolition Ordinance by recycling at least 60 percent of total waste during demolition or construction. In addition, as described in *Section 1.3 Project Description*, the project proposes to be constructed in compliance with the 2016 California Green Building Standards Code (Title 24), which requires features that reduce water and energy consumption.

Given the infill location of the project site, the existing pedestrian, bicycle, and transit services in the project area, and the project's compliance with the City's Recycling and Diversion of Construction and Demolition Ordinance and 2016 California Green Building Code, the proposed project would not

¹⁸ The project's estimated energy use was derived from the air quality and greenhouse gas emissions modeling completed for the project and included in Appendix B of this EIR. The project's estimated gasoline consumption was based on the project's estimated average daily trips average fuel economy of 24.7 miles per gallon.

result in a wasteful, inefficient, and unnecessary consumption of energy. **(Less Than Significant Impact)**

2.3.2.3 Project Demand Upon Energy Resources

According to the 2013 Integrated Energy Policy Report, in order to meet future energy demand, the state needs sufficient, reliable, and safe energy infrastructure. This includes:

- Improving energy efficiency in California’s existing buildings;
- Achieving 10-year energy efficiency targets;
- Inclusion of zero-net-energy buildings in state building standards;
- Overcoming challenges to increased use of geothermal heat and procurement of biomethane;
- Using demand response to meet California’s energy needs
- Integrating renewable technologies;
- Developing bioenergy; and
- Evaluating the need for and developing new electricity, natural gas, and transportation fuel infrastructure to maintain energy reliability and support clean energy policies.

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 (including the Recycling and Diversion of Construction and Demolition Ordinance) that would conserve energy and water, and reduce fuel consumption and waste generation.

California’s overall electricity demand is anticipated to increase in the next decade, improvements in efficiency and production capabilities would help mitigate impacts resulting from increased demand. For example, the production of natural gas is anticipated to increase in the future due to recent technological advances and improvements in efficiency. In contrast, demand for natural gas is anticipated to decrease as more energy is generated from renewable sources and efficiency measures reduce the need for additional generation.¹⁹ Based on the above discussion, the existing energy supply and demand described in *Section 2.3.1.2*, and the project’s incremental demand, the proposed project is not anticipated to result in a substantial increase in demand on energy resources in relation to existing supplies. **(Less Than Significant Impact)**

2.3.2.4 Impact to Overall Distances between Jobs and Housing

The project site is an urban, infill site. As discussed in *Section 2.7 Transportation*, the project site is served by existing transit, bicycle, and pedestrian facilities. Given the accessibility of automobile-alternative modes of transportation, the project provides opportunities for alternatives to single-occupancy vehicle trips for future residents. The project site is located adjacent to existing residences and near existing jobs. For these reasons, the project would not result in substantially longer overall distances between jobs and housing. **(Less Than Significant Impact)**

¹⁹ California Energy Commission. *2013 Integrated Energy Policy Report*. 2013.

2.3.2.5 *Consistency with Applicable Plans, Policies, and Regulations*

As discussed previously, the project shall comply with the City’s Recycling and Diversion of Construction and Demolition Ordinance and implement green building measures. The project would also be constructed in compliance with the new 2016 California Green Building Standards Code (Title 24), which are more efficient than the 2013 standards.

In addition, as discussed in Sections 2.2 *Air Quality* and 2.5 *Greenhouse Gas Emissions*, the project would not conflict with the Bay Area 2017 CAP, Daly City’s Green Vision, nor other applicable plans, policies, and regulations pertaining to the regulation of GHG emissions. Implementation of the project would result in less than significant GHG impacts and, therefore, no mitigation regarding energy efficiency and GHG emissions is required.

Based on the above discussion, the proposed project would not conflict with any applicable plans, policies, and regulations regarding energy.

2.3.3 Conclusion

The proposed project would not result in significant energy impacts. **(Less Than Significant Impact)**

2.4 GEOLOGY AND SOILS

The following discussion is based in part on a geotechnical investigation and preliminary geotechnical plan reviews prepared by Earth Investigations Consultants, Inc. in December 2014, May 2016, and August 2017, respectively. Copies of these reports are included in Appendix D of this EIR.

2.4.1 Setting

2.4.1.1 *Regulatory Framework*

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act, signed into law December 1972, requires the delineation of zones along active faults in California. The Alquist-Priolo Act regulates development on or near active fault traces to reduce the hazard of fault rupture and to prohibit the location of most structures for human occupancy across these traces. Cities and counties must regulate certain development projects within the delineated zones, and regulations include withholding permits until geologic investigations demonstrate that development sites are not threatened by future surface displacement. Surface fault rupture, however, is not necessarily restricted to the area within an Alquist-Priolo Zone.

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act of 1990 addresses non-surface fault rupture earthquake hazards, including liquefaction and seismically induced landslides, and its purpose is to protect public safety from the effects of strong ground shaking, liquefaction, landslides, other ground failure, and other hazards caused by earthquakes. The Act requires the State Geologist to delineate various seismic hazard zones and requires cities, counties, and other local permitting agencies to regulate certain development projects within these zones. Before a development permit is granted for a site within a seismic hazard zone, a geotechnical investigation of the site must be conducted and appropriate mitigation measures incorporated into the project design. Mapping of the San Francisco South Quadrangle in which Daly City is located is currently in progress by the California Department of Conservation under its Seismic Hazards Zonation Program.

2016 California Building Code

The State of California provides minimum standards for structural design and site development through the California Building Code [CBC – California Code of Regulations (CCR), Title 24, part 2]. Local codes are permitted to be more stringent than Title 24 but, at minimum, are required to meet all state standards and enforce the regulations of the 2016 CBC. The City's enforcement of its Building Code ensures the project would be consistent with the CBC.

Chapter 16 of the CBC deals with structural design requirements governing seismically resistant construction. Chapter 18 of the CBC includes the requirements for foundation and soil investigations; excavation, grading, and fill; allowable load-bearing values of soils; and design of

foundation walls, retaining walls, embedded post and poles. Chapter 33 of the CBC includes requirements for safeguards at work sites to ensure stable excavations and cut or fill slopes and the protection of pedestrians and adjoining properties from damage caused by such work. Appendix J of the CBC includes grading requirements for design of excavation of fills and for erosion control.

City of Daly City General Plan

The Seismic Safety Element, as well as the Safety Element of the City’s General Plan contains policies, recommendations, and actions to avoid or mitigate geology and soils impacts resulting from development 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	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-1.5	Design and improve all critical care facilities and services to remain functional following the maximum credible earthquake. Avoid placement of critical facilities and high-occupancy structures in areas prone to violent ground shaking or ground failure.
Policy SE-1.6	Work with San Mateo County, California Water Service Company, and the San Francisco Water Department to ensure that all water tanks and San Francisco’s main water pipeline are capable of withstanding high seismic stress.
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.
Policy SE-6.2	Support efforts to inform purchasers of existing buildings and structures that the City’s building inspection services are available, upon request, to inspect structures, describe their condition and existing violations and provide construction history to the extent that such information is available.

2.4.1.2 Existing Conditions

Regional Geology

The project site and the surrounding parts of Daly City lie in the San Francisco Peninsula which is set within the Coast Ranges Geomorphic Province. The San Francisco Peninsula lies north of the Santa Cruz Mountains where it is flanked by the Pacific Ocean and San Francisco Bay to the west and east, respectively. The Coast Ranges Geomorphic Province is typified by northwest-southeast trending mountain ranges that stretch from the Oregon border to the north to Point Conception to the south. In the San Francisco Bay area, most of the Coast Ranges are underlain by tectonically complex, Jurassic- to Cretaceous-age bedrock of the Franciscan Complex.

The topography in the immediate vicinity of the project site is typified by undulating hills. Ground surface elevations near the project site generally range from 200 to 500 feet above mean sea level (amsl), whereas the San Bruno Mountains to the northeast locally attain elevations in excess of 1,300 feet amsl. Much of the runoff in the Project vicinity flows east to Colma Creek, whose southeast-trending drainage eventually discharges to San Francisco Bay. Based on the geologic mapping conducted by the USGS, the project site is immediately underlain by clastic sediments of the Pliocene to Pleistocene age (i.e., 5 million to 10,000 years before present) Merced Formation, described as medium-grey to yellowish orange, friable to firm sand, silt, and clay with minor amounts of gravel, lignite, and volcanic ash.

On-Site Geologic Conditions

Soils

The project site is mantled by a relatively thin (two- to five-foot thick) layer of generally loose silty and clayey sand derived from weathering of the underlying Merced Formation. Aside from the earthen berm constructed to direct surface runoff from the property, notable thicknesses of fill slopes were not readily apparent from surface morphology. However, downhill sides of the intermediate benches are likely to be underlain by wedges of undocumented fill.

Groundwater

Groundwater in the project area slopes gently to the northeast. Based on groundwater data on-site and in the area, it is estimated that the groundwater surface slopes from 39 feet below ground surface (bgs) at the northeast end of the site to 47 feet bgs at the southwest end of the project site.²⁰ Fluctuations in the level of subsurface water can occur due to variations in rainfall, temperature, and other factors.

²⁰ Earth Investigations Consultants, Inc. *Geotechnical Investigation Prepared for Serramonte Terraces, LLC*. December 2014.

Landslides

According to the General Plan EIR, there is a low potential for landslide risk on the project site. Based on the geotechnical investigation, an ancient landslide, mapped from aerial photographs between the project site and middle of the Serramonte Shopping Center, was effectively removed during mass grading in the 1960's. Therefore, there has not been observed evidence of active bedrock landsliding constraining the project site since the 1960's.

Seismicity and Seismic-Related Hazards

Seismic potential in the Daly City area is dominated by the nearby San Andreas Fault System that lies as close as 0.75 miles southwest of the project site. The faults that comprise this system are typified by right-lateral, strike-slip movement. Other active earthquake faults in the region include the Hayward and Calaveras Faults that lie roughly 18 to 24 miles to the east of the Project site, respectively, and the San Gregorio Fault, which passes as close as 8 miles to the southwest. The site is not within an Earthquake Fault Zone, as defined by the Alquist-Priolo Earthquake Fault Zoning Act, and no known active or potentially active faults exist on the site.

Liquefaction

Liquefaction is the result of seismic activity and is characterized as the transformation of loose water-saturated soils from a solid state to a liquid state during ground shaking. On-site soils were analyzed and found to have a very low potential for liquefaction (refer to Appendix D).

Lateral Spreading

Lateral spreading is a type of ground failure related to liquefaction. It consists of the horizontal displacement of flat-lying alluvial material toward an open face, such as the steep bank of a stream channel. Considering the absence of a free face on or adjacent to the site, as well as the depth and relative thickness of the potentially liquefiable layers, the risk of lateral spreading on the site is low.

2.4.2 Geology and Soil Impacts

2.4.2.1 *Thresholds of Significance*

For the purposes of this EIR, a geology and soils impact is considered significant if the project would:

- Expose people or structures to 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; or
- Landslides.
- Result in substantial soil erosion or the loss of topsoil;
- 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;
- Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property; or
- Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of wastewater.

2.4.2.2 *Soil and Groundwater Impacts*

Soil Impacts

The proposed grading plan for the proposed structures and subgrade parking garages is referred to as a “top-down” grading approach. This method involves sequentially grading the site from the top of the slope and reinforcing the vertical cuts into the slope with a four- to six-foot shotcrete wall supported by soil nails on the cut face prior to excavation of the lower lift. An engineering geologist would observe each cut face for potential instability, and evaluate the need for segmented excavation support for each cut lift. In order to avoid destabilizing the soil with project construction, a retaining wall would be constructed to support the sub-grade portions of the parking garages and landscaped areas on the project site. The retaining wall will be approximately 1,150 linear feet to support cuts of up to approximately 80 feet in height. Retaining walls shall be designed at specified pressures to support the slope of the site.

According to the geotechnical investigation, cemetery service road runoff onto the site has caused considerable erosion historically. Additionally, project excavation and grading will expose soils to wind and rain. Thus, there is potential for soil erosion on the project site.

Impact GEO – 1: The proposed project may result in soil erosion and the loss of topsoil.
(Significant Impact)

Mitigation Measures: In conformance with standard practices in the City of Daly City, the proposed project shall implement the following measures to reduce adverse effects associated with soil erosion:

MM GEO – 1.1: Buildings shall be designed and constructed in accordance with a final design-level geotechnical investigation to be completed for the project by a qualified professional and submitted to the City of Daly City Planning Manager. The final design-level geotechnical investigation shall identify requirement for the placement of fill on the project site and building foundations.

MM GEO – 1.2: The civil engineer and the project landscape contractor shall implement a comprehensive erosion control plan to account for seasonal rainfall during and following construction. The project engineering geologist shall make periodic inspections of the site drainage and erosion control features for a period of two years.

Implementation of these measures would substantially reduce adverse effects associated with soil erosion on the site. **(Less Than Significant With Mitigation Incorporated)**

In general, expansive soils in Daly City are not prevalent. Based on the geotechnical report, the drilled borings revealed that expansive soils in the vicinity of the project do not exist. Therefore, potential risks associated with expansive soils are considered to be low, and the impact is less than significant. **(Less Than Significant Impact)**

The project does not propose the use of septic tanks or alternative wastewater disposal systems and, therefore, the last threshold is not discussed further. **(No Impact)**

2.4.2.3 *Seismicity and Seismic-Related Impacts*

While the likelihood of fault rupture at the project site is extremely low, the project site is located in a seismically active region and strong ground shaking would likely occur at the project site during seismic activity throughout the life of the project. If liquefaction were to occur in soils beneath the site, the ground surface would be susceptible to up to two inches of liquefaction-induced settlement, which could damage structures. Soils on the project site include clays which have varying soil moisture.

The project would conform to the standard engineering and building practices and techniques specified in the CBC. The proposed buildings would be designed and constructed in accordance with the recommendations of a design-level geotechnical report prepared for the site (refer to Appendix C), which identifies the specific design features related to geologic and seismic conditions. The buildings would meet the requirements of appropriate Building and Fire Codes, as adopted by the City of Daly City. The project would not result in significant impacts from seismicity and seismic-related hazards including ground shaking, liquefaction, and differential compaction.

According to the General Plan EIR, earthquake-induced landslides are unlikely to occur at the project site. Therefore, impacts associated with earthquake-induced landslides are less than significant. **(Less Than Significant Impact)**

2.4.2.4 *Construction-Related Impacts*

Compliance with the construction measures described in *Section 4.9 Hydrology and Water Quality* of the Initial Study (attached as Appendix A of this EIR) would reduce construction-related impacts to a less than significant level. **(Less Than Significant Impact)**

2.4.2.5 Consistency with Applicable Plans, Policies, and Regulations

2016 California Building Code

As discussed above, the project shall be constructed in accordance with the CBC. Therefore, the project would be consistent with the Code.

City of Daly City General Plan

The project would be consistent with General Plan policies SE-1.1, SE-1.2, SE-1.3, SE-1.4 in the Seismic Safety Element, as identified in *Section 2.4.1.1*, by incorporating mitigation measures to reduce geologic hazards (refer to mitigation measure MM GEO-1.1). According to mapped information in the General Plan, the site is not located in a seismic hazard or fault region zone, an area of high landslide potential or liquefaction hazards. The project, therefore, is consistent with applicable General Plan policies regarding geology and soils.

2.4.3 Conclusion

Construction of the proposed project, in conformance with the CBC as adopted by the City of Daly City and in accordance with the recommendations in the design-level geotechnical report (refer to Appendix D), would not result in significant soil, groundwater, or seismic and seismic-related impacts. **(Less Than Significant Impact with Mitigation Incorporated)**

The proposed project would not result in other significant geology and soil impacts. **(Less Than Significant Impact)**

2.5 GREENHOUSE GAS EMISSIONS

The following discussion is based in part on a greenhouse gas emissions assessment completed for the project by *Illingworth & Rodkin, Inc.* in October 2017. A copy of this assessment is included in Appendix C of this EIR.

2.5.1 Existing Setting

2.5.1.1 *Background Information*

Unlike emissions of criteria and toxic air pollutants, which are discussed in *Section 2.2 Air Quality* and have local or regional impacts, emissions of Greenhouse Gases (GHGs) have a broader, global impact. Global warming associated with the “greenhouse effect” is a process whereby GHGs accumulating in the atmosphere contribute to an increase in the temperature of the earth’s atmosphere over time. The principal GHGs contributing to global warming and associated climate change are carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), and fluorinated compounds. Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the transportation, industrial/manufacturing, utility, residential, commercial, and agricultural sectors.

2.5.1.2 *Regulatory Framework*

State of California

Assembly Bill 32 and Executive Order S-3-05

Assembly Bill 32 (AB 32), also known as the Global Warming Solutions Act, was passed in 2006 and established a goal to reduce GHG emissions to 1990 levels by 2020. Prior to the adoption of AB 32, the Governor of California also signed Executive Order S-3-05 into law, which set a long term objective to reduce GHG emissions to 90 percent below 1990 levels by 2050. The CalEPA is the state agency in charge of coordinating the GHG emissions reduction effort and establishing targets along the way.

In December 2008, CARB approved the *Climate Change Scoping Plan*, which proposes a comprehensive set of actions designed to reduce California’s dependence on oil, diversify energy sources, save energy, and enhance public health, among other goals. Per AB 32, the Scoping Plan must be updated every five years to evaluate the mix of AB 32 policies to ensure that California is on track to achieve the 2020 greenhouse gas reduction goal. The First Update to the Scoping Plan was approved on May 22, 2014 and builds upon the Scoping Plan with new strategies and recommendations. The First Update defines CARB’s priorities over the next five years and lays the groundwork to reach long-term goals set forth in Executive Order S-3-05.²¹

²¹ California Environmental Protection Agency, Air Resources Board. *First Update to the AB 32 Scoping Plan*. May 2014.

Senate Bill 375

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 on AB 32 by requiring CARB to develop regional GHG reduction targets to be achieved from the automobile and light truck sectors for 2020 and 2035 in comparison to 2005 emissions. The per capita reduction targets for passenger vehicles in the San Francisco Bay Area include a seven percent reduction by 2020 and a 15 percent reduction by 2035.²² The four major requirements of SB 375 are:

1. Metropolitan Planning Organizations (MPOs) must meet greenhouse gas emission reduction targets for automobiles and light trucks through land use and transportation strategies.
2. MPOs must create a Sustainable Communities Strategy (SCS), to provide an integrated land use/transportation plan for meeting regional targets, consistent with the Regional Transportation Plan (RTP).
3. Regional housing elements and transportation plans must be synchronized on eight-year schedules, with Regional Housing Needs Assessment (RHNA) allocation numbers conforming to the SCS.
4. MPOs must use transportation and air emissions modeling techniques consistent with guidelines prepared by the California Transportation Commission (CTC).

MTC and ABAG adopted *Plan Bay Area* in July 2013 in response to SB 375. The strategies in the plan are intended to promote compact, mixed-use development close to public transit, jobs, schools, shopping, parks, recreation, and other amenities, particularly within Priority Development Areas (PDAs) identified by local jurisdictions. The project site is not located within a PDA.

Regional and Local

Bay Area 2017 Clean Air Plan

On April 19, 2017, the BAAQMD Board of Directors adopted a new air quality plan, called the 2017 Clean Air Plan, *Spare the Air, Cool the Climate* (2017 CAP). This plan updates the previous Bay Area 2010 Clean Air Plan and focuses on two closely-related goals: protecting public health and protecting the climate. To protect the climate, the plan defines a vision for transitioning the region to a post-carbon economy needed to achieve ambitious greenhouse gas reduction targets for 2030 set by SB 32 and 2050, and provides a regional climate protection strategy that will put the Bay Area on a pathway to achieve those GHG reduction targets.

The 2017 CAP includes a wide range of control measures designed to decrease 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.

²² The emission reduction targets are for those associated with land use and transportation strategies, only. Emission reductions due to the California Low Carbon Fuel Standards or Pavley emission control standards are not included in the targets.

City of 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 recently completed an update to the General Plan which incorporated these goals in March 2013.

Daly City’s Ordinances

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:

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.

2.5.1.3 Existing Conditions

The project site is currently vacant and undeveloped. The site is covered with dense vegetation and mature trees. The site does not generate greenhouse gases associated with anthropogenic activities.

2.5.2 Greenhouse Gas Impacts

2.5.2.1 Thresholds of Significance

For the purposes of this EIR, a greenhouse gas emissions impact is considered significant if the project would:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; or
- Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

GHG emissions worldwide cumulatively contribute to the significant adverse environmental impacts of global climate change. No single land use project could generate sufficient GHG emissions on its own to noticeably change the global average temperature. The combination of GHG emissions from past, present, and future projects in Daly City, the entire state of California, across the nation, and around the world, contribute cumulatively to the phenomenon of global climate change and its associated environmental impacts.

BAAQMD Threshold of Significance

The BAAQMD May 2011 CEQA Guidelines included GHG emissions-based significance thresholds. These thresholds include a “bright-line” emissions level of 1,100 metric tons per year (MT/year) for land-use type projects and 10,000 MT/year for stationary sources. Land use projects with emissions above the 1,100 MT/year threshold would then be subject to a GHG efficiency threshold of 4.6 metric tons per year per capita (MT/year/capita). Projects with emissions above the thresholds would be considered to have an impact, which, cumulatively, would be significant.

2.5.2.2 Project Emissions

As recommended by the BAAQMD, the CalEEMod model was used to predict GHG emissions from project construction and operation. Details regarding the model and assumptions are included in Appendix C of this EIR.

Construction Emissions

GHG emissions associated with project construction activities (including operation of construction equipment, hauling truck trips, vendor truck trips, and worker trips) were estimated to be 2,094 MT of carbon dioxide equivalents (CO₂e) for the total construction period, or 18 months. The BAAQMD does not have an adopted threshold of significance for construction-related GHG emissions, though

total construction period emissions would exceed than the BAAQMD operational threshold of 1,100 MT CO₂e per year. The BAAQMD recommends quantifying emissions and disclosing that GHG emissions would occur during construction.

The BAAQMD also encourages the incorporation of best management practices, including recycling and reusing construction waste or demolition materials, and using local building materials of at least 10 percent. The project, in compliance with the City’s Recycling and Diversion of Construction and Demolition Debris Ordinance, would recycle at least 60 percent of construction waste or demolition materials. **(Less Than Significant Impact)**

Operational Emissions

Project operation would generate GHGs primarily through electricity generation/use and generation of vehicle trips. At full buildout and occupancy, operational GHG emissions from the project are estimated to be 3,726 MT of CO₂e/year, which exceeds the BAAQMD threshold of 1,100 MT of CO₂e/yr. As discussed in *Section 2.5.2.1* above, land use projects with emissions above the 1,100 MT/year threshold are then subject to the GHG efficiency threshold of 4.6 metric tons per year per capita (MT/year/capita) to determine impact significance.

Based on the latest Department of Finance data for the City of Daly City, the average residents per household is 3.4. The project’s emissions per capita, therefore, is 3.1 MT of CO₂e/year/capita.²³ The project’s emissions per capita is below the BAAQMD efficiency threshold of 4.6 MT/year/capita and is considered a less than significant impact. **(Less Than Significant Impact)**

Proposed Emergency Generators

Emissions from testing and maintenance of the proposed project generators were estimated using the emission factors from the California Climate Action Registry General Reporting Protocol. Results indicate that GHG emissions from the two proposed generators would be approximately 27 MT of CO₂ annually, which is well below the BAAQMD threshold of 10,000 MT annually for stationary sources. **(Less Than Significant Impact)**

2.5.2.3 Consistency with Applicable Plans, Policies, and Regulations

Bay Area 2017 Clean Air Plan

As discussed in *Section 2.2 Air Quality*, the proposed project would not conflict with the 2017 CAP because the project is consistent with applicable control measures (see Table 2.2-6), project emissions would be well below the BAAQMD screening threshold (as discussed in *Section 2.2.2.2* above), the project is an urban infill development, and the project is located near employment centers, shopping, and transit facilities. The project would generate GHG emissions below 4.6 MT/year/capita.

²³ The project proposes 323 units and 176 hotel rooms. 323 units x 3.4 residents/unit = 1,098 residents. The number of future full-time hotel employees is estimated to be 100, for a total service population of 1,198. 3,726 MT of CO₂e/year ÷ 1,198 residents = 3.1 MT of CO₂e/year/resident.

**City of Daly City General Plan,
Green Vision, and Green Building Ordinance**

The project would be consistent with the City's General Plan [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 2016 California Green Building Standards Code (Title 24), which requires efficient windows, insulation, lighting, ventilation systems, and other features that reduce water and energy consumption.

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 high-efficiency water fixtures and water-efficient irrigation systems. For this reason, the project would be consistent with the City's General Plan, Green Vision, and Green Building Ordinance.

2.5.3 Conclusion

The proposed project would not result in significant GHG emission impacts. **(Less Than Significant Impact)**

2.6 LAND USE

2.6.1 Existing Setting

2.6.1.1 *Regulatory Framework*

Comprehensive Airport Land Use Compatibility Plan for the Environs of the San Francisco International Airport and Federal Aviation Regulations, Part 77

In 1967, the State legislature adopted legislation requiring the establishment of airport land use commissions in counties with one or more airports serving the general public. Amendments adopted by the legislature in 1970 required each commission to develop comprehensive airport land use compatibility plans (ALUCPs). The purpose of the ALUCPs is to provide for the orderly growth of airports and the surrounding areas to minimize the public's exposure to excessive noise and safety hazards.

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 ALUCP for SFO identifies safety zones where certain land uses are incompatible and should be avoided. The project site is located within Safety Compatibility Zone 3 (Inner Turning Zone), which is an area overflown by aircraft making turns at low altitude immediately after take-off. The compatibility criteria in Zone 3 are less restrictive because the area is subject to less accident risk by virtue of lower density of overflights in this area. In Zone 3, uses accommodating potentially vulnerable populations are incompatible. Hazardous uses and critical public utilities are not incompatible in Zone 3, but are classified as uses to be avoided. This means that they should not be permitted unless no feasible alternative is available.²⁴

Furthermore, properties located within the 70 dB CNEL aircraft noise contour for SFO warrant land use controls to promote noise compatibility; additional information about the project's compatibility with the aircraft noise contour are discussed in *Section 4.12 Noise and Vibration* of the Initial Study (refer to Appendix B). The project site is not located within SFO's 70 dB CNEL aircraft noise contour.

The ALUCP also includes airspace protection/height limitation criteria based on Federal Aviation Regulations. Federal Aviation Regulations, Part 77, "Objects Affecting Navigable Airspace" (referred to as FAR Part 77) sets forth standards and review requirements for protecting the airspace

²⁴ San Francisco International Airport Land Use Commission. *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport*. Page IV-32. July 2012.

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 ground. For the project site, any proposed structure of a height greater than approximately 200 feet above mean ground level is required under FAR Part 77 to be submitted to the FAA for review.

Any proposed land use policy actions, including the proposed General Plan amendment/rezoning, that affect properties within the ALUCP Area B boundary in Daly City, must be referred to the C/CAG Board for an ALUCP consistency review and determination. The Plan would first go to the C/CAG Airport Land Use Committee for review and a recommendation to the C/CAG Board. The Board will consider the ALUC recommendation and evaluate the consistency of the project with the relevant airport/land use compatibility policies and criteria contained in the adopted ALUCP. The C/CAG Board consistency determination must occur before the Daly City City Council can approve the proposed project. If the C/CAG Board determines the project inconsistent, the City Council can override the Board's determination with a supermajority vote.

City of Daly City General Plan

The project site is designated as *High Density Residential and Commercial – Retail and Office* in the City's General Plan. The Land Use Element of the City's General Plan contains policies, recommendations, and actions to avoid or mitigate land use impacts resulting from development 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	Description
Policy LU-1	Maintain and, where possible, encourage larger commercial development sites throughout the City.
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-10	Ensure that new single-family homes and duplexes complement the scale, character, and street relationship of existing homes of the neighborhood in which they are constructed.
Task HE-20.1	Amend the Zoning Ordinance non-conforming building regulations to allow the voluntary reconstruction, restoration, or rebuilding of any multifamily residential building with three or more units. Examples of non-conformity may include unit count, parking provision, and building setback and height. Such reconstruction, restoration, or rebuilding shall be limited for both single-family and multiple-family buildings in the ways described by California Government Code Section 65852.25.

City of Daly City Zoning Ordinance

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.

The project site is zoned *Planned Development (PD-57)*. This district is designed to accommodate various types of development such as neighborhood and district shopping centers, professional and administrative areas, single-family and multiple-family residential development, commercial service centers and industrial parks or any other use of combination of uses which can appropriately be made a part of a planned development.²⁵ Currently, the PD-57 zoning district allows the construction of a 137-room hotel and 200 condominium units. The project proposes an amendment to the PD-57 zoning to increase the number of condominium units and hotel rooms to 323 and 176, respectively. Additionally, the project proposes an amendment to the PD-57 zoning to increase the allowed building heights to approximately 255 feet to accommodate the hotel and residential structures, as the current PD-57 zoning restricts building heights to 90 feet.

2.6.1.2 *Existing Conditions*

The project site is located in an urban area with commercial uses to the north, east, and west, multi-family residences to the southeast, and quasi-public uses to the south (refer to Figure 1.1-3). The project site is bounded by Serramonte Boulevard to the north, McDonald's to the east, a gas station to the west, and a Chinese cemetery to the south. The layout and design of the project does not include any features that would physically divide the community (e.g., impeding roadways or sidewalks).

The project site is currently undeveloped with lush vegetation and mature trees. The site is located approximately 1.5 miles southwest of the San Bruno Habitat Conservation Plan boundary. The site is not used for agricultural or forestry uses.

2.6.2 Land Use Impacts

2.6.2.1 *Thresholds of Significance*

For the purposes of this EIR, a land use impact is considered significant if the project would:

- Physically divide an established community;
- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect;
- Conflict with any applicable habitat conservation plan or natural community conservation plan;

²⁵ City of Daly City Municipal Code Chapter 17.28

2.6.2.2 *Impacts to an Established Community*

The project site is located in a developed urban area with commercial uses to the north, east, and west, and residential uses to the southeast. Implementation of the proposed project would result in the construction of condominiums and a hotel 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). For these reasons, the project would not physical divide an established community.
(Less Than Significant Impact)

2.6.2.3 *Consistency with Applicable Plans, Policies, and Regulations*

Comprehensive Airport Land Use Compatibility Plan for the Environs of the San Francisco International Airport and Federal Aviation Regulations, Part 77

As discussed previously, the project site is not located within the ALUCP 65 dB CNEL aircraft noise contour or safety zones for SFO. The project was found to be in general compliance with the ALUCP's critical airspace (refer to Appendix D); however, any structure exceeding 200 feet in height above ground would require submittal to the FAA for airspace safety review. Since the project would allow buildings of approximately 255 feet, notification to the FAA would be required. The project would be required to file Form 7460-1 for a determination of "no hazard" from the FAA for each structure exceeding 200 feet above grade and incorporate any conditions into the project prior to issuance of a building permit. For these reasons, the project would not conflict with the ALUCP or FAR Part 77.

City of Daly City General Plan

The project site is located in the Serramonte Planning Area, which is the newest large-scale subdivision in Daly City. The residential portion of the project site is designated in the General Plan as *High Density Residential*, which allows residential development between 35 and 50 dwelling units per acre. The hotel component of the project site is designated in the General Plan as *Commercial – Retail and Office*, which allows a Floor Area Ratio (FAR) of up to five (5) square feet of building area for each square foot of land area. In order for the proposed residential density of the project (56 dwelling units per acre) to comply with the General Plan, a General Plan Amendment is proposed to *Very High Density Residential* which allows residential development of at least 50 dwellings units per acre and over.

The project would be consistent with General Plan Policy LU-4, which encourages regulatory incentives for developers to construct higher-density mixed-use development in locations within close proximity to public transit. In addition, consistent with the City's Affordable Housing Ordinance approved in 2014, the developers must pay an affordable housing impact fee or provide below-market rate units to accommodate households of moderate income. Therefore, the project proposes a total of 56 units that would be sold at rates affordable to moderate income households. The proposed affordable units would qualify the project for a density bonus of 15 percent which allows for 42 additional units on the site than would otherwise be allowed.

Based on the above discussion, the project would be consistent with the City’s General Plan and applicable land use policies.

City of Daly City Zoning Ordinance

The project site is zoned as *Planned Development (PD-57)*. The project proposes an amendment to the PD-57 zoning to increase the allowed building heights to accommodate the hotel and residential structures, as the current PD-57 zoning restricts building heights to 90 feet. The project would be consistent with the City’s Zoning Ordinance with the amendment of *PD-57*.

Other

The project site is not located within an adopted habitat conservation plan or natural community conservation plan. **(No Impact)**

2.6.3 Conclusion

The proposed project would not result in significant land use impacts. **(Less Than Significant Impact)**

2.7 TRANSPORTATION

The following is based upon a Transportation Impact Analysis prepared for the project by *Kittelson & Associates, Inc.* in December 2017. A copy of the report is included in Appendix E of this EIR.

2.7.1 Setting

2.7.1.1 *Regulatory Framework*

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.

2.7.1.2 *Methodology*

Level of Service

Traffic conditions were evaluated using level of service (LOS). LOS is a qualitative description of operating conditions ranging from LOS A (free-flow conditions with little or no delay) to LOS F (jammed conditions with excessive delays). The analysis methods for signalized and unsignalized intersections are described below.

Signalized Intersections

The intersection analysis for signalized intersections is based on the *2010 Highway Capacity Manual* LOS methodology. This method evaluates signalized intersection operations on the basis of average control delay time for all vehicles at the intersection. The City's General Plan has established that if the addition of project traffic degrades an intersection LOS to below LOS D during weekday morning and evening peak traffic periods, the project would have a significant impact on traffic. For intersections operating at LOS E or F, any increase in delay is considered a significant impact.

The intersection of Serramonte Boulevard and Junipero Serra Boulevard is also located in the Town of Colma and, therefore, Colma's significance criteria were applied at this location. Colma's General Plan uses LOS D as the standard. LOS E is tolerated for the intersection of Serramonte Boulevard and Junipero Serra Boulevard.

Two intersections are located in the City of South San Francisco, and therefore, South San Francisco's significance criteria were applied at these two locations: Hickey Boulevard and Langford Drive, and Hickey Boulevard and Junipero Serra Boulevard. South San Francisco uses LOS D as the standard. If an intersection is operating at LOS E or F, total volumes passing through an intersection

by two percent or more would constitute a significant traffic impact. The correlation between the levels of service and average control delay for signalized intersections is shown in Table 2.7-1 below.

Table 2.7-1: Signalized Intersection Level of Service Standards		
Level of Service	Description	Average Control Delay Per Vehicle (seconds)
A	Signal progression is extremely favorable. Most vehicles arrive during the green phase and do not stop at all. Short cycle lengths may also contribute to the very low vehicle delay	10.0 or less
B	Operations characterized by good signal progression and/or short cycle lengths. More vehicles stop compared to LOS A, causing high levels of average vehicle delay.	10.1 to 20.0
C	Higher delays may result from fair signal progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, though may still pass through the intersection without stopping.	20.1 to 35.0
D	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable signal progression, long cycle lengths, or high volume-to-capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	This is considered to be the limit of acceptable delay. These high delay values generally indicate poor signal progression, long cycle lengths, and high V/C ratios. Individual cycle failures occur frequently.	55.1 to 80.0
F	This level of delay is considered unacceptable by most drivers. This condition often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection. Poor progression and long cycle lengths may also be major contributing causes of such delay levels	Greater than 80.0

Unsignalized Intersections

According to Daly City's General Plan, the minimum acceptable standard for unsignalized intersection operations is LOS D. The correlation between the levels of service and average control delay for unsignalized intersections is provided in Table 2.7-2 below.

Table 2.7-2: Unsignalized Intersection Level of Service Standards		
Level of Service	Description	Average Control Delay Per Vehicle (seconds)
A	Little or no traffic delay	10.0 or less
B	Short traffic delays	10.1 to 15.0
C	Average traffic delays	15.1 to 25.0
D	Long traffic delays	25.1 to 35.0
E	Very long traffic delays	35.1 to 50.0
F	Extreme traffic delays	Greater than 50.0

Study Intersections

The traffic analysis evaluated the impacts of the proposed project on 13 signalized intersections and three unsignalized intersections during the weekday AM and PM peak hour periods of traffic. The AM peak hour is between 7:00 AM and 9:00 AM and the PM peak hour period is between 4:00 PM and 6:00 PM. The study intersections are listed below and shown on Figure 2.7-1.

1. Clarinada Avenue & SR-1 SB Ramps
2. Serramonte Boulevard & SR-1 NB Ramps
3. Serramonte Boulevard & Callan Boulevard
4. Serramonte Boulevard & Serramonte Shopping Center Entrance & Project Driveway
5. Serramonte Boulevard & Gellert Boulevard
6. Serramonte Boulevard & I-280 SB Off-Ramp
7. Serramonte Boulevard & I-280 SB On-Ramp
8. Serramonte Boulevard & Junipero Serra Boulevard (Town of Colma)
9. Gellert Boulevard & Serramonte Plaza
10. Hickey Boulevard & Callan Boulevard
11. Hickey Boulevard & Gellert Boulevard
12. Hickey Boulevard & I-280 SB Ramps
13. Hickey Boulevard & I-280 NB Ramps
14. Hickey Boulevard & Kaiser Driveway
15. Hickey Boulevard & Langford Drive (City of South San Francisco)
16. Hickey Boulevard & Junipero Serra Boulevard (City of South San Francisco)

None of the study intersections are Congestion Management Program (CMP) intersections.

Freeway Mainline Segments

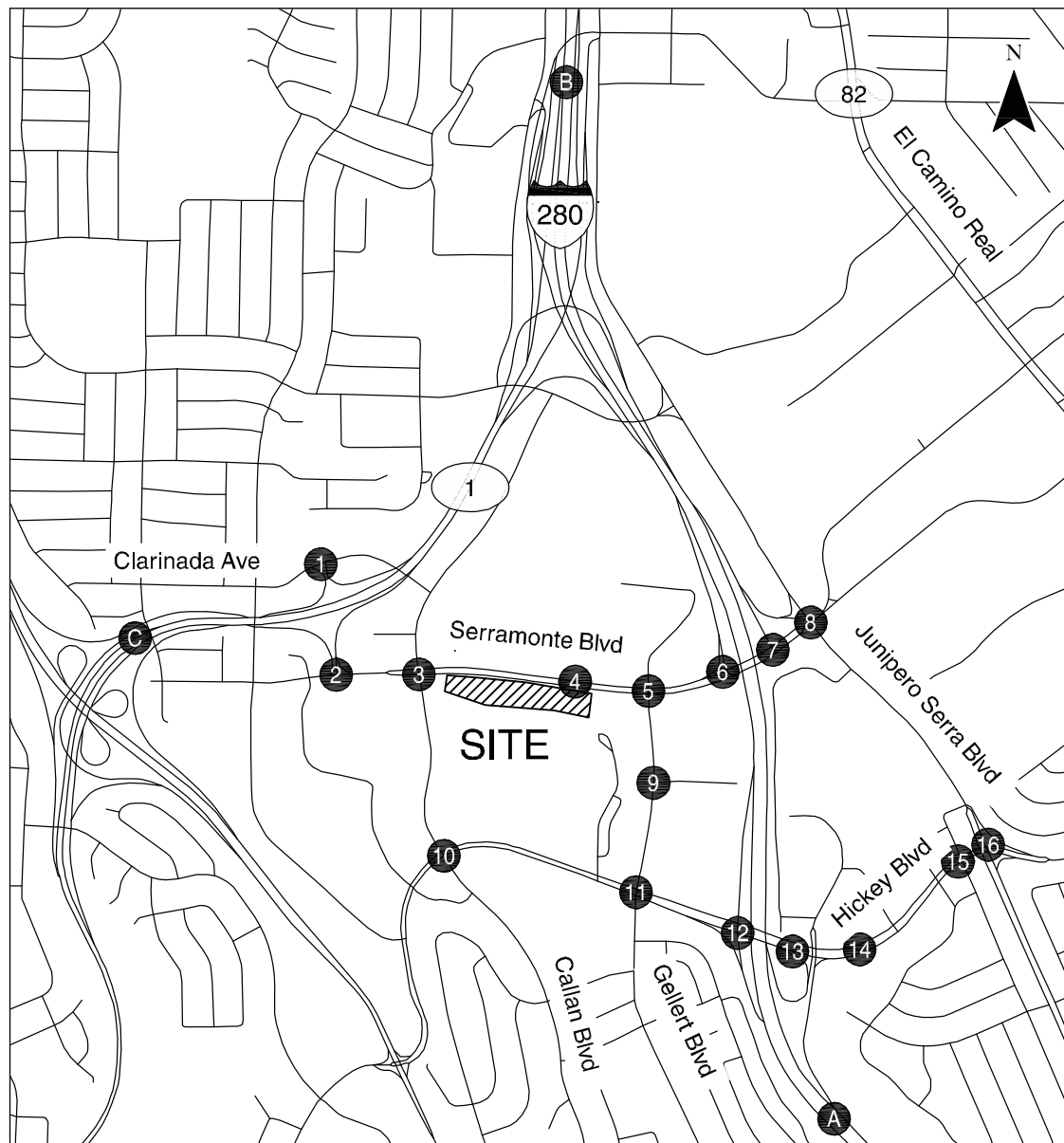
The freeway mainline segments studied in this analysis are listed below:

1. I-280 south of Hickey Boulevard
2. I-280 north of SR 1
3. SR 1 south of Serramonte Boulevard

A freeway weaving segment is analyzed on southbound I-280 between SR 1 and Serramonte Boulevard.

A queuing analysis at freeway off-ramps is analyzed at five of the 16 study intersections (listed below):

1. SR 1 Southbound Off-Ramp to Clarinada Avenue
2. SR 1 Northbound Off-Ramp to Serramonte Boulevard
3. I-280 Southbound Off-Ramp to Serramonte Boulevard
4. I-280 Southbound Off-Ramp to Hickey Boulevard
5. I-280 Northbound Off-Ramp to Hickey Boulevard



LEGEND

Study Intersections

- ① - SR-1 SB Ramps & Clarinada Ave
- ② - SR-1 NB Ramps & Serramonte Blvd
- ③ - Callan Blvd & Serramonte Blvd
- ④ - Serramonte Shopping Center Entrance & Serramonte Blvd & Project Driveway
- ⑤ - Gellert Blvd & Serramonte Blvd
- ⑥ - I-280 SB Off-Ramp & Serramonte Blvd
- ⑦ - I-280 NB On-Ramp & Serramonte Blvd
- ⑧ - Junipero Serra Blvd & Serramonte Blvd
- ⑨ - Gellert Blvd & Serramonte Plaza
- ⑩ - Callan Blvd & Hickey Blvd
- ⑪ - Gellert Blvd & Hickey Blvd
- ⑫ - I-280 SB Ramps & Hickey Blvd
- ⑬ - I-280 NB Ramps & Hickey Blvd
- ⑭ - Kaiser Driveway & Hickey Blvd
- ⑮ - Longford Dr & Hickey Blvd
- ⑯ - Junipero Serra Blvd & Hickey Blvd

Study Freeway Segments

- Ⓐ - I-280 South of Hickey Blvd
- Ⓑ - I-280 North of SR-1
- Ⓒ - SR-1 South of Serramonte Blvd

Source: Kittelson & Associates, Inc., Dec 2017.

Traffic Scenarios Analyzed

Traffic conditions at study intersections were evaluated for two scenarios: existing conditions and existing plus project. Table 2.7-3 below describes each scenario.

Cumulative traffic scenarios are discussed in *Section 4.0 Cumulative Impacts*.

Table 2.7-3: Traffic Scenarios Analyzed	
Scenario	Description
Existing Conditions	Existing conditions are represented by existing peak hour traffic volumes on the existing roadway network.
Existing Plus Project Conditions	Existing plus project conditions were estimated by adding projected project peak hour trips generated by the proposed residential project to the existing condition. Project generated traffic was estimated using the vehicular trip generation rates recommended by the Institute of Transportation Engineers manual entitled <i>Trip Generation, 9th Edition</i> .

2.7.1.3 Existing Conditions

Roadway Network

Regional access to the project site is provided by Interstate 280 (I-280) and State Route 1 (SR-1). Local access to the project site is provided via State Highway 82 (El Camino Real), Junipero Serra Boulevard, Southgate Avenue, Serramonte Boulevard, Callan Boulevard, Hickey Boulevard, Clarinada Avenue, and Gellert Boulevard. The existing roadway network is described in more detail below and shown on Figure 2.7-1.

Regional Access

Interstate 280 (I-280) is an eight- to twelve-lane freeway with a posted speed limit of 65 miles per hour. The north-south freeway connects Daly City with nearby cities, such as San Francisco and San Bruno, and regional destinations, such as San Jose. It also provides access to the greater freeway network with direct connections to Interstates 680 and 880, U.S. Highway 101, and State Routes 1, 92, and 85. The Project is served by interchanges at Serramonte Boulevard and Hickey Boulevard. The Serramonte Boulevard interchange contains a southbound off-ramp and a northbound on-ramp to I-280. The Hickey Boulevard interchange provides full access with on- and off-ramps to both northbound and southbound I-280.

State Route 1 (SR 1) is a four- to eight-lane freeway in the vicinity of the Project with a posted speed limit of 65 miles per hour. The north-south freeway connects Daly City with nearby cities, such as San Francisco and Pacifica, and regional destinations along the coast. The Project is served by interchanges at Serramonte Boulevard and Clarinada Avenue. The Serramonte Boulevard interchange provides access to and from SR-1 northbound while the Clarinada Avenue interchange provides access to and from SR 1 southbound.

Local Access

State Highway 82 (El Camino Real) is a four- to six-lane, north-south road that extends between San Francisco and San Jose. On-street parking is generally allowed but is often not utilized due to the small number of business frontages. Sidewalks are present on the east side and intermittently available on the west side of the roadway in the vicinity of the Project.

Junipero Serra Boulevard is a four-lane, north-south roadway with a posted speed limit of 40 miles per hour near the project site. The facility extends from Daly City to South San Francisco. On-street parking is prohibited and a sidewalk is present along the east side of the street in the vicinity of the Project.

Serramonte Boulevard is a four-lane, east-west roadway with a posted speed limit of 30 miles per hour that provides access to mostly residential land uses west of the Project and serves major regional roadways to the east such as Junipero Serra Boulevard and El Camino Real. Near the Project, sidewalks are primarily provided on the south side of the street with intermittent sidewalk on the north side. On-street parking is not allowed except for a small area located near St. Francis Boulevard.

Gellert Boulevard is a two- to six-lane, north-south road with a posted speed limit of 30 miles per hour that provides access between Serramonte Boulevard and King Drive, within the City of Daly City. On-street parking is not allowed in the project area but is allowed south of Hickey Boulevard. Sidewalks are provided on both sides of the street.

Hickey Boulevard is a four-lane, east-west road with a posted speed limit of 35 miles per hour. Hickey Boulevard primarily serves as a connection between major regional facilities to the east (I-280, Junipero Serra Boulevard, and El Camino Real) and residential land uses to the west.

Callan Boulevard is a four-lane, north-south roadway that connects Southgate Avenue, Serramonte Boulevard, and residential land uses to the south of Hickey Boulevard. Within the vicinity of the Project, parking is allowed in the east side of the roadway and sidewalks are present along both sides of the street.

Clarinada Avenue is a two- to four-lane roadway that connects residential land uses to the west with Serramonte Center and the major regional roadways to the east. It also serves the SR-1 southbound ramps. Parking is allowed on both sides of the street, and sidewalks are provided along both the north and south sides.

Freeway Mainline Segments

For both circulation system performance and congestion management program (CMP) analyses, the methodology outlined in the Highway Capacity Manual (HCM) (Transportation Research Board, Washington, D.C., 2010) as implemented by the Highway Capacity Software (HCS) tool were used to calculate the density in terms of passenger cars per mile per lane for the study freeway segments and to determine the LOS threshold from A to F as shown in Table 2.7-4 below.

For the weaving analysis, the HCM 2010 methodology as implemented by the HCS software tool was used. Freeway weaving conditions are dependent upon traffic volumes and the weaving length between the interchanges; lane configurations, and free-flow speed of the freeway segment. A weaving analysis is typically applicable for freeway segments where the distance between an on-ramp and a downstream off-ramp is less than 2,500 feet.

The correlation between the levels of service and average control delay for freeway density is provided in Table 2.7-4 below.

Table 2.7-4: Freeway Mainline Segment Level of Service Standards		
Level of Service	Description	Density (passenger vehicles per mile per lane)
A	Little or no traffic delay	≤11
B	Short traffic delays	>11-18
C	Average traffic delays	>18-26
D	Long traffic delays	>26-35
E	Very long traffic delays	>35-45
F	Extreme traffic delays	>45 Demand exceeds capacity

Pedestrian and Bicycle Facilities

Pedestrian facilities in the project vicinity are very limited. Partial five foot sidewalks border the project to the west along Serramonte Boulevard and east of the proposed driveway entrance. There is no sidewalk connection on the north side of the project site along Serramonte Boulevard. Additionally, the intersection that accesses the project site does not have a striped crosswalk on the east leg.

According to the Daly City Bicycle and Pedestrian Master Plan²⁶, the Town of Colma General Plan²⁷, and the City of South San Francisco General Plan²⁸, the following bikeways are currently present within the study area:

- Callan Boulevard between Serramonte Boulevard and King Drive
- Gellert Boulevard between Hickey Boulevard and King Drive
- Southgate Avenue west of St. Francis Boulevard
- Junipero Serra Boulevard south of D Street
- Southgate Avenue between Junipero Serra Boulevard and St. Francis Boulevard
- Callan Boulevard between Southgate Avenue and Serramonte Boulevard
- Gellert Boulevard between Serramonte Boulevard and Hickey Boulevard

²⁶ City of Daly City, *Daly City Bicycle and Pedestrian Master Plan*. Adopted February 2013.

²⁷ Town of Colma, *2014 Circulation Element Town of Colma General Plan*. Adopted September 2014

²⁸ City of South San Francisco, *South San Francisco General Plan*, Adopted October 1999.

Transit Service

Existing transit service in the project area is provided by Bay Area Rapid Transit (BART) and the San Mateo County Transit District (SamTrans). These services are further described below and shown in Figure 2.7-2.

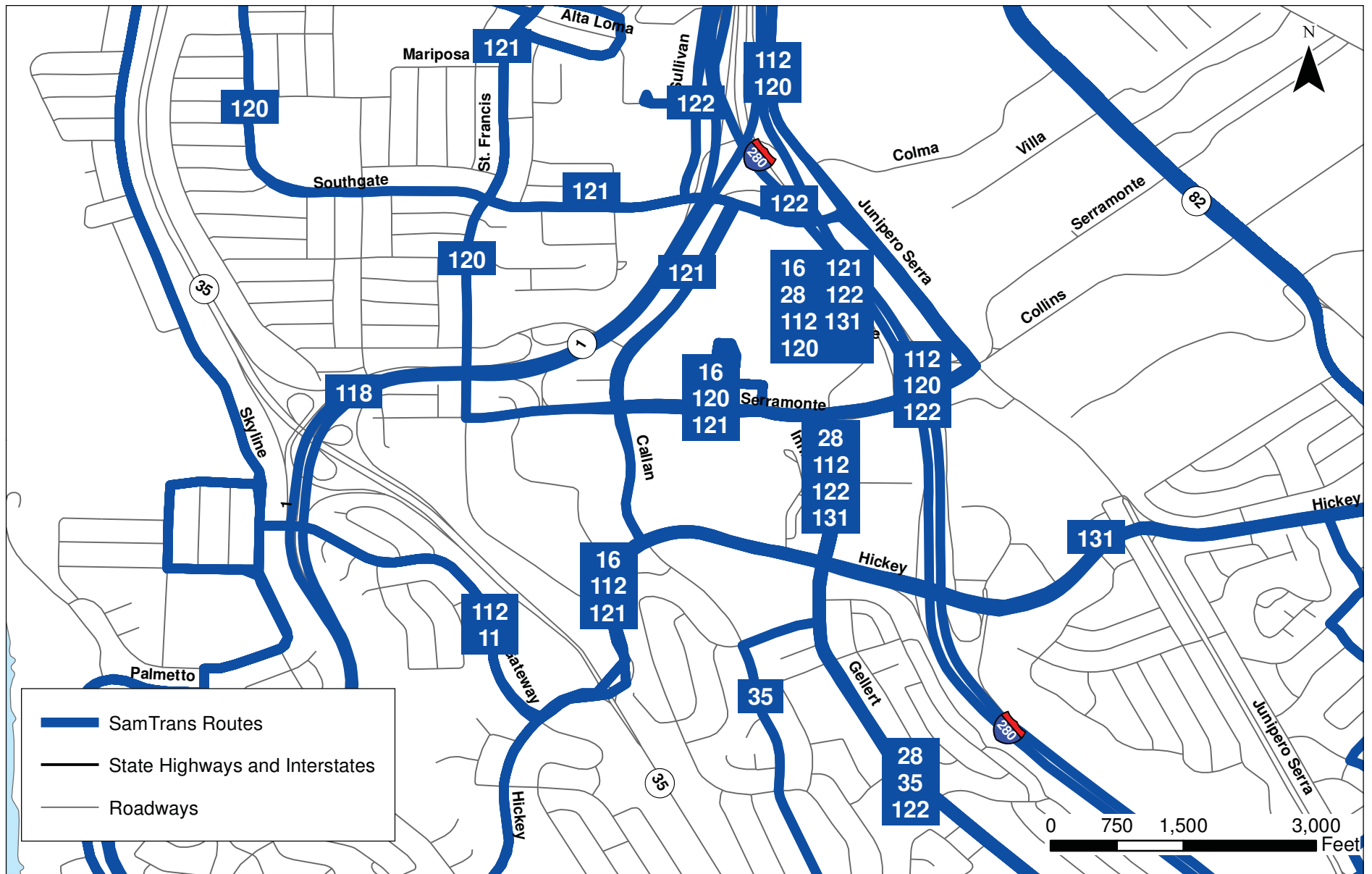
Bay Area Rapid Transit (BART)

The Bay Area Rapid Transit District (BART) provides heavy-rail, regional transit service to Alameda, San Francisco, Contra Costa, and San Mateo counties. The nearest station is the Colma BART Station, located near Albert M. Teglia Boulevard and El Camino Real about 1.8 miles from the Project. BART's direct service from this station includes the Pittsburg-Bay Point line and the Richmond-Daly City/Millbrae line. BART trains operate on 15-minute headways during peak commute periods.

SamTrans

SamTrans is the administrative body for the principal public transit and transportation programs in San Mateo County. SamTrans operates seven routes that serve the study area, and the closest bus stops are located at the Serramonte Shopping Center, north of the project and adjacent to the Triton Gas Station, west of the project site. Five routes provide local service (Routes 112, 120, 121, 122, and 131) while the other two routes serve public high schools on school days (Route 16 & 28). Routes 112 and 122 serve the Colma BART station while routes 120 and 121 serve both the Daly City and Colma BART stations. A description of these routes are provided in Table 2.7-5.

Table 2.7-5: Existing SamTrans Bus Service near the Project Site		
Bus Route	Serving	Headway During Peak Periods (minutes)
16	Daly City, Pacifica, and Terra Nova High School	Limited service on school days only.
28	Daly City, South San Francisco, and South San Francisco High School	Limited service on school days only.
112	Colma BART and Linda Mar Park & Ride	1 per hour on weekdays and weekends.
120	Brunswick/Templeton and Colma BART	4-6 per hour on weekdays, and 3-4 per hour on weekends.
121	Lowell/Hanover and Skyline College	2 per hour on weekdays, and 1 per hour on weekends.
122	South San Francisco BART and Stonestown/SF State	2 per hour on weekdays and weekends.
131	Airport/Linden and Serramonte Center	4 per hour on weekdays, 2 per hour on weekends.



Source: Kittelson & Associates, Inc., Dec. 2017.

Existing Intersection Levels of Service

The results of the intersection LOS analysis under existing conditions are summarized in Table 2.7-8. The results show that all study intersections in the project area currently operate at LOS D or better during both AM and PM peak hours, except for the intersection of the Northbound SR-1 Ramps and Serramonte Boulevard which operates at LOS E during the AM Peak Hour. Additional information about existing levels of service, including the level of service calculation sheets, are included in Appendix E of this EIR.

Existing Freeway Levels of Service

Traffic volumes for the subject freeway segments were obtained from the *2011 CMP Annual Monitoring Report*. The results of the analysis are summarized in Table 2.7-6. The results show that the mixed-flow lanes on one of the seven directional freeway segments analyzed currently operate at an unacceptable LOS E during at least one of the peak hours.

Table 2.7-6: Existing Freeway Segment Levels of Service				
Freeway Segment		Peak Hour	Mixed-Flow Lanes	
			Density	LOS
Northbound	I-280 South of Hickey Boulevard	AM	25.2	C
		PM	28	D
	I-280 North of SR 1	AM	18.2	C
		PM	24.1	C
	SR 1 South of Serramonte Boulevard	AM	14.5	B
		PM	13.6	B
Southbound	I-280 South of Hickey Boulevard	AM	32.4	D
		PM	28	C
	I-280 North of SR 1	AM	23.5	C
		PM	21.6	C
Southbound	SR 1 South of Serramonte Boulevard	AM	5.3	A
		PM	7.5	A
	I-280 Southbound between SR 1 and Serramonte Boulevard	AM	33.9	D
		PM	40.8	E
BOLD indicates an unacceptable LOS.				

Existing Queuing Analysis at Freeway Off-Ramp Intersections

A queuing analysis for the freeway off-ramp intersections was performed to determine the impacts on state highways using the Vistro analysis software program. The queuing analysis assessed whether the queue length at the off-ramp's approach to the controlling intersection would extend beyond available storage on each analysis off-ramp. This analysis was done using the 95th percentile queue length, which indicates the maximum queue length likely to be experienced under normal conditions. Under existing conditions, all freeway off-ramps have sufficient storage to accommodate the off-ramp queues during both the AM and PM peak hours.

2.7.2 **Transportation Impacts**

2.7.2.1 ***Thresholds of Significance***

For the purposes of this EIR, a transportation impact is considered significant if the project would:

- Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit;
- Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways;
- Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks;
- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
- Result in inadequate emergency access; or
- Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

2.7.2.2 ***Project Trip Estimates***

The magnitude of traffic produced by a new development and the locations where that traffic would appear are estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. In determining project trip generation, the magnitude of traffic entering and exiting the site is estimated for the AM and PM peak hours. As part of the project trip distribution, an estimate is made of the directions to and from which the project trips would travel. In the project trip assignment, the project trips are assigned to specific streets. These procedures are summarized below and described in more detail in Appendix E of this EIR.

Trip Generation

Peak hour trip generation estimates for the proposed project are based on trip rates obtained from the Institute of Transportation Engineers' (ITE) publication *Trip Generation* (9th Edition, 2012). It is estimated that the proposed project would generate approximately 3,315 trips on a typical weekday. Of these new trips, 235 trips would occur during the weekday AM peak hour and 274 trips would occur during the weekday PM peak hour. The project trip generation is presented in Table 2.7-7 below.²⁹

²⁹ The project trip generation and results of the TIA are conservative since this analysis considered 11 additional hotel rooms on the project site than currently proposed.

Trip Distribution Pattern and Trip Assignment

The trip distribution pattern for the project was estimated based on existing travel patterns on the surrounding roadway system and the locations of complementary land uses. The peak hour vehicle trips generated by the project were assigned to the roadway network in accordance with the trip distribution pattern. The trip distribution patterns for the proposed project are included in Appendix E of this EIR.

Table 2.7-7: Project Trip Generation Estimates								
	Dwelling Units/Rooms	AM Peak Hour			PM Peak Hour			Weekday Daily Total
		In	Out	Total	In	Out	Total	
Proposed Uses								
Condo ¹	323	24	118	142	113	55	168	1,877
Hotel ²	187	55	38	93	54	52	106	1,438
Total Project Trips		79	156	235	167	107	274	3,315
Sources/Notes:								
¹ Residential Condominium Townhouse (230) ITE Trip Generation, 9 th Edition, regression equations.								
² Hotel (310) ITE Trip Generation, 9 th Edition, regression equations.								

2.7.2.3 Existing Plus Project Conditions

Existing Plus Project Transportation Network

It is assumed that the transportation network under existing plus project conditions would be the same as the existing conditions with the exception of a new westbound left-turn pocket and south leg at the intersection of Serramonte Boulevard/Serramonte Shopping Center/Project Driveway.

Existing Plus Project Traffic Volumes

The net peak hour trips for the project were added to the existing traffic volumes to obtain the existing plus project volumes. Refer to Appendix E of this EIR for a tabulation of the existing plus project traffic volumes.

Existing Plus Project Intersection Levels of Service

The intersection of Serramonte Boulevard/Serramonte Shopping Center Driveway/Project Driveway is currently a three-way intersection with the north leg serving the Serramonte Shopping Center. With the project, a south leg would be added to this intersection, which would serve as the only driveway for the project. This intersection is currently a signalized intersection, with a protected eastbound left-turn lane into the Serramonte Shopping Center. For the westbound direction, this intersection currently has two westbound through lanes and an exclusive right-turn lane.

With the addition of the project, the need for an exclusive westbound left-turn lane into project driveway was analyzed. According to the Highway Capacity Manual (HCM), the presence of exclusive left-turn lanes should be determined based on the volume of left-turn traffic, opposing

volumes and safety considerations. A minimum of 100 left-turn vehicles per hour warrants an exclusive left-turn lane. The project would generate 113 westbound left-turn vehicles during the PM peak hour. Therefore, an exclusive westbound left-turn lane is proposed at this intersection.

To improve the proposed driveway operations, the following intersection improvements are recommended at the intersection of Serramonte Boulevard/Serramonte Shopping Center Driveway/Project Driveway:

- Re-stripe the westbound approach on Serramonte Boulevard to provide a left-turn lane, two through lanes, and one right-turn lane. Reconfigure the signal to allow for a protected left-turn for the westbound approach, and split phasing for the northbound and southbound approaches. This is a required modification of the existing median island east of the intersection.

The results of the intersection LOS analysis under existing plus project conditions are summarized in Table 2.7-8 below and show that all of the study intersections would operate at an acceptable LOS D or better during the AM and PM peak hours of traffic, except for the intersection of SR-1 Northbound Ramps and Serramonte Boulevard. This intersection would continue to operate at an unacceptable LOS E during the AM peak hour with the addition of project traffic. The addition of project traffic at this intersection would increase the average delay from 40.0 seconds to 42.2 seconds, resulting in a significant impact.

Impact TRANS – 1: The project would add delay to the intersection of SR 1 Northbound Ramps and Serramonte Boulevard, which currently operates at a deficient level of service without the project. **(Significant Impact)**

Mitigation Measures: The following mitigation measure would reduce the average delay time between SR 1 Northbound Ramps and Serramonte Boulevard to 26.7 seconds during the AM peak hour. Under the existing plus project condition, the average delay time is 42.2 seconds during the AM peak hour (as shown in Table 2.7-8 below). After implementing the recommended mitigation measure, the intersection would improve its speed and functionality by reducing its average delay by 15.5 seconds. The intersection would be improved from an LOS E to an acceptable LOS C standard.

MM TRANS – 1.1: The City of Daly City shall install a traffic signal at the intersection. This intersection currently meets the peak hour signal warrant during the AM peak hour, without or with the project. Signalizing this intersection would improve the average intersection delay to LOS C. The installation of a traffic signal and turning lanes at this intersection is a planned intersection improvement under the Daly City General Plan, anticipated within a 10-year time frame (and therefore the interim LOS E congestion with and without the project traffic is considered acceptable until the City installs the traffic signal according to General Plan Circulation Element Task CE-1.6). The project shall contribute a proportional share to the cost of the improvements.

With the implementation of the above mitigation measure, the traffic impacts would be less than significant. **(Less Than Significant With Mitigation Incorporated)**

Table 2.7-8: Existing and Existing Plus Project Intersection Levels of Service – Signalized Intersections							
Study Intersection		Peak Hour	Existing Condition		Existing Plus Project Condition		
			Average Delay (sec.)¹	LOS	Average Delay (sec.)¹	LOS	Increase in Avg. Delay
1	SR 1 SB Ramps & Clarinada Avenue	AM	13.4	B	13.6	B	+0.2
		PM	23.9	C	24.5	C	+0.6
2	SR 1 NB Ramps & Serramonte Boulevard	AM	40.0	E	42.2	E	+2.2
		PM	15.7	C	16.0	C	+0.3
3	Callan Boulevard & Serramonte Boulevard	AM	14.5	B	14.5	B	N/A
		PM	14.0	B	14.4	B	+0.4
4	Serramonte Center Driveway/ Project Driveway & Serramonte Boulevard	AM	8.1	A	22.6	C	+14.5
		PM	13.0	B	33.5	C	+20.5
5	Gellert Boulevard & Serramonte Boulevard	AM	11.9	B	12.7	B	+0.8
		PM	46.8	D	50.1	D	+3.3
6	I-280 SB Off-Ramp & Serramonte Boulevard	AM	7.1	A	7.3	A	+0.2
		PM	16.0	B	16.2	B	+0.2
7	I-280 NB Off-Ramp & Serramonte Boulevard	AM	1.7	A	1.9	A	+0.2
		PM	4.1	A	4.3	A	+0.2
8 ²	Junipero Serra Boulevard & Serramonte Boulevard	AM	27.0	C	27.8	C	+0.8
		PM	28.4	C	29.0	C	+0.6
9	Gellert Boulevard & Serramonte Plaza	AM	24.6	C	24.6	C	N/A
		PM	32.6	C	32.8	C	+0.2
10	Callan Boulevard & Hickey Boulevard	AM	17.7	B	17.8	B	N/A
		PM	22.5	C	22.8	C	+0.3
11	Gellert Boulevard & Hickey Boulevard	AM	29.7	C	30.0	D	+0.3
		PM	49.4	D	50.3	D	+0.9
12	I-280 SB Ramps & Hickey Boulevard	AM	9.2	A	9.2	A	N/A
		PM	10.5	B	10.5	B	N/A
13	I-280 NB Ramps & Hickey Boulevard	AM	26.9	C	27.0	C	+0.1
		PM	24.0	C	24.2	C	+0.2
14	Kaiser Driveway & Hickey Boulevard	AM	11.3	B	11.2	B	-0.1
		PM	17.3	B	17.3	B	N/A

**Table 2.7-8:
Existing and Existing Plus Project Intersection Levels of Service – Signalized Intersections**

Study Intersection	Peak Hour	Existing Condition		Existing Plus Project Condition		
		Average Delay (sec.) ¹	LOS	Average Delay (sec.) ¹	LOS	Increase in Avg. Delay
15 ³ Langford Drive & Hickey Boulevard	AM	52.4	D	52.5	D	+0.1
	PM	51.8	D	51.8	D	N/A
16 ³ Junipero Serra Boulevard & Hickey Boulevard	AM	43.3	D	43.6	D	+0.3
	PM	51.4	D	51.7	D	+0.3

Notes:

BOLD text indicates an unacceptable LOS.

Bold Italic indicates a significant project impact.

¹ Delay shown for the signalized intersections is the weighted average control delay for all turning movements approaching the intersection.

² Intersection under Town of Colma Jurisdiction

³ Intersections under City of South San Francisco Jurisdiction

Existing Plus Project Conditions Freeway Analysis

Under the Existing Plus Project freeway conditions, all freeway segments would operate at LOS D or better, except for the weaving segment on I-280 southbound between SR 1 and Serramonte Boulevard, which would operate at LOS E without and with the project during the PM peak hour. The addition of project traffic would cause the Volume/Capacity (V/C) ratio for this segment to increase by more than one percent (from 0.969 to 0.986) during the weekday AM peak hour. Therefore, the project impact is considered to be significant.

Impact TRANS – 2: The project would add traffic constituting more than one percent of capacity to the I-280 southbound weaving segment between SR 1 and Serramonte Boulevard, which would operate at a deficient level of service without the project. **(Significant Impact)**

Mitigation Measures: The following mitigation measure would likely reduce freeway density impacts to a less than significant level. However, because I-280 and SR-1 are under Caltrans' jurisdiction, the City of Daly City does not have the authority to implement the mitigation and therefore impacts would remain significant and unavoidable.

MM TRANS – 2.1: Caltrans is planning to implement improvements on the weaving section on I-280 southbound between the SR 1 northbound off-ramp and the Serramonte Boulevard off-ramp, as included in the Daly City General Plan. Construction of these improvements would likely reduce the proposed project's impact to less than significant. However, because the freeway is under Caltrans' jurisdiction, the implementation and timing of the improvements to the affected

segment are not under the City's control, therefore, the impact would remain significant and unavoidable. **(Significant Unavoidable Impact)**

2.7.2.4 Vehicular Access

Vehicular access to the project would be provided via a driveway on Serramonte Boulevard. An emergency access road and pedestrian walkway would connect Serramonte Boulevard.

Parking for the proposed condominiums is proposed in a partially sub-grade, stepped parking podium garage. Vehicles would be able to access the parking garages via one driveway on Serramonte Boulevard.

The intersection of Serramonte Boulevard/Serramonte Shopping Center Driveway/Project Driveway is currently a three-way intersection with the north leg serving the Serramonte Shopping Center. With the project, a south leg would be added to this intersection, which would serve as the only driveway for the project. This intersection is currently a signalized intersection, with a protected eastbound left-turn lane into Serramonte Shopping Center. For the westbound direction, this intersection currently has two westbound through lanes and an exclusive right-turn lane.

Since the project would generate more than 100 left-turn vehicles per hour, an exclusive westbound left-turn lane is proposed to improve the project driveway operations. **(Less Than Significant Impact)**

2.7.2.5 Impacts to Pedestrian and Bicycle Facilities

Pedestrian facilities in the project vicinity are very limited. Partial five foot sidewalks border the project to the northwest along Serramonte Boulevard and east of the proposed driveway entrance. There is a sidewalk on the north side of Serramonte Boulevard between Gellert Boulevard and Callan Boulevard. Additionally, the intersection that accesses the project site has a crosswalk on the west and northern legs but does not have a striped crosswalk on the east leg. The project would create an additional sidewalk along the street frontage of Serramonte Boulevard and a crosswalk between the project driveway and the Serramonte Shopping Center (due to the addition of a south leg to the Serramonte Boulevard/Serramonte Shopping Center Driveway/project driveway intersection). Therefore, the proposed project would not conflict with or decrease the performance or safety of existing or planned pedestrian facilities.

There are existing Class II bike routes on Callan Boulevard between Serramonte Boulevard and King Drive, Gellert Boulevard between Hickey Boulevard and King Drive, Southgate Avenue west of St. Francis Boulevard, and Junipero Serra Boulevard south of D Street. Class III bike routes are present on Southgate Avenue between Junipero Serra Boulevard and St. Francis Boulevard, Callan Boulevard between Southgate Avenue and Serramonte Boulevard, and Gellert Boulevard between Serramonte Boulevard and Hickey Boulevard.

The Daly City Bicycle and Pedestrian Master Plan proposes a number of improvements to better connect the existing bicycle networks in the City. Within the project vicinity, several bicycle paths

are proposed including: Class II bicycle lanes on St. Francis Boulevard between Southgate Avenue and Serramonte Boulevard and on Serramonte Boulevard between St. Francis Boulevard and Callan Boulevard, and Class III bicycle routes on Hickey Boulevard between State Route 35 (SR 35) and Junipero Serra Boulevard.

As described in *Section 1.2 Project Description*, the project proposes to retain the existing bicycle lane on the south side of Serramonte Boulevard. The bicycle demand created by the proposed project would not result in adverse impacts to existing or planned bicycle facilities.

Based on the above discussion, the project would not result in significant impacts to pedestrian or bicycle facilities. **(Less Than Significant Impact)**

2.7.2.6 Impacts to Transit Service

Transit service in the project vicinity is provided by BART and SamTrans. The nearest BART station is the Colma station, located near Albert N. Teglia Boulevard and El Camino Real about 1.8 miles from the project site. SamTrans operates seven routes that serve the project area, and the closest bus stop is located at the Serramonte Shopping Center, north of the project site and adjacent to the Triton Gas Station, west of the project site. Given the existing transit service in the project area, the existing transit facilities would be adequate to serve the project's estimated transit demand. For these reasons, the proposed project would not have a significant impact on transit services or facilities. **(Less Than Significant Impact)**

2.7.2.7 Other Transportation Impacts

Construction Traffic Generation

The number of trips generated by project-related construction vehicles during the construction phase of the project was estimated to evaluate the impacts of construction vehicles on traffic operations in the project vicinity. Over a 60-day grading period, approximately 14,300 truck trips would be required in order to off-haul all the soil from excavation at the project site.³⁰ Assuming a nine-hour workday over a 60-day grading period, there would be an estimated 27 off-haul round trips per hour.

The proposed truck route would use the I-280 interchange at Hickey Boulevard and Gellert Boulevard to and from the project site. Figure 2.7-3 shows the proposed vehicle route and the resulting numbers of peak hour truck trips added to each intersection approach. As shown in Figure 2.7-3, the construction vehicles would access the project site from South San Francisco via northbound I-280, exiting and making a left-turn at Hickey Boulevard, a right-turn at Gellert Boulevard, a left-turn at Serramonte Boulevard, and a left-turn into the project site. The construction vehicles would depart the site using a reversed route. Based on this travel path, construction vehicles would travel through the following six study intersections:

4. Serramonte Boulevard & I-280 SB On-Ramp

³⁰ This traffic report evaluated a larger version of the project that assumed 325,000 cubic yards of soil off-haul. The current project proposes approximately 171,757 cubic yards of soil export from the site.

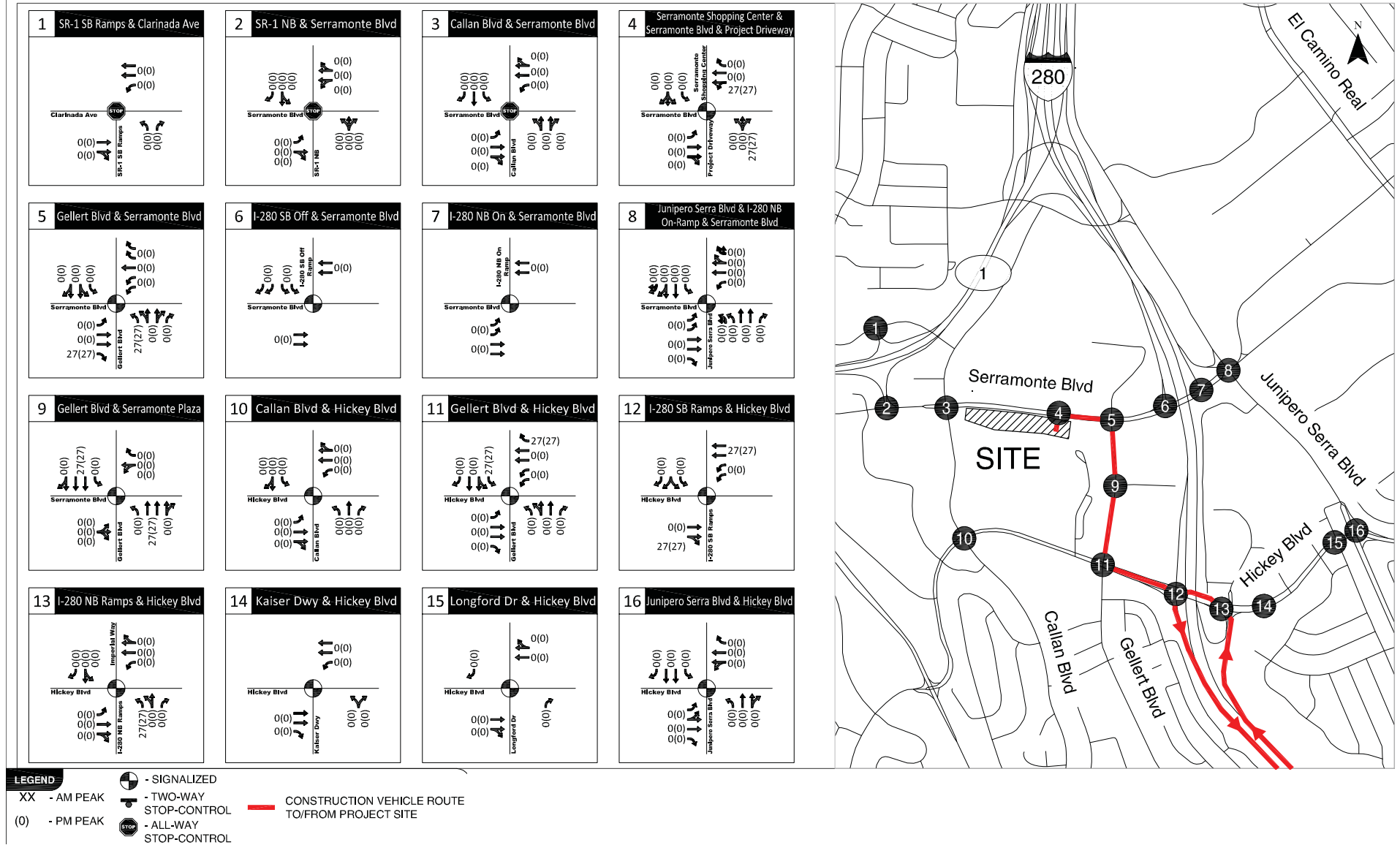
5. Serramonte Boulevard & Gellert Boulevard
9. Gellert Boulevard & Serramonte Plaza
11. Gellert Boulevard & Hickey Boulevard
12. Hickey Boulevard & I-280 SB Ramps
13. Hickey Boulevard & I-280 NB Ramps

The results of the intersection LOS analysis under the Existing and Existing plus Construction conditions are summarized in Table 2.7-9, for the AM and PM peak hour, respectively.

Table 2.7-9: Existing and Existing Plus Project Construction Traffic						
Study Intersection	Peak Hour	Existing Condition		Existing Plus Project Condition		
		Average Delay (sec.) ¹	LOS	Average Delay (sec.) ¹	LOS	Increase in Avg. Delay
4 Serramonte Center Driveway/Project Driveway & Serramonte Boulevard	AM	8.1	A	9.0	B	+0.9
	PM	13.0	B	14.5	B	+1.5
5 Gellert Boulevard & Serramonte Boulevard	AM	11.9	B	12.3	B	+0.4
	PM	46.8	D	52.6	D	+5.8
9 Gellert Boulevard & Serramonte Plaza	AM	24.6	C	24.6	C	N/A
	PM	32.6	C	32.5	C	-0.1
11 Gellert Boulevard & Hickey Boulevard	AM	29.7	C	30.0	D	+0.3
	PM	49.4	D	53.2	D	+3.8
12 I-280 SB Ramps & Hickey Boulevard	AM	9.2	A	9.2	A	N/A
	PM	10.5	B	10.6	B	+0.1
13 I-280 NB Ramps & Hickey Boulevard	AM	26.9	C	27.0	C	+0.1
	PM	24.0	C	24.7	C	+0.7
Notes: BOLD text indicates an unacceptable LOS. Bold Italic indicates a significant project impact. ¹ Delay shown for the signalized intersections is the weighted average control delay for all turning movements approaching the intersection. ² Intersection under Town of Colma Jurisdiction ³ Intersections under City of South San Francisco Jurisdiction						

Air Traffic Patterns

As discussed in *Section 2.6 Land Use*, the proposed project would not affect air traffic patterns or result in substantial aviation-related safety risks. **(Less Than Significant Impact)**



Source: Kittelson & Associates, Inc., Dec. 2017.

PROJECT CONSTRUCTION VEHICLE TRIP GENERATION

FIGURE 2.7-3

Sight Distance and Emergency Vehicle Access

An emergency vehicle access lane will be located on the western portion of the property along Serramonte Boulevard. The design of the project would comply with the City’s standards for emergency vehicle access (including providing adequate points of access, vertical clearance, and turning radius) and therefore, would not result in inadequate emergency access.

As noted above, the proposed project will modify the project driveway to provide an exclusive west-bound left turn into the site, ensuring safety of vehicles entering the driveway. Based on the discussion above, the proposed project would not result in a substantial hazard from a design feature or inadequate emergency vehicle access. **(Less Than Significant Impact)**

2.7.2.8 Consistency with Applicable Plans, Policies, and Regulations

San Mateo County Congestion Management Program

As the Congestion Management Agency (CMA) for San Mateo County, the City/County Association of Governments (C/CAG) is responsible for maintaining the performance standards of the Congestion Management Program (CMP) roadway network. The CMP requires new development projected to add 100 or more peak hour trips to the CMP roadway network to implement Travel Demand Management (TDM) measures that would reduce project impacts. In the vicinity of the project site, facilities that are part of the CMP network include SR 1 and I-280. The freeway mainline segments and freeway weaving section listed above are compliant with CMP standards, with the exception of the weaving section on I-280 southbound between SR 1 northbound off-ramp and the Serramonte Boulevard off-ramp (refer to Impact TRANS – 2).

2.7.3 Conclusion

Impact TRANS – 1: The project would add delay to the intersection of SR 1 Northbound Ramps and Serramonte Boulevard, which currently operates at a deficient level of service without the project. The City of Daly City shall install a traffic signal at the intersection of SR 1 Northbound Ramps and Serramonte Boulevard. This intersection currently meets the peak hour signal warrant during the AM peak hour, without or with the project. Signalizing this intersection would improve the average intersection delay to LOS C. The installation of a traffic signal and turning lanes at this intersection is a planned intersection improvement under the Daly City General Plan, within a 10-year time frame, and therefore, this interim congestion is considered acceptable by City policy. The project shall contribute a proportional share to the cost of the improvements. **(Less Than Significant With Mitigation Incorporated)**

Impact TRANS – 2: The project would add traffic constituting more than one percent of capacity to the I-280 southbound weaving segment between SR 1 and Serramonte Boulevard, which would operate at a deficient level of

service without the project. Caltrans is planning to implement improvements on the weaving section on I-280 southbound between the SR 1 northbound off-ramp and the Serramonte Boulevard off-ramp, as included in the Daly City General Plan. Because the freeway is under Caltrans' jurisdiction, the implementation and timing of the improvements are not under the City's control. The project impact, therefore, would remain significant and unavoidable. **(Significant Unavoidable Impact)**

SECTION 3.0 GROWTH-INDUCING IMPACTS

In general, new development is “growth.” The proposed growth on the project site, however, would not be “induced” by the proposed project – it is the proposed project. The CEQA Guidelines require that an EIR identify the likelihood that a proposed project could “foster” or stimulate “economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment” (§15126.2(d)). This section of the EIR is intended to evaluate the impacts of such growth in the surrounding environment.

The proposed project is considered “infill,” meaning that the project site is well within the City’s existing urban boundaries and is already served by existing infrastructure. Compared to existing conditions, implementation of the project would increase population on the site.

The residential portion of the project site is designated in the General Plan as *High Density Residential*, which allows residential development between 35 and 50 dwelling units per acre. The hotel component of the project site is designated in the General Plan as *Commercial – Retail and Office*, which allows a Floor Area Ratio (FAR) of up to five (5) square feet of building area for each square foot of land area.

In order for the proposed residential density of the project (56 dwelling units per acre) to comply with the General Plan, a General Plan Amendment is proposed to *Very High Density Residential* which allows residential development of at least 50 dwellings units per acre and over. The project site is zoned as *Planned Development (PD-57)*. The project proposes an amendment to the PD-57 zoning to increase the allowed building heights to accommodate the hotel and residential structures, as the current PD-57 zoning restricts building heights to 90 feet.

Although the project is not currently consistent with the General Plan, the project would not induce substantial growth in the City as the General Plan already designated the project site as *High Density Residential*, suggesting that growth was planned in this part of the City. Therefore, the project embodies the City’s vision to enhance high density residential developments in areas that are near transit facilities.

The project, however, is consistent with the City’s General Plan, zoning, and vision for higher density residential development on a site that is proximate to transit facilities and that would create an additional residential area that would be served by existing non-residential uses. The project, therefore, would not result in growth beyond what is already anticipated in the City’s General Plan. Given the limitation of available land in Daly City, the City’s growth will be through densification and intensification rather than by expanding outward. This focus of growth within the urban core with sufficient transportation and public service infrastructure is in line with the smart growth goals of the City, as it will lessen pressure for growth on the urban fringe.

The project proposes residential uses in an area that is built-out, predominately commercial, and isolated by major infrastructure including SR 1, I-280/SR-1 interchange, and Serramonte Boulevard. In addition, as discussed in *Section 4.13 Population and Housing Impacts* of the Initial Study (Appendix B), the identified mitigation and infrastructure improvements for the project would not create capacity for additional development beyond the scope of the project (i.e., improvements are

not growth inducing). For these reasons, it is not likely that the development of the proposed project would foster or stimulate the construction of additional housing in the surrounding environment.

The development of the residential units on-site would generate revenue for the City in terms of taxes (e.g., property tax), however, this revenue would not result in substantial economic growth for the City.

Based on the above discussion, the project would not result in substantial growth-inducing impacts since the project is:

- Consistent with the City’s General Plan policies and vision for the site;
- Would not create capacity for additional development beyond the scope of the project;
- Would not likely foster or stimulate the construction of additional housing in the surrounding environment given the context of the site; and
- Would not generate substantial economic growth for the City. **(Less Than Significant Impact)**

SECTION 4.0 CUMULATIVE IMPACTS

4.1 INTRODUCTION

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. 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. The analysis must then determine whether the project’s contribution to any cumulatively significant impact is cumulatively considerable, as defined by CEQA Guideline Section 15065(a)(3).

The discussion below addresses two aspects of cumulative impacts: 1) would the effects of all of the pending development listed result in a cumulatively significant impact on the resources in question? And, if that cumulative impact is likely to be significant, 2) would the contributions to that impact from the proposed project make a cumulatively considerable contribution to those cumulative impacts?

4.2 LISTS OF CUMULATIVE PROJECTS

Table 4.2-1 identifies a list of specific pending and approved projects in the project vicinity that were not yet implemented at the time the NOP for the proposed project was circulated and, therefore, are evaluated in this cumulative analysis. There are no recently completed projects in the area that would contribute to cumulative impacts with the proposed project, as the effects of recently completed projects are reflected in the baseline conditions discussed throughout this EIR. Given that the project proposes an amendment to the General Plan, and the General Plan planning horizon is the year 2035, this cumulative also accounts for conditions that would occur in the long-term (2035). Under cumulative conditions, it is assumed that all the planned land use developments and improvements identified in the Daly City General Plan (and where relevant for Colma and South San Francisco) would be implemented.

**Table 4.2-1:
List of Cumulative Projects**

Project Name	Location	Description
Approved Projects		
Christopher Highlands	60 Christopher Court	79 single-family homes
Serramonte Shopping Center Expansion	North of Serramonte Boulevard	328,600 square feet of retail, entertainment and restaurant space; a 75,000 square foot hotel; a 65,000 square foot medical building; a 348,000 square foot above-ground parking garage with 1,080 additional parking spaces.
In-N-Out Burger	372 Gellert Boulevard	3,867 square foot In-N-Out restaurant with drive-through lane

4.3 ANALYSIS OF CUMULATIVE IMPACTS

Based on the analysis in this EIR, development of the project with other pending and approved development could have cumulatively significant impacts in the following areas: transportation, air quality, and energy. The thresholds of significance used for the analyses of cumulative impacts are the same as those listed in *Section 2.0 Environmental Setting, Impacts, and Mitigation* of this EIR, unless otherwise noted. The project's contribution to the cumulative greenhouse gas emissions impacts is discussed in *Section 2.5 Greenhouse Gas Emissions*.

The project's land use, visual and aesthetics, and geology and soils impacts are specific to the project site and would not result in cumulative impacts with other projects. For this reason, cumulative impacts to these resources are not discussed as recently completed projects in the area are included in the existing conditions baseline discussed through the EIR for each topic.

4.3.1 Cumulative Transportation

4.3.1.1 *Cumulative Transportation Network and Traffic Volumes*

Given that the project proposes an amendment to the General Plan, and the General Plan planning horizon is the year 2035, cumulative traffic conditions are conditions that would occur in the long-term (2035). It is assumed in this analysis that the transportation network under cumulative plus project conditions would be the same as described under cumulative conditions. Under cumulative conditions, it is assumed that all the planned land use developments and improvements identified in the Daly City General Plan and mitigation improvements from approved development projects are implemented (refer to the Traffic Impact Analysis in Appendix E, page 47-48). The following specific approved projects within the study area are included in the cumulative conditions analysis: Christopher Highlands residential development, Serramonte Shopping Center Expansion, and In-N-Out Burger.

Cumulative traffic volumes for study intersections were estimated by adding the trips generated by the project to the cumulative (no project) volumes which reflect buildout conditions from General Plan growth for Daly City, Colma, and South San Francisco. For the freeway, the cumulative plus

project traffic volumes were estimated by adding the trips generated by the project to the cumulative (no project) freeway mainline volumes.

4.3.1.2 Cumulative and Cumulative Plus Project Intersection Levels of Service

Table 4.3-1 below summarizes the results of the cumulative intersection levels of service analysis. As shown in these tables, all study intersections would continue to operate at LOS D or better during both peak hours under cumulative conditions with and without the project, except for the intersection of Junipero Serra Boulevard and Hickey Boulevard in South San Francisco and the intersection of Junipero Serra Boulevard and Serramonte Boulevard in Colma.

The intersection of Junipero Serra Boulevard and Hickey Boulevard would operate at an unacceptable LOS E under cumulative conditions with and without the project. The project would add traffic to this intersection and would increase the average weighted delay by two (2) seconds. The City of South San Francisco considers a significant impact to result if the project increases total volumes passing through a signalized intersection by two percent or more if it operates at LOS E or F. The project would not increase cumulative traffic volumes at the intersection by two percent and, therefore, would not result in a cumulatively considerable contribution to traffic volumes at this intersection.

The intersection of Junipero Serra Boulevard and Serramonte Boulevard in Colma is allowed to operate at LOS E during the peak hour based on the City of Colma's Circulation Element of the General Plan.

Table 4.3-1: Cumulative and Cumulative Plus Project Intersection Levels of Service – Signalized Intersections							
Study Intersection		Peak Hour	Cumulative		Cumulative Plus Project Condition		
			Average Delay (sec.) ¹	LOS	Average Delay (sec.) ¹	LOS	Increase in Avg. Delay
1	SR 1 SB Ramps & Clarinada Avenue	AM	11.5	B	11.6	B	+0.1
		PM	16.0	B	16.2	B	+0.2
2	SR 1 NB Ramps & Serramonte Boulevard	AM	39.2	D	40.0	D	+0.8
		PM	22.2	C	22.2	C	N/A
3	Callan Boulevard & Serramonte Boulevard	AM	17.6	B	18.1	B	+0.5
		PM	26.8	C	28.9	C	+2.1
4	Serramonte Center Driveway/ Project Driveway & Serramonte Boulevard	AM	8.0	A	22.1	C	+14.1
		PM	14.7	B	34.1	C	+19.4
5	Gellert Boulevard & Serramonte Boulevard	AM	13.7	B	14.6	B	+1.3
		PM	43.4	D	43.5	D	+0.1

Table 4.3-1: Cumulative and Cumulative Plus Project Intersection Levels of Service – Signalized Intersections							
Study Intersection		Peak Hour	Cumulative		Cumulative Plus Project Condition		
			Average Delay (sec.) ¹	LOS	Average Delay (sec.) ¹	LOS	Increase in Avg. Delay
6	I-280 SB Off-Ramp & Serramonte Boulevard	AM	7.9	A	8.4	A	+0.5
		PM	16.2	B	16.6	B	+0.4
7	I-280 NB Off-Ramp & Serramonte Boulevard	AM	1.7	A	1.9	A	+0.2
		PM	4.5	A	4.7	A	+0.2
8 ²	Junipero Serra Boulevard & Serramonte Boulevard	AM	58.6	E	60.0	E	+1.4
		PM	67.6	E	69.5	E	+1.9
9	Gellert Boulevard & Serramonte Plaza	AM	24.1	C	24.1	C	N/A
		PM	29.9	C	30.2	C	+0.3
10	Callan Boulevard & Hickey Boulevard	AM	18.2	B	18.2	B	N/A
		PM	24.7	C	25.3	C	+0.6
11	Gellert Boulevard & Hickey Boulevard	AM	28.5	C	28.7	C	+0.2
		PM	43.1	D	43.3	D	+0.2
12	I-280 SB Ramps & Hickey Boulevard	AM	9.0	A	9.0	A	N/A
		PM	12.7	B	12.8	B	+0.2
13	I-280 NB Ramps & Hickey Boulevard	AM	29.2	C	29.3	C	+0.1
		PM	29.9	C	30.3	C	+0.4
14	Kaiser Driveway & Hickey Boulevard	AM	11.1	B	11.1	B	N/A
		PM	17.7	B	17.7	B	N/A
15 ³	Langford Drive & Hickey Boulevard	AM	54.2	D	54.3	D	+0.1
		PM	54.0	D	54.1	D	+0.1
16 ³	Junipero Serra Boulevard & Hickey Boulevard	AM	65.1	E	67.0	E	+2.1
		PM	72.8	E	75.0	E	+2.2
Notes: BOLD text indicates an unacceptable LOS. ¹ Delay shown for the signalized intersections is the weighted average control delay for all turning movements approaching the intersection. ² Intersection under Town of Colma Jurisdiction. ³ Intersections under City of South San Francisco Jurisdiction.							

4.3.1.3 Cumulative Freeway Analysis

Freeway mainline segments were analyzed in this study and the results indicate that Northbound I-280 south of Hickey Boulevard would operate at LOS E during the AM and PM peak hours, and

Southbound I-280 between SR 1 and Serramonte Boulevard would operate at LOS F during the AM peak hour, and at LOS E during the PM peak hour.

Freeway weaving segments were also studied and results indicate that South I-280 between SR 1 and Serramonte Boulevard would operate at LOS E during the AM peak hour and at LOS F during the PM peak hour.

Impact C – TRANS – 1: The proposed project would add traffic to the I-280 southbound weaving segment between SR 1 and Serramonte Boulevard which would operate at a deficient level of service without the project. The addition of project traffic would cause the V/C ratio for this segment to increase by more than one percent (from 1.043 to 1.062) during the weekday PM peak hour. Therefore, the project impact is significant. **(Significant Cumulative Impact)**

Mitigation Measures: The following mitigation measure would likely reduce freeway density impacts to a less than significant level. However, because I-280 and SR 1 are under Caltrans' jurisdiction, the City of Daly City does not have the authority to implement the mitigation and therefore impacts would remain significant and unavoidable.

MM C – TRANS – 1.1: Caltrans is planning to implement improvements on the weaving section on I-280 southbound between the SR 1 Northbound off-ramp and the Serramonte Boulevard off-ramp, as included in the Daly City General Plan. Construction of these improvements would likely reduce the Project's impact to less than significant. However, because the freeway is under Caltrans' jurisdiction, the implementation and timing of the improvements are not under the City's control, therefore, the impact remains significant and unavoidable. **(Significant Unavoidable Cumulative Impact)**

4.3.3 Cumulative Air Quality

Given the project's air quality impacts (refer to *Section 2.2 Air Quality*) and the nature of the cumulative projects, the below discussion focuses on cumulative criteria air pollutant emissions.

4.3.3.1 *Cumulative Criteria Air Pollutant Emissions*

Past, present, and future development projects contribute to the region's adverse air quality impacts on a cumulative basis. By its very nature, air pollution is largely a cumulative impact. No single project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project's contribution to the cumulative impact is considerable, then the project's impact on air quality would be considered significant. In other words, if the project would generate emissions that exceed the thresholds and results in a significant air quality impact, then the project is also deemed to have a cumulative considerable contribution to cumulative 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 exceeds the identified significance thresholds, its emissions would be cumulatively considerable, resulting in significant adverse air quality impacts to the region's existing air quality conditions. As discussed in *Section 2.2 Air Quality*, the proposed project would not result in significant operational emissions of criteria pollutants. **(Less Than Significant Cumulative Impact)**

4.3.7 Cumulative Energy

The cumulative projects are located in infill areas and are required to meet applicable state and federal requirements for energy efficiency (e.g., National Energy Policy, Federal EnergyStarTM Program, Title 24 of the California Administrative Code as it pertains to energy efficiency, and California Green Building Standards Code). The cumulative projects located in the City of Daly City are also required to comply with the City's Green Vision and California Green Building Standards. The cumulative projects would be constructed in conformance with applicable local, state, and federal requirements for energy efficiency and, therefore, would not consume energy in a manner that is wasteful, inefficient, or unnecessary.

In addition, the project proposes housing in an infill location that predominately consists of residential and commercial development. The project site is adequately served by the existing transportation network (including pedestrian, bicycle, and transit facilities). For these reasons, it is not anticipated that the project would contribute to a cumulative impact on increasing overall distances between jobs and housing.

The proposed project would not have a considerable contribution to a significant cumulative energy impact. **(Less Than Significant Cumulative Impact)**

SECTION 5.0 SIGNIFICANT, 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 following significant unavoidable impacts have been identified to result from the proposed project:

Impact TRANS – 2: The proposed project would add traffic to the I-280 southbound weaving segment between SR-1 and Serramonte Boulevard which would operate at a deficient level of service without the project. The addition of project traffic would cause the V/C ratio for this segment to increase by more than one percent (from 1.043 to 1.062) during the weekday PM peak hour. Therefore, the project impact is considered to be significant. Caltrans is planning to implement improvements on the weaving section on I-280 southbound between the SR-1 northbound off-ramp and the Serramonte Boulevard off-ramp, as included in the Daly City General Plan. Because the freeway is under Caltrans' jurisdiction, the implementation and timing of the improvements are not under the City's control, therefore, the impact would remain significant and unavoidable. **(Significant Unavoidable Impact)**

Impact C – TRANS – 1: Under 2035 cumulative conditions, the proposed project would add traffic to the I-280 southbound weaving segment between SR 1 and Serramonte Boulevard which would operate at a deficient level of service without the project. The addition of project traffic would cause the V/C ratio for this segment to increase by more than one percent (from 1.043 to 1.062) during the weekday PM peak hour. Therefore, the project impact is significant. **(Significant Unavoidable Impact)**

All other significant impacts of the proposed project would be reduced to a less than significant level with the implementation of the mitigation measures identified in this EIR and the related Initial Study included as Appendix B.

SECTION 6.0 ALTERNATIVES

CEQA requires that an EIR identify alternatives to a project as it is proposed. The CEQA Guidelines specify that the EIR should identify alternatives 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.” The purpose of this section is to determine whether there are alternatives of design, scope, or location which would substantially lessen the significant impacts, even if those alternatives “impede to some degree the attainment of the project objectives” or are more expensive (§15126.6).

In order to comply with the purposes of CEQA, it is important to identify alternatives that reduce the significant impacts which are anticipated to occur if the project is implemented, but to try to meet as many of the project’s objectives as possible. The Guidelines emphasize a common sense approach – the alternatives should be reasonable, “foster informed decision making and public participation,” and focus on alternatives that avoid or substantially lessen the significant impacts. The range of alternatives selected for analysis is governed by the “rule of reason” which requires the EIR to discuss only those alternatives necessary to permit a reasoned choice.

The three critical factors to consider in selecting and evaluating alternatives are, therefore: 1) the significant impacts from the proposed project which could be reduced or avoided by an alternative, 2) the project’s objectives, and 3) the feasibility of the alternatives available. Each of these factors is discussed below.

6.1 SIGNIFICANT IMPACTS OF THE PROJECT

As mentioned above, the CEQA Guidelines advise that the alternatives analysis in an EIR should be limited to alternatives that would avoid or substantially lessen any of the significant effects of the project and would achieve most of the project objectives. As discussed throughout *Section 2.0 Environmental Setting, Mitigation, and Impacts* and summarized in *Section 5.0 Significant, Unavoidable Impacts*, the project would result in significant and unavoidable impacts to a freeway segment in the vicinity of the site.

Alternatives may be considered if they would further reduce impacts that are being mitigated to a less than significant level by the project. The proposed project’s impacts that would be significant in the absence of proposed mitigation include air quality (i.e., health risk from Construction TACs and construction-related dust emissions), biological resources (specifically nesting birds, if present), unknown archaeological resources if present on-site, geology and soils (i.e., seismicity, soil erosion), hazardous materials (i.e., contaminated groundwater), and transportation (i.e., intersection impact). The alternatives discussion does not focus on project impacts that are less than significant.

CEQA encourages consideration of an alternative site when impacts of the project might be avoided or substantially lessened. Only locations that would avoid or substantially lessen any of the impacts of the project and meet most of the project objectives need to be considered for inclusion in the EIR.

6.2 OBJECTIVES OF THE PROJECT

While CEQA does not require that alternatives must be capable of meeting all of the project objectives, their ability to meet most of the objectives is considered relevant to their consideration. The City and applicant's objectives for the project are listed below.

The City's goals and objectives for the proposed project include the following:

- Ensure the site plan provides minimal disruption to the traffic conditions in area and, where necessary, mitigates all such traffic impacts.
- Ensure that the project site plan results in a highly desirable place for future residents to live, including easy pedestrian circulation within the site and access the Serramonte Shopping Center situated to the north of the project site.
- Provide exemplary project design, as the project will be highly visible.
- Provide expanded lodging, conference, and exhibition space within the City.
- Provide housing on a site identified in the Housing Element to meet the state-mandated Regional Housing Need Allocation for Daly City.
- Foster economic development by providing accommodations for visitors to Daly City.
- Increase revenue for City services through a larger transient occupancy tax (TOT) and expanded tax base.

The project applicant's objectives for the project are as follows:

- Develop a high-density residential development to assist the City with meeting the goals of their RHNA and General Plan.
- Provide a high-quality hotel within Daly City to supplement the City's tax base.
- Create a project design that minimizes the need for grading and tree removal on the site.
- Provide additional housing types to diversify the housing mix in the City and provide additional residential development in the Serramonte area to support existing and planned commercial development.
- Provide connectivity for residents and the surrounding community by providing pedestrian connections across the project frontage.

6.3 FEASIBILITY OF ALTERNATIVES

CEQA, the CEQA Guidelines, and case law on the subject have found that feasibility can be based on a wide range of factors and influences. The 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 [§15126.6(f)(1)].”

6.4 SELECTION OF ALTERNATIVES

In addition to “No Project,” 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,” or would further reduce impacts that are considered less than significant with the incorporation of identified mitigation [§15126.6(f)]. For example, the project would result in significant health risks (without implementation of identified mitigation) to existing residences from toxic air contaminant emissions (TACs) from construction equipment and the need for dewatering during construction which may result in water quality impacts. Therefore, an alternative design was considered that reduced the amount of grading required to construct the partially sub-grade parking podiums to reduce construction TAC emissions and the need for dewatering.

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. A summary of the environmental impacts of the proposed project and the project alternatives is provided in Table 6.5-1.

6.5 PROJECT ALTERNATIVES

The components of the identified alternatives to the proposed project are described below, followed by a discussion of their impacts, relationship to the project objectives, and how they would differ from those of the proposed project.

6.5.1 No Project Alternative – No Development

Description of Alternative

The CEQA Guidelines stipulate that an EIR specifically include 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 is 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)].”

Since the project site is currently undeveloped, the “No Project” alternative includes allowing the site to remain in semi-natural state.

Comparison of Environmental Impacts

Under this alternative, future additional traffic delay to the unsignalized intersection of SR 1 Northbound Ramps and Serramonte Boulevard and to the I-280 southbound weaving segment between SR 1 and Serramonte Boulevard would be avoided. Additional environmental impacts related to project construction such as soil erosion, construction TACs, and fugitive dust would not occur under the No Project Alternative. This alternative would also avoid FAA consultation under Part 77 and would not require issuance of a No Hazard Determination.

Relationship to Project Objectives

The No Project Alternative would not meet any of the project objectives for providing residents a desirable place to live or construct a hotel to expand lodging, conferencing, and exhibition space within the City. The applicant's objective to provide additional housing types to diversify the housing mix in the City and provide additional residential development in the Serramonte area would not be met by this alternative. The No Project Alternative would not allow for the construction of a high-quality hotel which therefore would not foster economic development within Daly City to supplement the City's tax base. The existing undeveloped hillside would remain and would further not support additional housing on-site to meet the state-mandated Regional Housing Need Allocation for Daly City.

Conclusion

The No Project Alternative would not meet any of the project objectives but would avoid all of the impacts of the proposed project. For this reason, the No Project Alternative is an environmentally superior alternative to the proposed project.

6.5.2 No Project Alternative – Existing Entitlement

A "No Project" Alternative would also allow for the redevelopment of the site under its existing General Plan land use designations of *High Density Residential* and *Commercial – Retail and Office* in the City's General Plan. The project site is zoned Planned Development (PD-57). This district is designed to accommodate various types of development such as neighborhood and district shopping centers, professional and administrative areas, single-family and multiple-family residential development, commercial service centers and industrial parks or any other use of combination of uses which can appropriately be made a part of a planned development. Currently, the PD-57 zoning district allows the construction of a 137-room hotel and 200 condominium units with building heights restricted to 90 feet.

Comparison of Environmental Impacts

Under this alternative, the existing entitlement allows the construction of a 137-room hotel and 200 condominium units with building heights up to 90 feet on the site. Due to the restricted heights on the site under the existing entitlement, this alternative would avoid FAA consultation under Part 77 triggered by construction 200 feet above grade and would not require issuance of a No Hazard Determination, therefore reducing airport hazards impacts to a less than significant level. Due to its smaller size and therefore less construction activity, this alternative would reduce impacts related to construction TACs and fugitive dust. Additionally, the No Project Alternative – Existing Entitlement would reduce operational traffic impacts to the SR 1 Northbound Ramps and Serramonte Boulevard intersection and I-280 southbound weaving segment between SR 1 and Serramonte Boulevard; however, not to a less than significant level.

Relationship to Project Objectives

The No Project Alternative – Existing Entitlement would meet many of the project objectives since it would allow for construction of a 137-room hotel and 200 condominium units. Since it is a smaller project than the current project design and would generate less peak hour traffic, this alternative would meet the project objective to ensure the site plan provides minimal disruption to the traffic conditions in the area.

Conclusion

Since the No Project Alternative – Existing Entitlement would provide higher density housing and a hotel on-site, many of the project objectives would be met while avoiding and reducing several environmental impacts. Specifically, the reduced project building heights would ensure airport hazards impacts would be less than significant. This alternative would also reduce impacts related to construction TACs and fugitive dust, although mitigation would still be required to reduce air quality impacts to a less than significant level. Additionally, project-induced operational traffic impacts would be reduced with the No Project Alternative – Existing Entitlement, but not to a less than significant level. However, since this alternative provides less hotel rooms than the current project, this alternative would result in lost economic activity as it would create less revenue for City services through a transient occupancy tax and expanded tax base than the current 176-room hotel design. This alternative, therefore, would result in a corresponding reduction in economic benefits as compared to the proposed project.

6.5.3 Reduced Development Alternative

The Reduced Development Alternative would allow for the same uses as proposed by the project but would reduce the project size to 156 residential units and 116 hotel rooms. The size of the Reduced Development Alternative would avoid impacts to freeway segments on I-280.

Comparison of Environmental Impacts

Under the Reduced Development Alternative, the impact to the I-280 freeway segment would be reduced to a less than significant level. Additionally, this alternative would construct fewer units and therefore put fewer vehicles on roadways, which would proportionally reduce impacts to the SR 1 Northbound Ramps and Serramonte Boulevard intersection. Due to its smaller size and therefore less construction activity, this alternative would proportionally reduce construction TACs and fugitive dust impacts.

Relationship to Project Objectives

The Reduced Development Alternative would meet many of the project objectives since it would allow for construction of 156 residential units and 116 hotel rooms. Implementation of the Reduced Development Alternative would provide expanded lodging, conference, and exhibition space within the City, and create more housing to meet the state-mandated Regional Housing Need Allocation for Daly City. However, since this alternative is reduced in size, potential revenue generated by the hotel would be less than the current project design. Nonetheless, this alternative would foster

economic growth in the City of Daly City by constructing a hotel and would provide additional housing for future residents in the Serramonte area.

Conclusion

The Reduced Development Alternative would reduce the project in size to 156 residential units and 116 hotel rooms thereby avoiding impacts to the I-280 freeway segment. Despite its smaller size, this alternative would support the project's objective to develop a high-density residential development to assist the City with meeting the goals of their RHNA and General Plan.

6.5.4 Design Alternative

The Design Alternative would reduce the height of the structures by creating all one-bedroom condominium units and eliminating suites at the hotel to avoid any potential impact to airport safety hazards while maintaining the same number of units as currently proposed. Building A would be approximately 193 feet with 11 floors of residential units above the proposed parking podium. Buildings B/C would range from 132 to 177 feet in height above existing grade with nine floors of residential units above the parking podium. The hotel building height would be approximately 195 feet above existing grade with nine floors of hotel rooms above the parking podium. Under the Design Alternative, the heights of the structures would all be reduced to below 200 feet to avoid issuance of a No Hazard Determination by the FAA.

Comparison of Environmental Impacts

Under the Design Alternative, building heights would not exceed 200 feet and therefore the structures would not be subject to FAA consultation under Part 77 and would not require issuance of a No Hazard Determination. The reduced overall building and unit size would reduce operational energy use on the site.

Relationship to Project Objectives

The Design Alternative would meet many of the project objectives since it would maintain the total number of units and hotel rooms on-site. This supports the project's objective to develop a high-density residential development to assist the City with meeting the goals of their RHNA and General Plan. This alternative would provide a high-quality hotel within Daly City to supplement the City's tax base. In addition, by reducing the unit and hotel room sizes the operational energy use of the project would also be reduced.

Conclusion

The Design Alternative would reduce building heights below 200 feet thereby omitting the project from FAA consultation under Part 77. This alternative would support the project's objective to develop a high-density residential development to assist the City with meeting the goals of their RHNA and General Plan.

6.5.5 Location Alternative

The Location Alternative would instead develop the project on the site of the former Serra Bowl and the SamTrans Park & Ride lot site near the Colma BART station at Junipero Serra Boulevard and D Street. The former Serra Bowl site is approximately 3.92 acres and the SamTrans Park & Ride lot is approximately three acres; the two sites are separated by D Street. Therefore, under this alternative, the condominiums would be constructed on the former Serra Bowl Site and the hotel would be constructed on the SamTrans Park & Ride lot.

Comparison of Environmental Impacts

Under the Location Alternative, the former Serra Bowl site and the current SamTrans Park & Ride lot which are in close proximity to BART would reduce traffic impacts to the intersection of SR 1 Northbound Ramps and Serramonte Boulevard. In addition, since both sites are located on a relatively flat surface and not an undeveloped hillside, grading would be reduced and therefore associated construction impacts would be reduced under this alternative.

Relationship to Project Objectives

The Location Alternative would meet many of the project objectives since it would construct high-density housing near transit thereby ensuring the project provides minimal disruption to traffic conditions in the area. Due to the gently sloping and developed sites proposed under the Location Alternative, grading and tree removal would be minimized on the sites. Additionally, this alternative would provide additional housing types to diversify the housing mix in the City and provide additional residential development to support commercial development.

Conclusion

The Location Alternative may reduce the traffic impacts and construction period impacts of the project while meeting the project objectives. However, there is a pending private application on the Serra Bowl site while the SamTrans lot is owned by a public transit agency, and it is not known whether the project applicant could acquire either site to construct the proposed project.

6.6 COMPARISON OF ALTERNATIVES

A comparison of alternatives based upon whether they avoid or substantially lessen any of the significant environmental effects of the project is provided in Table 6.6-1.

Table 6.6-1: Comparison of Impacts from Alternatives to the Project					
Significant Impacts of the Project	Alternatives				
	No Project: No Development	No Project: Current Entitlement	Reduced Development	Design	Location
Construction Impacts (air, noise, hazards)	LTS	Less	Less	Less	Less
Traffic impacts	LTS	Less	LTS	Similar	Similar
- Freeway	LTS	Less	Less	Similar	Similar
- Intersection	LTS	LTS	LTS	LTS	Similar
Airport Hazards	LTS	LTS	LTS	LTS	Similar
Meets Project Objectives?	No	Yes	Yes	Yes	Yes
Environmentally Superior	Yes	No	Yes	No	No
LTS = Less Than Significant Impact Less = Substantial impact reduction compared to the project, but not to a less than significant level					

6.6.1 Environmentally Superior Alternative(s)

The CEQA Guidelines specify that an EIR must identify the environmentally superior alternative among those alternatives discussed. If the environmental superior alternative is the “No Project” alternative, the EIR shall also identify an environmentally superior alternative amongst the other alternatives [Section 15126.6(e)(2)].

Based upon the previous discussion, the environmentally superior alternative would be the No Project Alternative, which would avoid the identified significant impacts. This alternative would not fulfill the project’s basic objectives of providing additional housing types to diversify the housing mix in the City and fostering economic development within Daly City to supplement the City’s tax base. Although the No Project – Existing Entitlement Alternative would also meet some of the project objectives, it would result in significant unavoidable freeway impacts.

Among the other development alternatives that would achieve at least some of the basic project objectives, the Reduced Development Alternative would reduce impacts from the project including reducing freeway impacts to a less than significant level. Implementation of the Reduced Development Alternative would meet the project objectives to some extent as it would provide expanded lodging, conference, and exhibition space within the City, and create more housing to meet the state-mandated Regional Housing Need Allocation for Daly City. The Reduced Development Alternative, therefore, would be the environmentally superior alternative.

SECTION 7.0 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 use of nonrenewable resources, the commitment of future generations to similar use, irreversible damage resulting from environmental accidents associated with the project, and irretrievable commitments of resources. Applicable environmental changes are described in more detail below.

7.1 USE OF NONRENEWABLE RESOURCES

The proposed project, during construction and operation, would require the use and consumption of nonrenewable resources. Renewable resources, such as lumber and other wood byproducts, would also be used. Unlike renewable resources, nonrenewable resources cannot be regenerated over time. Nonrenewable resources include fossil fuels, concrete, and metals.

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, and plastics. Nonrenewable resources and energy would also be consumed during the manufacturing and transportation of building materials, preparation of the sites, 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 and electricity, would be used to fuel vehicles traveling to and from the project sites.

The project would result in substantial increases in demand upon nonrenewable resources. The project would be constructed in compliance with the 2016 Building Energy Efficiency Standards (refer to *Section 1.2 Project Description*), which have more stringent energy standards compared to the 2013 standards. Therefore, the project would be consistent with the 2016 California Green Building Code.

7.2 COMMITMENT OF FUTURE GENERATIONS TO SIMILAR USE

The project proposes residential and commercial uses. The development of the proposed project would commit a substantial amount of resources to prepare the site, construct the buildings, and operate them.

7.3 IRREVERSIBLE DAMAGE RESULTING FROM ENVIRONMENTAL ACCIDENTS ASSOCIATED WITH THE PROJECT

The project does not propose any new or uniquely hazardous uses, and its operation would not be expected to cause environmental accidents that would impact other areas. As discussed in *Section 4.8 Hazards and Hazardous Materials* of the Initial Study included as Appendix B, there are no significant immitigable on-site or off-site sources of contamination (such as on-site soil or groundwater contamination) that would substantially affect the proposed residences on-site.

The project site is located within a seismically active region. Conformance with the standard engineering practices in the California Building Code and implementation of the recommendations in the project-specific geotechnical report to be prepared for the project would not result in significant geological impacts (refer to *Section 2.4 Geology and Soils*).

The project, with the implementation of the identified mitigation measures to reduce hazards and hazardous material impacts (refer to *4.8 Hazards and Hazardous Materials* of the Initial Study included as Appendix B) and standard measures to reduce geology and soil impacts (refer to *Section 2.4 Geology and Soils*), would not likely result in irreversible damage that may result from environmental accidents.

SECTION 8.0 REFERENCES

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SECTION 9.0 LEAD AGENCY AND CONSULTANTS

Lead Agency

City of Daly City

Department of Economic and Community Development

Mike Van Lonkhuysen, Planning Manager

Corey Alvin, Associate Planner

Consultants

David J. Powers & Associates

Environmental Consultants and Planners

Akoni Danielsen, Principal

Will Burns, AICP, Senior Project Manager

Tali Ashurov, Assistant Project Manager

Zach Dill, Creative Director

Kittelson & Associates, Inc.

Traffic Impact Analysis

Mike Aronson, Project Principal

Lillian Tsang, Project Manager

Illingworth & Rodkin

Air Quality and Greenhouse Gas Assessment

Joshua D. Carman, Senior Consultant

Tanushree Ganguly, Staff Consultant

Earth Investigations Consultants, Inc.

Geotechnical Investigation

Joel E. Baldwin II, Engineering Geologist

David W. Buckley, Civil Engineer

AEI Consultants

Phase I Environmental Site Assessment

Max Martinez, Project Manager

Nathan Burnside, Senior Author

Costa Brown Architecture

Photosimulations

Albert Costa, Architect

REVISED ERRATA
Final Environmental Impact Report
Serramonte Views Condominiums and Hotel Project
SCH No. 2016062063

File Nos. GPA-9-14-9640, PD-9-14-9637, SUB-9-14-9643, Design Review-9-14-9644, UPR-1-18-013248

Location 525 to 595 Serramonte Boulevard, Daly City

The Final Environmental Impact Report for the Serramonte Views Condominiums and Hotel Project is revised to include the following errata to correct and address an additional comment letter that was previously omitted from the document. Deletions are shown as ~~striketrough~~ text and additions are shown in underlined text.

Page 6 Section 2.0 List of Comment Letters Received on the Draft EIR; **INSERT** the following comment letter to the list of Organizations and Individuals:

J. Lacey Bastian January 30, 2018 27

Page 27 Section 3.0 Responses to Comments Received on the Draft EIR; **INSERT** the text below following Response I-5:

**J. RESPONSE TO COMMENTS FROM LACEY BERNSTEIN,
JANUARY 30, 2018:**

COMMENT J-1: Way too many units being allowed for the area. How can the condominiums being proposed not even have a clear floor plan?

RESPONSE J-1: The comment regarding the size of the project is acknowledged. Full plan sets for the project including detailed floor plans are on file with the City's Planning Division. Representative floor plans for the project were provided in the Draft EIR.

COMMENT J-2: Difference between 13 and 17 stories is huge! It will be an eyesore. Should either let a hotel OR condos go in, and limit height of buildings.

RESPONSE J-2: The comments regarding the building heights and aesthetics are addressed in Response I-1. The comment regarding the proposed uses is acknowledged and does not raise any specific concern regarding the adequacy of the EIR.

COMMENT J-3: TRAFFIC

Traffic is the main problem with this project. Residents and visitors in the surrounding areas will be hugely affected by the number of cars that come into the

area because of this project. There are many intersections where there are only stop signs and not signals, and several areas that are not able to handle the influx of people this will cause.

RESPONSE J-3: The traffic impacts of the project were analyzed in the Traffic Impact Analysis and identified in the Draft EIR. As stated in the Draft EIR, MM TRANS-1.1 requires installation of a signal to address increased delays at the SR 1 Northbound Ramps and Serramonte Boulevard. The project would also result in a significant and unavoidable impact to the I-280 southbound weaving segment between SR 1 and Serramonte Boulevard as discussed in the Draft EIR. The proposed project would not result in any other significant impacts to intersections or freeway segments.

COMMENT J-4: Additionally, it will be harder to drive or walk safely, park, and visit the area, negatively impacting the surrounding house prices.

RESPONSE J-4: The project will improve pedestrian circulation and safety by adding a sidewalk along the street frontage on the south side of Serramonte Boulevard, and adding a crosswalk between the project driveway and Serramonte Shopping Center. The commenter's opinion regarding the economic effects of the project are acknowledged. The Draft EIR analyzes the environmental impacts of the project as CEQA does not require analysis of the economic effects of a project.

Page 32 Section 4.0 Revisions to Text of the Draft EIR; **INSERT** the following revisions:

Page 7 Section 1.2.6 Grading and Demolition; **REVISE** the last sentence of the section as follows:

The project grading would require ~~171,757~~ 190,000 cubic yards of soil export from the site.

Page 39 Section 2.2.2.2 Criteria Pollutant Emissions; **REVISE** the discussion of Construction Criteria Pollutant Emissions as follows:

Construction Criteria Pollutant Emissions

Construction of the project is anticipated to begin in 2018 and last through 2019. Construction of the project would occur in phases and include: site preparation, grading/excavation, trenching, building (exterior), building (interior)/architectural coating, and paving. It is estimated that approximately ~~171,757~~ 190,000 cubic yards of soil export for the underground parking excavation would be exported from the project site during grading. The project's estimated average daily emissions are summarized in Table 2.2-3 below. Average daily emissions were computed by dividing the total construction period emissions by the number of anticipated construction days.

As shown in Table 2.2-3, construction exhaust emissions would not exceed BAAQMD thresholds for significance for NO_x emissions (an ozone precursor), reactive organic gases, PM₁₀ exhaust, or PM_{2.5} exhaust.

(REVISED) Table 2.2-3: Project Average Daily Construction Emissions				
	Reactive Organic Gases (ROG)	Nitrogen Oxides (NO_x)	PM₁₀ Exhaust	PM_{2.5} Exhaust
Average Daily Emissions (pounds per day)	38.3	47.7 <u>49.3</u> ¹	1.8	1.7
BAAQMD Thresholds (pounds per day)	54	54	82	54
Exceeds Threshold?	No	No	No	No
Notes: ¹ Illingworth & Rodkin, Inc. <i>Memo: Construction Period Air Quality Effects</i> . November 13, 2018.				

Page 41 Section 2.2.2.3 Toxic Air Contaminant and Fine Particulate Matter Health Risks; **REVISE** the last paragraph of the MM AQ-2.1 discussion as follows:

Implementation of MM AQ – 1.1 is considered to reduce exhaust emissions by five percent. Implementation of MM AQ – 2.1 would further reduce on-site diesel exhaust emissions, and accordingly would reduce the cancer risk to less than ~~4.7~~ 1.8¹ in one million, well below the ten cases per million threshold. After implementation of these mitigation measures, the project would have a less than significant impact with respect to community risk caused by construction activities. **(Less Than Significant Impact With Mitigation)**

¹ Illingworth & Rodkin, Inc. *Memo: Construction Period Air Quality Effects*. November 13, 2018.

Page 89 Section 2.7.2.7 Other Transportation Impacts; **REVISE** footnote 30 as follows:

³⁰ This traffic report evaluated a larger version of the project that assumed ~~325,215~~ 190,000 cubic yards of soil off-haul. The current project proposes approximately ~~171,757~~ 190,000 cubic yards of soil export from the site.

Page 34 Section 5.0 Copies of the Comment Letters Received on the Draft EIR; **INSERT** the comment letter from Lacey Bernstein.

From: [City Council](#)
To: [Michael Van Lonkhuysen](#)
Subject: FW: Serramonte Views project
Date: Tuesday, October 16, 2018 10:00:32 AM
Attachments: [Whitepaper.doc](#)

FYI

From: Lisa Turnbow <lturnbow@hotmail.com>
Sent: Friday, October 12, 2018 12:13 PM
To: City Council <citycouncil@dalycity.org>
Subject: Serramonte Views project

Dear Councilmembers,

Attached please find a position paper regarding the Serramonte Views project. It is being resent, due to the formatting of the first attempt.

Sincerely,

Lisa Turnbow

Sent from [Mail](#) for Windows 10

Position Paper on Proposed “Serramonte Views” Development

The proposed development, “Serramonte Views”, is problematic for several reasons. Parking, shopping, schools, parks and recreation and water usage would be adversely effected. It would also create a probable hazard in an area with earthquake activity in the event of an earthquake. All these things argue against the proposed development. The area proposed is already overcrowded. The building site causes the buildings to be proposed to end up being high rises. The topographical makeup of the area does not argue for other options. The area is developed in such a way that adding this development does not work well.

Parking situation

Streets in the area above the proposed development are highly crowded. This is especially true on Tuesdays, Wednesdays, Thursdays and Fridays due to street sweeping. Parking a car can take half an hour and mean parking a quarter mile away from one's home. On Serramonte Boulevard above the proposed development it is not uncommon to find cars double parked. They are also double parked on the streets coming off of Serramonte Boulevard in the Saint Francis Heights area. At some times the freeway underpasses are so full of cars that people drive up the center of the road because it was not designed for parking and both sides of the street are full of cars. This is dangerous. Bus stops are not kept clear of cars. The bus ends up stopping next to parked cars both at the stop across from Serramonte del Rey area and on the corner of Serramonte Boulevard and St. Francis. The Serramonte del Rey area stop is not an everyday stop where no shelter exists. There is a shelter there and there is so little parking that the bus stop is blocked. The stop up the hill at St. Francis and Serramonte Boulevard is also generally not usable because it is being used as parking. There was a time when Callan Boulevard was clear of parking. It is also often jammed. The freeway entrance off of Serramonte Boulevard up the hill from the development which goes North into San Francisco will be jammed if the development is allowed. The lines of cars waiting to buy hamburgers at the McDonald's often extend up Serramonte Boulevard. This causes a little frustration when traveling to Gellert Boulevard, but would be exacerbated if people were also trying to get into the parking garage in the planned development. Traffic in the area was becoming quite dangerous. The new signal lights at Callan and Serramonte Boulevard have helped to alleviate this, but would cause backups with the extra traffic generated by the development. The parking situation is not alleviated by the Shopping Center. Serramonte Center is overcrowded during weekends and the parking garage is being rented to car businesses down the hill. It is privately owned and the shopping center would not appreciate parking by its new neighbors (or the old ones) in its parking lot. All of this means that the proposed development would be untenable in regard to parking. The parking garage proposed would only allow for 1.3 cars per unit. There will most likely be somewhere between 2 and 3 cars per unit including visitors. The visitors are not included in the estimates mentioned. Overflow just isn't tenable. There is no parking available in the vicinity that is not either owned by businesses or used already by the people of the neighborhood. All of this traffic would be heavily exacerbated by the building of the proposed development. A traffic situation that is now problematic would be rendered horrible. The noise level in the area would be worsened as well. We already have fly overs from San Francisco International Airport and the freeway noise from the 1 freeway going to the 280 freeway. It would also become intolerable.

School situation

If the proposed buildings are built, the schools in the area will be insufficient. The schools are already rather crowded. The local community college, Skyline College is also rather full. The facilities

available would have to be increased. There is not much space for increasing school sizes, especially since the closure and building of more housing on the Serramonte High School grounds. There is already a building being constructed to hold high school students on that site with no athletic fields. Students need space for physical education. No provision was mentioned for schools.

Water Situation

There is a drought situation in this area most years. It is already a problem to get drinking water to the present population of the area. Available water is not increasing.

Park/Recreation Situation

There is no park space or library space being added and our parks are already becoming rather crowded.

Earthquake Concerns

Beyond these problems, there is the problem of the buildings themselves. These would be the tallest buildings in the city. One of them is eighteen stories. This is an earthquake area. If an eighteen story building fell right there, next to Serramonte Boulevard, it would close down a major traffic corridor. This happening during an earthquake would be a major safety concern and a major disaster. I have seen buildings with garages underneath after earthquakes. They are dangerous. We are talking “red tag” level dangerous.

Conclusion

Because of the traffic situation, the fact that Serramonte Boulevard is a major artery and would be impaired due to the extra traffic, the fact that surrounding neighborhoods cannot handle more traffic easily and concerns over schools, parks and recreation facilities, earthquake concerns and water concerns the proposed development should not be built.

From: [City Council](#)
To: [Michael Van Lonkhuysen](#); [City Clerk](#)
Cc: [Glenn Sylvester](#); [Judith A. Christensen](#); [Juslyn Manalo](#); [Mike Guingona](#); [Raymond A. Buenaventura](#)
Subject: FW: Serramonte Views - Please support more housing in our beautiful city
Date: Tuesday, November 13, 2018 8:41:56 AM

FYI

From: John B <jbeyer5003@gmail.com>
Sent: Monday, November 12, 2018 11:22 PM
To: City Council <citycouncil@dalycity.org>
Subject: Serramonte Views - Please support more housing in our beautiful city

Esteemed members of the council,

It is important that the government take action of the housing epidemic were currently facing. My family and I are facing high rental prices with low employment wages and we need as much affordable housing as possible. I'm afraid for my family's future if we cannot afford to stay in the beautiful city I call home. I support the Serramonte Views project as should you. All cities need to be progressive with housing policies, especially when the market is driving everyone away.

John

From: [City Council](#)
To: [Michael Van Lonkhuysen](#); [City Clerk](#)
Cc: [Shawwna Maltbie](#); [Glenn Sylvester](#); [Judith A. Christensen](#); [Juslyn Manalo](#); [Mike Guingona](#); [Raymond A. Buenaventura](#)
Subject: FW: Serramonte view projects
Date: Tuesday, November 13, 2018 8:49:54 AM

FYI

-----Original Message-----

From: Lyman Chao <lymans13@gmail.com>
Sent: Monday, November 12, 2018 3:30 PM
To: City Council <citycouncil@dalycity.org>
Subject: Serramonte view projects

Hi

I support this project and look forward to seeing more housing built.

Best Regards,

Lyman

Sent from my iPhone

From: [City Council](#)
To: [Michael Van Lonkhuysen](#); [City Clerk](#)
Cc: [Shawwna Maltbie](#); [Glenn Sylvester](#); [Judith A. Christensen](#); [Juslyn Manalo](#); [Mike Guingona](#); [Raymond A. Buenaventura](#)
Subject: FW: Serramonte View Project
Date: Tuesday, November 13, 2018 8:49:15 AM

FYI

From: Samuel Huang <samuelhuang024@gmail.com>
Sent: Monday, November 12, 2018 3:30 PM
To: City Council <citycouncil@dalycity.org>
Subject: Serramonte View Project

To whom it may concern.

I am writing this email to provide my support for the Serramonte View Project. I believe this project will provide affordable housing for the younger generation in this community. Projects like this will provide us a gateway into home ownership in a currently inflated and overpriced market.

This is especially important to me and other locals who grew up in the community who are faced with the daunting task of being able to afford a home in the neighborhood we grew up in and love. Thank you for your time and consideration.

Best Regards,
Samuel Huang

From: [City Council](#)
To: [Michael Van Lonkhuysen](#); [City Clerk](#)
Cc: [Shawwna Maltbie](#); [Glenn Sylvester](#); [Judith A. Christensen](#); [Juslyn Manalo](#); [Mike Guingona](#); [Raymond A. Buenaventura](#)
Subject: FW: Serramonte views
Date: Monday, November 19, 2018 8:28:16 AM

FYI

From: Stacy Wu <ilikeokada@gmail.com>
Sent: Thursday, November 15, 2018 10:47 PM
To: City Council <citycouncil@dalycity.org>
Subject: Serramonte views

Dear council,

I support this project because we need more housing in the Bay Area. In addition, the price for the housing are at the all time high due to housing shortages, so we need more housing to release the housing shortage. We really need more affordable housing in Bay Area.

Moreover, it is a great project for younge people to purchase their first home. Home buyers do not need to move to far away for more affordable homes, they can stay close to their families in Bay Area.

Best,
Stacy

From: [Annette Hipona](#)
To: [Juslyn Manalo](#); [Ray Buenaventura](#); [Glenn Sylvester](#); [Mike Guingona \(mikeguingona@gmail.com\)](#); [Judith Christensen](#)
Cc: [Patricia Martel](#); [Angie Padilla](#); [Michael Van Lonkhuysen](#); [Rose Zimmerman](#)
Subject: FW: Serramonte Project
Date: Thursday, May 31, 2018 12:05:54 PM

From: Angel Hon [mailto:angel62190@hotmail.com]
Sent: Thursday, May 31, 2018 10:54 AM
To: City Clerk <cityclerk@dalycity.org>
Subject: Serramonte Project

For Planning Commission:

I am the resident of The Cypress Point Association. I am here to opposition to this massive project which will cause unbelievable traffic congestion and parking problems for the entire Serramonte Neighborhood. Please do consider the problems and deny the project.

Thank you

Angel Hon (Resident of Innisfree Drive)

From: [City Council](#)
To: [Michael Van Lonkhuysen](#); [City Clerk](#)
Cc: [Shawna Maltbie](#); [Glenn Sylvester](#); [Judith A. Christensen](#); [Juslyn Manalo](#); [Mike Guingona](#); [Raymond A. Buenaventura](#)
Subject: FW: Serramonte Observations
Date: Wednesday, November 14, 2018 12:22:57 PM

FYI

From: robert fernandez <itzjustrob88@yahoo.com>
Sent: Tuesday, November 13, 2018 5:15 PM
To: City Council <citycouncil@dalycity.org>
Subject: Serramonte Observations

Daly City Council Members,

My name is Robert Fernandez and I live right by Southgate Avenue. I would like to request to approve the Serramonte Views project. As the surrounding areas are either being cluttered by increasing amount of individuals or perhaps shortage of housing, having a home is always the number one priority when it comes to establishing a happy family. Even for a neighboring-city like Daly City, bringing people together or uniting with one another has always been a well-known factor to Daly City. Furthermore, Daly City has been the staple of being close to every possible destination; benefiting everyone in a win-win scenario. So please, approve more housing around Daly City and do the right thing.

Thank you Daly City Council Members for your time.

-Robert

From: [City Council](#)
To: [Michael Van Lonkhuysen](#); [City Clerk](#)
Cc: [Shawwna Maltbie](#); [Glenn Sylvester](#); [Judith A. Christensen](#); [Juslyn Manalo](#); [Mike Guingona](#); [Raymond A. Buenaventura](#)
Subject: FW: Serramonte Housing Project
Date: Tuesday, November 13, 2018 8:50:01 AM

FYI

From: Hung Wai Mak <hungwai28@gmail.com>
Sent: Monday, November 12, 2018 3:29 PM
To: City Council <citycouncil@dalycity.org>
Subject: Serramonte Housing Project

Hello,

I found out that there was a housing project pending in Serramonte. I believe this is a great plan as there is housing shortage in San Francisco and this location would make it much more affordable for folks to still live in the area due to the fact San Francisco real estate is just far too expensive to live in. Daly City living would be a huge solution to the problem by still being close to San Francisco.

Thanks,
Stan

From: [City Council](#)
To: [Michael Van Lonkhuysen](#); [City Clerk](#)
Cc: [Shawwna Maltbie](#); [Glenn Sylvester](#); [Judith A. Christensen](#); [Juslyn Manalo](#); [Mike Guingona](#); [Raymond A. Buenaventura](#)
Subject: FW: Project serramonte views
Date: Wednesday, November 14, 2018 12:25:29 PM

FYI

From: josie li <lijosie131@gmail.com>
Sent: Tuesday, November 13, 2018 1:33 PM
To: City Council <citycouncil@dalycity.org>
Subject: Project serramonte views

Dear City Council Members,

I write in connection with the above proposed project. I have reviewed the proposed project and know the site well. I am a Daly City resident. I wish to offer my support to the proposal.

The proposed project will increase access to more housing, protecting residents by helping ensure that one of their most basic needs is met. Bay area are experiencing shortage of housing and we NEED this project approval at the City Council Hearing!

From: [City Council](#)
To: [Michael Van Lonkhuysen](#); [City Clerk](#)
Cc: [Shawwna Maltbie](#); [Glenn Sylvester](#); [Judith A. Christensen](#); [Juslyn Manalo](#); [Mike Guingona](#); [Raymond A. Buenaventura](#)
Subject: FW: Please let my children stay!
Date: Tuesday, November 13, 2018 8:42:52 AM

FYI

From: Ryan B <rbenipayo6065@gmail.com>
Sent: Monday, November 12, 2018 11:15 PM
To: City Council <citycouncil@dalycity.org>
Subject: Please let my children stay!

Dear Mayor,

I have lived in Daly City for years and want my children to stay here after college. My eldest daughter has been telling me that she doesn't want to live with me after college and wants to stay in the area but can't afford anything here. The home prices are too high. I support the Serramonte Views project because it means my children may stay in the area.

Ryan

From: [City Council](#)
To: [Michael Van Lonkhuysen](#); [City Clerk](#)
Cc: [Shawwna Maltbie](#); [Glenn Sylvester](#); [Judith A. Christensen](#); [Juslyn Manalo](#); [Mike Guingona](#); [Raymond A. Buenaventura](#)
Subject: FW: In support of Serramonte Views Project
Date: Wednesday, November 14, 2018 12:23:43 PM

FYI

From: Shirley Feng <fengshirley@ymail.com>
Sent: Tuesday, November 13, 2018 4:10 PM
To: City Council <citycouncil@dalycity.org>
Subject: In support of Serramonte Views Project

Dear City Council Members,

I am writing to support Serramonte Views project because we need more housing in the bay area. Please approve this project.

Best Regards,
Shirley Feng

From: [Annette Hipona](#)
To: [Michael Van Lonkhuysen](#); [Tatum Mothershead](#)
Cc: [Rose Zimmerman](#); [Kelly Schott](#); [Angie Padilla](#)
Subject: FW: I oppose the massive condo project between Gellert and Callan
Date: Tuesday, September 04, 2018 12:16:38 PM

-----Original Message-----

From: Tamara Tinker <tamaratinker1@gmail.com>
Sent: Tuesday, September 04, 2018 12:10 PM
To: City Clerk <cityclerk@dalycity.org>
Subject: I oppose the massive condo project between Gellert and Callan

I am writing to express my opposition to the massive condo project proposed for the land between Gellert and Callan.

Daly City residents are already densely packed and stacked. We have severe traffic flow problems. And we have alarming crime rates.

A much more modest mixed-use project is in order—certainly no more than four stories including parking.

Also the proposed massive building project would make severe, even impossible, demands on Daly City's natural resources and public services.

Say no to packing and stacking. Defend our quality of life. Preserve our open spaces.

We need housing on a human scale, not vast commercial gambits.

Sincerely,

Tamara Tinker,
30-year resident of Daly City.

From: [City Council](#)
To: [Michael Van Lonkhuysen](#); [City Clerk](#)
Cc: [Shawna Maltbie](#); [Glenn Sylvester](#); [Judith A. Christensen](#); [Juslyn Manalo](#); [Mike Guingona](#); [Raymond A. Buenaventura](#)
Subject: FW: Empty Lot by Serramonte Mall
Date: Tuesday, November 13, 2018 8:43:24 AM

FYI

From: Lisa L <llambeth2111@gmail.com>
Sent: Monday, November 12, 2018 11:10 PM
To: City Council <citycouncil@dalycity.org>
Subject: Empty Lot by Serramonte Mall

City council,

The empty lot sitting across the street from Serramonte mall needs to be developed. That land has been underutilized for as many years as I can remember so when someone wants to build something there to better the city, i'm all for it. It's an eyesore is what it is. My neighbor told me that there's plans to build residential houses there and I support it.

Thank you for your time and consideration,
Lisa

From: [City Council](#)
To: [Michael Van Lonkhuysen](#); [City Clerk](#)
Cc: [Shawwna Maltbie](#); [Glenn Sylvester](#); [Judith A. Christensen](#); [Juslyn Manalo](#); [Mike Guingona](#); [Raymond A. Buenaventura](#)
Subject: FW: Approve Serramonte Views
Date: Tuesday, November 13, 2018 12:53:06 PM

FYI

From: serena thomas <serenap1028@yahoo.com>
Sent: Tuesday, November 13, 2018 12:50 PM
To: City Council <citycouncil@dalycity.org>
Subject: RE: Approve Serramonte Views

Dear City Council Members,

My name is Serena. I saw an article is regarding about Serramonte Views project on news paper recently. The reason I am writing to you today is to request City Council members to approve Serramonte Views project. As you may know, Many Bay Area families are being forced to leave the area because housing is getting extremely expensive and there is shortage of housings! Since i already lived at this city for over 20+ years, I would love to continue stay in the City and for the sake of my family and younger generations to continue to reside in the city too. Please help us save our dream place to live. AND WE NEED YOU TO APPROVE SERAMONTE VIEWS!!!!!!!!!! Thanks so much!

Sincerely,

Serena

From: [City Council](#)
To: [Michael Van Lonkhuysen](#); [City Clerk](#)
Cc: [Shawwna Maltbie](#); [Glenn Sylvester](#); [Judith A. Christensen](#); [Juslyn Manalo](#); [Mike Guingona](#); [Raymond A. Buenaventura](#)
Subject: FW: YES- Serramonte Views Project
Date: Tuesday, November 13, 2018 8:50:41 AM

FYI

-----Original Message-----

From: Alex J Chan <alexjunkchan@gmail.com>
Sent: Monday, November 12, 2018 3:22 PM
To: City Council <citycouncil@dalycity.org>
Subject: YES- Serramonte Views Project

I support the Serramonte Views Project. Daly City is poised to be a key player in the development of the Bay Area as companies continue to move in and housing continues to fall short.

Alex Chan

From: [City Council](#)
To: [Michael Van Lonkhuysen](#); [City Clerk](#)
Cc: [Shawwna Maltbie](#); [Glenn Sylvester](#); [Judith A. Christensen](#); [Juslyn Manalo](#); [Mike Guingona](#); [Raymond A. Buenaventura](#)
Subject: FW: Yes for Serramonte Views
Date: Wednesday, November 14, 2018 12:21:05 PM

FYI

-----Original Message-----

From: Berliane Sari <bearleene@gmail.com>
Sent: Wednesday, November 14, 2018 9:22 AM
To: City Council <citycouncil@dalycity.org>
Subject: Yes for Serramonte Views

We need more housing in the Bay Area.
Housing isn't as affordable as elsewhere and having more housing is good.

From: [City Council](#)
To: [Michael Van Lonkhuysen](#); [City Clerk](#)
Cc: [Shawwna Maltbie](#); [Glenn Sylvester](#); [Judith A. Christensen](#); [Juslyn Manalo](#); [Mike Guingona](#); [Raymond A. Buenaventura](#)
Subject: FW: Yes for Serramonte Views
Date: Tuesday, November 13, 2018 8:48:21 AM

FYI

-----Original Message-----

From: Berliane Sari <berlinsari@yahoo.com>
Sent: Monday, November 12, 2018 3:49 PM
To: City Council <citycouncil@dalycity.org>
Subject: Yes for Serramonte Views

We need more housing in the Bay Area.
Housing isn't as affordable as elsewhere and having more housing is good.

Berliane Sari

From: [City Council](#)
To: [Michael Van Lonkhuysen](#); [City Clerk](#)
Cc: [Shawwna Maltbie](#); [Glenn Sylvester](#); [Judith A. Christensen](#); [Juslyn Manalo](#); [Mike Guingona](#); [Raymond A. Buenaventura](#)
Subject: FW: Supporting Serramonte Views Project
Date: Tuesday, November 13, 2018 8:48:40 AM

FYI

From: Jack Wang <jacktpwang@gmail.com>
Sent: Monday, November 12, 2018 3:38 PM
To: City Council <citycouncil@dalycity.org>
Subject: Supporting Serramonte Views Project

Hello City council,

I am writing this email because I am in support of the Serramonte Views Project. I believe that this new housing project will provide much needed housing for the community. The allocated affordable housing units can help provide housing for those who are in need.

Regards
Jack Wang

From: [City Council](#)
To: [Michael Van Lonkhuysen](#); [City Clerk](#)
Cc: [Shawna Maltbie](#); [Glenn Sylvester](#); [Judith A. Christensen](#); [Juslyn Manalo](#); [Mike Guingona](#); [Raymond A. Buenaventura](#)
Subject: FW: Support of Serramonte Views Project
Date: Wednesday, November 14, 2018 12:24:58 PM

FYI

From: Miya Hsiao <mimiyahsiao@gmail.com>
Sent: Tuesday, November 13, 2018 3:07 PM
To: City Council <citycouncil@dalycity.org>
Subject: Support of Serramonte Views Project

To whom this may concern,

I am writing to you because I support the Serramonte Views Project. This project will help provide affordable housing to new families or younger generations who are looking to buy a first home. I hope you can give the green light to this project.

Best Regards,
Miya Hsiao

--

-

Best regards,
Miya Hsiao

From: [City Council](#)
To: [Michael Van Lonkhuysen](#); [City Clerk](#)
Cc: [Shawwna Maltbie](#); [Glenn Sylvester](#); [Judith A. Christensen](#); [Juslyn Manalo](#); [Mike Guingona](#); [Raymond A. Buenaventura](#)
Subject: FW: Support in the Serramonte Views Project
Date: Wednesday, November 14, 2018 12:21:34 PM

FYI

From: Mike <mikehsu109@gmail.com>
Sent: Wednesday, November 14, 2018 8:55 AM
To: City Council <citycouncil@dalycity.org>
Subject: Support in the Serramonte Views Project

Dear City Council,

I recently heard of the new Serramonte Views Project and I want to show support for this.

The Bay Area is in a housing crisis and it is obvious we need more housing.

The Serramonte area has changed drastically over the past few years in a great way, the next thing we need is housing so residents can benefit from Sprouts market, Target, and all the great food in the area.

We hope you consider allowing this new project to come to the neighborhood!

--

Best Regards,

Michael Hsu

From: [City Council](#)
To: [Michael Van Lonkhuysen](#); [City Clerk](#)
Cc: [Shawna Maltbie](#); [Glenn Sylvester](#); [Judith A. Christensen](#); [Juslyn Manalo](#); [Mike Guingona](#); [Raymond A. Buenaventura](#)
Subject: FW: SUPPORT FOR THE SERRAMONTE VIEWS PROJECT
Date: Tuesday, November 13, 2018 8:45:32 AM

FYI

From: Amanda Ho <amandahho1389@gmail.com>
Sent: Monday, November 12, 2018 5:20 PM
To: City Council <citycouncil@dalycity.org>
Subject: SUPPORT FOR THE SERRAMONTE VIEWS PROJECT

To whom it may concern:

I am contacting you to express my support for the Serramonte Views project. This is a project the Bay Area is in dire need of. PLEASE support this project in bringing about more housing to the Bay Area.

Thank you!
Amanda

From: [City Council](#)
To: [Michael Van Lonkhuysen](#); [Glenn Sylvester](#); [Judith A. Christensen](#); [Juslyn Manalo](#); [Mike Guingona](#); [Raymond A. Buenaventura](#)
Cc: [City Clerk](#); [Shawna Maltbie](#)
Subject: FW: Support for Serramonte Views
Date: Wednesday, November 14, 2018 12:22:35 PM

FYI

From: Crystal Yu <dawn2dusk87@gmail.com>
Sent: Tuesday, November 13, 2018 6:48 PM
To: City Council <citycouncil@dalycity.org>
Subject: Support for Serramonte Views

Dear City Council,

I am writing this to you to show my support for the Serramonte Views project in Daly City. I believe that creating low income housing is an essential need in all cities, it helps lower homelessness as well as makes it possible for businesses that can't afford to pay people huge salaries to survive.

Thank you,
Crystal Yu

From: [City Council](#)
To: [Michael Van Lonkhuysen](#); [City Clerk](#)
Cc: [Shawwna Maltbie](#); [Glenn Sylvester](#); [Judith A. Christensen](#); [Juslyn Manalo](#); [Mike Guingona](#); [Raymond A. Buenaventura](#)
Subject: FW: Support for Serramonte Views
Date: Tuesday, November 13, 2018 8:48:58 AM

FYI

-----Original Message-----

From: MrChorng <chorngtung@gmail.com>
Sent: Monday, November 12, 2018 3:36 PM
To: City Council <citycouncil@dalycity.org>
Subject: Support for Serramonte Views

Good afternoon,

I'm writing to express my support for the Serramonte Views project in Daly City. This project will bring jobs and more housing to the Bay Area, both of which we need. Additional tax revenue from this project will also greatly benefit the city. Please support this project.

Thank you
Chorng Tung

From: [Annette Hipona](#)
To: [Michael Van Lonkhuysen](#); [Tatum Mothershead](#)
Cc: [Kelly Schott](#); [Rose Zimmerman](#); [Angie Padilla](#)
Subject: FW: support for proposed development at 595 Serramonte Blvd
Date: Thursday, September 06, 2018 9:49:43 AM

From: Brad Bulger <bradbulger@gmail.com>
Sent: Wednesday, September 05, 2018 9:42 PM
To: City Council <citycouncil@dalycity.org>
Cc: City Clerk <cityclerk@dalycity.org>
Subject: support for proposed development at 595 Serramonte Blvd

I am writing in support of the proposal to construct 3 residential towers and 1 hotel tower off Serramonte Blvd. The opposition to these projects is always the same, conclusion first then argument to fit: Make it shorter, make it smaller, make it fewer, make it go away. It's the Field of Upside Down Dreams - if you don't build it, they won't come. Maybe a nice dream for some - not me - but that's all it is, a dream. People need homes, now. More people every day. The single best step we can take to respond to climate change is to create dense, walkable communities. These new homes would be walking distance from a variety of shops. The transit isn't great but it's there somewhat, and the "streets" are what we used to call "highways", but that's San Mateo County for you. I hope the Planning Commission will support this request. I rent in Daly City and my rent goes up like clockwork every year, because the landlord knows she can get that or more if I leave. Which I can't because there's nowhere to go. Always be building homes. Thanks.

From: [City Council](#)
To: [Michael Van Lonkhuysen](#); [City Clerk](#)
Cc: [Shawwna Maltbie](#); [Glenn Sylvester](#); [Judith A. Christensen](#); [Juslyn Manalo](#); [Mike Guingona](#); [Raymond A. Buenaventura](#)
Subject: FW: Serramonte Views
Date: Wednesday, November 14, 2018 12:24:32 PM

FYI

From: Julia Lo <msjulia.lo7@gmail.com>
Sent: Tuesday, November 13, 2018 3:13 PM
To: City Council <citycouncil@dalycity.org>
Subject: Serramonte Views

Esteemed members of the council,

My name is Julia Lo. My family and I are facing high rental prices with low employment wages and we need as much affordable housing as possible. I'm afraid for my family's future if we cannot afford to stay in the beautiful city I call home. I support the Serramonte Views project as should you. All cities need to be progressive with housing policies, especially when the market is driving everyone away. Please take our concerns into consideration. Thank you for your time.

Kind regards,
Julia

From: [City Council](#)
To: [Michael Van Lonkhuysen](#); [City Clerk](#)
Cc: [Shawwna Maltbie](#); [Glenn Sylvester](#); [Judith A. Christensen](#); [Juslyn Manalo](#); [Mike Guingona](#); [Raymond A. Buenaventura](#)
Subject: FW: Serramonte Views Support
Date: Tuesday, November 13, 2018 8:48:00 AM

FYI

From: Jade <jade@rmcmotorcars.com>
Sent: Monday, November 12, 2018 3:57 PM
To: City Council <citycouncil@dalcycity.org>
Subject: Serramonte Views Support

Dear City Council,

I am a supporter of the Serramonte Views.

I believe this project is beneficial to all surrounding areas. We are in need of more housing due to ridiculous prices and this project would be a relief to new homeowners. My family is a family of 3 and being able to buy our first home in the Bay Area is nearly impossible due to overcrowding demands and affordability. The plan for condos makes it very attractive to family like us who don't need a single family home and pricing is more affordable. Please do approve this project as it also provides jobs to many residents in the area. Thank You

Jade Trinh

From: [City Council](#)
To: [Michael Van Lonkhuysen](#); [City Clerk](#)
Cc: [Shawwna Maltbie](#); [Glenn Sylvester](#); [Judith A. Christensen](#); [Juslyn Manalo](#); [Mike Guingona](#); [Raymond A. Buenaventura](#)
Subject: FW: Serramonte Views Project
Date: Wednesday, November 14, 2018 12:22:17 PM

FYI

From: Brian Yu <brianwyu@gmail.com>
Sent: Tuesday, November 13, 2018 6:51 PM
To: City Council <citycouncil@dalycity.org>
Subject: Serramonte Views Project

Hi,

I fully support the Serramonte Views Project as it promotes affordable housing. As the housing prices and rents have skyrocketed, being able to support my wife and new born will be an exceptional challenge to stay in the Bay Area. When I first heard about the Serramonte Views Project it was exciting because I was thinking why aren't there more project like this around the area to help the working class people.

I was so happy that something like this is being proposed and fully support the project as it will bring great relief to many.

Best Regards,
Brian Yu

From: [City Council](#)
To: [Michael Van Lonkhuysen](#); [City Clerk](#)
Cc: [Shawwna Maltbie](#); [Glenn Sylvester](#); [Judith A. Christensen](#); [Juslyn Manalo](#); [Mike Guingona](#); [Raymond A. Buenaventura](#)
Subject: FW: Serramonte Views project
Date: Tuesday, November 13, 2018 8:46:13 AM

FYI

-----Original Message-----

From: Kimberly Law <kimber813@hotmail.com>
Sent: Monday, November 12, 2018 4:20 PM
To: City Council <citycouncil@dalycity.org>
Subject: Serramonte Views project

To whom it may concern

I'm writing to support the Serramonte Views project. It is very difficult to have affordable housing since it is become unrealistic for the middle class or even mid high class, also it push away a lot of citizen to outward and create more opportunities to other cities while this could be benefit us in the area. This project will bring relief to the housing market and please consider our voice and need!

Regards,
Kimberly Law

From: [City Council](#)
To: [Michael Van Lonkhuysen](#); [City Clerk](#)
Cc: [Shawna Maltbie](#); [Glenn Sylvester](#); [Judith A. Christensen](#); [Juslyn Manalo](#); [Mike Guingona](#); [Raymond A. Buenaventura](#)
Subject: FW: Serramonte views project
Date: Tuesday, November 13, 2018 8:44:47 AM

FYI

-----Original Message-----

From: Vin <kvc310@yahoo.com>
Sent: Monday, November 12, 2018 9:18 PM
To: City Council <citycouncil@dalycity.org>
Subject: Serramonte views project

Hello.

Due to the shortage of housing in San Francisco , I strongly support this new project since it will provide many people the opportunity to have a place to live .

Thank you
Kenny

Sent from my iPhone

From: [City Council](#)
To: [Michael Van Lonkhuysen](#); [City Clerk](#)
Cc: [Shawwna Maltbie](#); [Glenn Sylvester](#); [Judith A. Christensen](#); [Juslyn Manalo](#); [Mike Guingona](#); [Raymond A. Buenaventura](#)
Subject: FW: Serramonte Views Project
Date: Tuesday, November 13, 2018 8:45:09 AM

FYI

From: meung saelaw <mcsaelaw@yahoo.com>
Sent: Monday, November 12, 2018 9:11 PM
To: City Council <citycouncil@dalycity.org>
Subject: Serramonte Views Project

To whom it may concern,
I support the Serramonte Views Project, as I feel it will be beneficial in creating more homes for the people of our community.

Best,
Meung Saelaw

[Sent from Yahoo Mail on Android](#)

From: [City Council](#)
To: [Michael Van Lonkhuysen](#); [City Clerk](#)
Cc: [Shawwna Maltbie](#); [Glenn Sylvester](#); [Judith A. Christensen](#); [Juslyn Manalo](#); [Mike Guingona](#); [Raymond A. Buenaventura](#)
Subject: FW: Serramonte Views project
Date: Tuesday, November 13, 2018 8:46:13 AM

FYI

-----Original Message-----

From: Kimberly Law <kimber813@hotmail.com>
Sent: Monday, November 12, 2018 4:20 PM
To: City Council <citycouncil@dalycity.org>
Subject: Serramonte Views project

To whom it may concern

I'm writing to support the Serramonte Views project. It is very difficult to have affordable housing since it is become unrealistic for the middle class or even mid high class, also it push away a lot of citizen to outward and create more opportunities to other cities while this could be benefit us in the area. This project will bring relief to the housing market and please consider our voice and need!

Regards,
Kimberly Law

From: [City Council](#)
To: [Michael Van Lonkhuysen](#); [City Clerk](#)
Cc: [Shawna Maltbie](#); [Glenn Sylvester](#); [Judith A. Christensen](#); [Juslyn Manalo](#); [Mike Guingona](#); [Raymond A. Buenaventura](#)
Subject: FW: Serramonte Views Project
Date: Tuesday, November 13, 2018 12:44:54 PM

FYI

From: Nanda Te <nanda.y.te@gmail.com>
Sent: Tuesday, November 13, 2018 11:02 AM
To: City Council <citycouncil@dalycity.org>
Subject: Serramonte Views Project

Hello,

I am in full support of the Serramonte Views Project.
I believe it will relieve much tension on the housing issue in the Bay area, creating more affordable homes in an area they still love and enjoy being a part of.
Please send me any information in which I can be of further support.

Thanks,
Nanda Te

From: [City Council](#)
To: [Michael Van Lonkhuysen](#); [City Clerk](#)
Cc: [Shawwna Maltbie](#); [Glenn Sylvester](#); [Judith A. Christensen](#); [Juslyn Manalo](#); [Mike Guingona](#); [Raymond A. Buenaventura](#)
Subject: FW: Serramonte Views project
Date: Tuesday, November 13, 2018 8:46:45 AM

FYI

From: maggie lei <maggielei1990@gmail.com>
Sent: Monday, November 12, 2018 4:18 PM
To: City Council <citycouncil@dalycity.org>
Subject: Serramonte Views project

Dear City,

Please support the Serramonte Views project. Understand the housing shortage issue and the need on housing supply is the most important “need” for the citizen. Housing shortage in a volume and dense city will push the housing prices became unaffordable to lot of us. It comes to our conclusion that this project will help the citizen and bring relief to the housing market. To avoid and prevent us to move away the city and create more pollution due to the far travel for daily. Please consider the Serranonte Views Project!

Best,

Citizen of California

From: [City Council](#)
To: [Michael Van Lonkhuysen](#); [City Clerk](#)
Cc: [Glenn Sylvester](#); [Judith A. Christensen](#); [Juslyn Manalo](#); [Mike Guingona](#); [Raymond A. Buenaventura](#)
Subject: FW: Serramonte Views Project - We Need More Housing
Date: Tuesday, November 13, 2018 8:42:20 AM

FYI

From: Mary C <mchua619a@gmail.com>
Sent: Monday, November 12, 2018 11:17 PM
To: City Council <citycouncil@dalcity.org>
Subject: Serramonte Views Project - We Need More Housing

Dear City Council Members,

I am writing you to support the residential development across the street from Serramonte Mall. We need more housing, it's as simple as that. Times are changing and we need to change with them or else we'll face a larger crisis in the future.

Mary C.

From: [City Council](#)
To: [Michael Van Lonkhuysen](#); [City Clerk](#)
Cc: [Shawwna Maltbie](#); [Glenn Sylvester](#); [Judith A. Christensen](#); [Juslyn Manalo](#); [Mike Guingona](#); [Raymond A. Buenaventura](#)
Subject: FW: Serramonte Views Condominium Project
Date: Tuesday, November 13, 2018 8:43:48 AM

FYI

From: Cathy Mendoza <cathy.m94587@gmail.com>
Sent: Monday, November 12, 2018 11:07 PM
To: City Council <citycouncil@dalycity.org>
Subject: RE: Serramonte Views Condominium Project

To whom it may concern,

I've been following the Serramonte Views condominium project and have heard that there may be opposition to the project. I believe that more housing is needed in the bay area, especially in Daly City. It's a shame that so many of my friends and family have moved away due to high rent and home prices. I believe that more housing is needed to keep our quality of life.

Thank you,
Cathy Mendoza

From: [Annette Hipona](#)
To: [Michael Van Lonkhuysen](#); [Tatum Mothershead](#)
Cc: [Rose Zimmerman](#); [Shawwna Maltbie](#); [Juslyn Manalo](#); [Mike Guingona \(mikeguingona@gmail.com\)](#); [Glenn Sylvester](#); [Ray Buenaventura](#); [Judith Christensen](#); [Shawwna Maltbie](#); [Angie Padilla](#)
Subject: FW: Serramonte Views Condo and Hotel project
Date: Wednesday, September 12, 2018 10:32:48 AM

From: David Taylor <advantageroofing1@hotmail.com>
Sent: Tuesday, September 11, 2018 6:07 PM
To: City Clerk <cityclerk@dalycity.org>
Subject: Serramonte Views Condo and Hotel project

Dear Planning Commission,

Please do not approve the Serramonte Views Condo and Hotels project next to Serramonte shopping center. That area is already congested. There is simply no room for so many new people to squeeze in that space. It will be a nightmare. Please reject this monstrosity. Send me any form to sign to oppose this and I gladly will. Thank you

Dave Taylor
A Daly City resident
650-291-6342

Sent from [Mail](#) for Windows 10

From: [City Council](#)
To: [Michael Van Lonkhuysen](#); [City Clerk](#)
Cc: [Shawwna Maltbie](#); [Glenn Sylvester](#); [Judith A. Christensen](#); [Juslyn Manalo](#); [Mike Guingona](#); [Raymond A. Buenaventura](#)
Subject: FW: Serramonte views
Date: Tuesday, November 13, 2018 8:44:21 AM

FYI

From: Dom Meetup <priusdom@gmail.com>
Sent: Monday, November 12, 2018 9:19 PM
To: City Council <citycouncil@dalycity.org>
Subject: Serramonte views

To whom it may concern

I support the Serramonte Views project. Currently it is incredibly hard to find affordable housing in the Bay Area close to San Francisco where the jobs are.

With more affordable housing in Daly City it would allow more families like mine would could only dream to own a piece of Daly City to actually make a dream come true.

Serramonte Views would benefit the families in the Bay Area and the businesses in Daly City .

Thank you
Dominick Doong

Sent from my iPhone

From: [City Council](#)
To: [Michael Van Lonkhuysen](#); [City Clerk](#)
Cc: [Shawwna Maltbie](#); [Glenn Sylvester](#); [Judith A. Christensen](#); [Juslyn Manalo](#); [Mike Guingona](#); [Raymond A. Buenaventura](#)
Subject: FW: Serramonte view project
Date: Tuesday, November 13, 2018 8:47:01 AM

FYI

-----Original Message-----

From: victor ng <victorng03@yahoo.com>
Sent: Monday, November 12, 2018 4:14 PM
To: City Council <citycouncil@dalycity.org>
Subject: Serramonte view project

To whom it may concern,

We have a shortage in the housing market and I believe this will bring relief to our current situation.

Victor

Sent from my iPhone

From: [City Council](#)
To: [Michael Van Lonkhuysen](#); [City Clerk](#)
Cc: [Shawwna Maltbie](#); [Glenn Sylvester](#); [Judith A. Christensen](#); [Juslyn Manalo](#); [Mike Guingona](#); [Raymond A. Buenaventura](#)
Subject: FW: Serramonte Views
Date: Tuesday, November 13, 2018 8:47:45 AM

FYI

-----Original Message-----

From: Kay Kung <kaykung777@gmail.com>
Sent: Monday, November 12, 2018 4:13 PM
To: City Council <citycouncil@dalycity.org>
Subject: Serramonte Views

Dear Council, I support this project. We need more housing in the bay area, especially since prices are at an all time high, we need more affordable housing. it's a great project for young people to purchase their first homes, it's great to stay close in the bay area with our families.

From: [City Council](#)
To: [Michael Van Lonkhuysen](#); [City Clerk](#)
Cc: [Shawwna Maltbie](#); [Glenn Sylvester](#); [Judith A. Christensen](#); [Juslyn Manalo](#); [Mike Guingona](#); [Raymond A. Buenaventura](#)
Subject: FW: Serramonte Views
Date: Tuesday, November 13, 2018 12:53:41 PM

FYI

From: Amy Wan <amywan908@gmail.com>
Sent: Tuesday, November 13, 2018 12:52 PM
To: City Council <citycouncil@dalycity.org>
Subject: Serramonte Views

Esteemed members of the council,

It is important that the government take action of the housing epidemic were currently facing. My family and I are facing high rental prices with low employment wages and we need as much affordable housing as possible. I'm afraid for my family's future if we cannot afford to stay in the beautiful city I call home. I support the Serramonte Views project as should you. All cities need to be progressive with housing policies, especially when the market is driving everyone away.

Best,
Amy



New realty project proposes bold plan to address housing crisis

By Paula Tisdall / El Paso Star Correspondent

DALY CITY — The crisis of San Francisco and San Mateo counties remains one of the most acute in the Bay Area. Homeless, income-saturated conditions, and increasing housing costs are driving individuals to seek alternatives for affordable prices.

According to a report from residential real estate firm Pacific Union, "San Mateo County took San Francisco's distinction as most expensive Bay Area housing market last April."

Daly City with an estimated population of 107,014 (U.S. Census Bureau, 2017) is a diverse community, where the largest ethnic group is Hispanic. The median age and median price continue to rise, and the need for affordable housing is growing.

The Serramonte Views project is a bold plan to address the housing crisis. It will offer 200+ employment opportunities for local residents and greatly contribute to City's funds with its estimated \$2.5 Million Property Tax and \$1 Million Hotel Tax. It will also offer a total amount of almost \$1.5 million of a new source to increase funds for the city and would make a better self-sustained community.

George Lam, president of L.F. George Properties Corp., and a team developed for over 40 years, believe in the needs of the community. Lam says environmental will be a priority, and parking issues of the properties are being addressed. L.F. George Properties Corp. is working with the City Council on the, including the availability of three parking lots for three bedrooms units.

L.F. George Properties Corp. is committed to supporting the vision and suggestions of residents and is encouraging the community to let Daly City know that this project is really needed and beneficial to the community. The housing crisis has been there for a while. The real estate industry and government should work together toward a solution.

Please join our community outreach on November 15, 2018 at 7:00pm at Hiram's Fine Dining 1700 Rhode Island, Colma, CA 94014 please call 415-818-8432

From: [City Council](#)
To: [Michael Van Lonkhuysen](#); [City Clerk](#)
Cc: [Shawna Maltbie](#); [Glenn Sylvester](#); [Judith A. Christensen](#); [Juslyn Manalo](#); [Mike Guingona](#); [Raymond A. Buenaventura](#)
Subject: FW: Serramonte Views
Date: Wednesday, November 14, 2018 12:20:18 PM

FYI

From: Deanna Tom <deannaltom@gmail.com>
Sent: Wednesday, November 14, 2018 10:54 AM
To: City Council <citycouncil@dalycity.org>
Subject: Serramonte Views

To Whom It May Concern:

As a second generation bay area native, I have come to see the influx of people moving to our great city, and with that, I have seen the many issues with housing it has caused.

I have seen this first hand with my family. My dad now lives in the South Bay to opt for lower housing cost. My mom who chooses to remain to live in Daly City due to work has to live in a cramped 2 bedroom townhome with my 2 adult brothers. For my brothers are unable to secure affordable housing on their own. It has come to the point that now one of my brothers is moving to Texas so that he can finally live on his own.

I cannot stress enough how this shortage of housing issue has separated my family. Please help keep other families together by adding some relief is this housing market.

With kind regards,
Deanna Tom

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF DALY CITY
AMENDING THE DALY CITY ZONING MAP BY AMENDING ORDINANCE NO. 1310
PLANNED DEVELOPMENT ZONE (PD57-A) AND ESTABLISHING PLANNED
DEVELOPMENT STANDARDS

(525-595 Serramonte Boulevard, Daly City, APN 091-247-080)

BE IT ORDAINED by the City Council of the City of Daly City, as follows:

Section 1. Findings. The City Council of the City of Daly City finds that, as conditioned, Planned Development PD-9-14-9637 for Planned Development PD-57-A, 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 2. Environmental Compliance – Mitigation Monitoring Program.

In accordance with the California Environmental Quality Act (CEQA), the city has prepared a Final Environmental Impact Review (FEIR) to assess the potentially environmental consequences of the proposed Project. A mitigation monitoring and reporting program (“MMRP”) has been prepared to meet the requirements of Public Resources Code Section 21081.6. This MMRP is designed to ensure compliance with project mitigation measures imposed to avoid or substantially lessen the significant effects identified in the FEIR for the project. The City Council approves the MMRP for this project and hereinafter finds that the FEIR and the MMRP complies and conforms with the California Environmental Quality Act and the Guidelines implementing the Act.

The FEIR indicates that the impacts of the Project would remain “significant and unavoidable” under CEQA. Such a significant and unavoidable impact is permissible under CEQA provided the City Council adopts a Statement of Overriding Consideration related to it. The Council has weighed the above benefits of the proposed project against its significant and unavoidable environmental effect identified in the Final EIR and hereby determines that each of these benefits outweighs the adverse environmental effect and, therefore, further determines that the significant and unavoidable environmental effect of the project is acceptable. Pursuant to California Public Resources Code Section 21081 and the CEQA Guidelines Section 15093 et seq., the Council will adopt a Resolution certifying the FEIR and making a statement of overriding considerations regarding the remaining unavoidable impact of the project and the anticipated benefits of the project.

Section 3. 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-57A, 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-57A.

DRAFT

PLANNED DEVELOPMENT STANDARDS

PLANNED DEVELOPMENT ZONE PD-57A

SERRAMONTE VIEWS CONDOMINIUMS AND HOTEL

The purpose and intent of these Planned Development Standards is to establish a Planned Development Zoning District for PD-57A, which encompasses the entire project site.

I. GENERAL

1. When these planned development standards conflict with other sections of the Zoning Ordinance, these standards prevail only to the extent of the conflict. Where these planned development standards do not provide regulations, the Zoning Ordinance shall apply as to the most similar land use or standard.
2. Any modifications to plans approved by the City Council shall require an amendment of the original PD approval and shall be subject to separate approval by the Planning Commission and City Council. Minor changes of the approved plans due to code requirements or conditions of approval may be approved by the Planning Division.
3. All structures, landscape areas, required facilities and amenities shall be maintained in a neat, safe, and healthful condition, subject to improvement and upgrading of plans as required by this Planned Development approval.
4. CC&R's shall be prepared for PD-57A for review and approval by the City Attorney.

II. PERMITTED USES

The following uses are permitted as part of Planned Development Zone PD-57A.

- A. The following uses shall be permitted in the non-residential portion of PD-57A:
 - 176-room extended stay hotel with associated parking facilities
- B. The following uses may be permitted with a Use Permit in the nonresidential portion of PD-57A zone:
 - Administrative, business and professional offices
 - Banks and savings and loan offices
 - Finance companies
 - Title Companies
 - Travel Agencies
 - Medical and dental clinics and laboratories
 - Prescription pharmacies
 - Public Uses

- C. The residential portion of PD-57A shall be limited to three structures, Buildings A, B and C and a total of 281 condominium units and associated parking and recreational facilities. 323 units shall be permitted upon approval of the City Council of a density bonus.
- D. When a use is not specifically listed, it shall be assumed that when the unlisted use is similar to nor more objectionable than a permitted use, such use shall be permitted in the district to the same requirements of the most similarly listed use.

III. DEVELOPMENT STANDARDS

A. Parking

- 1. The property owners shall comply with and enforce a Parking Management Plan approved by the City. The Parking Management Plan shall be an appendix to and recorded as part of the Planned Development Standards for PD-57A and the CC&R's for PD-57A. The Parking Management Plan shall include the following:
 - a. Operable or inoperable vehicles shall be stored at the site for more than 24 hours.
 - b. No vehicles or trailers shall be advertised for sale or rent on the site and no vehicle sales, leasing or rentals shall be conducted at the site.
 - c. Residential parking spaces shall be designated in the plan.
 - d. Measures to manage the parking during the peak hours. The plan may include such measures as valet parking, and incentives to carpooling.
 - e. Lease documents of existing and future tenants shall incorporate compliance with the Parking Management Plan as a requirement of the lease. Lease documents shall be submitted to the Planning Division for approval.
 - f. Applicant will post signs, impose conditions upon tenant, and make every effort to restrict deliveries to the development from by large semi-trucks, refrigerated trucks, or trucks larger than a four-wheel delivery van between the hours of 8:00 a.m. and 7:00 p.m. seven days per week. Smaller delivery vehicles may make such deliveries.
 - j. The total number of on-site parking spaces shall reflect the parking provision of the approved plans, i.e., 480 dedicated residential spaces and 149 dedicated hotel spaces, with the ability for up 80 valet hotel spaces which could occur within the drive aisles on any of the hotel's four parking levels. The use of carousel parking system shall be

permitted for up to 342 spaces. The project shall provide a minimum of 19 electric vehicle charging stations equipped with minimum level two chargers and 172 bicycle parking spaces.

- k. An office development will have to meet the parking standards as established in the Zoning Ordinance Chapter 17.34
- c. The parking areas shall conform to plans approved as part of the precise plan for PD-57A and shall be maintained in accordance with City standards.

B. Circulation

- 1. All deliveries shall gain access to the project site by way of Serramonte Boulevard
 - a. Deliveries to the development by large semi-type trucks shall not take place before 8 a.m. or after 10 p.m. Smaller delivery vehicles may deliver at all hours.
 - b. The applicant shall implement a Congestion Management Plan, per the C/CAG Guidelines for Implementation of the Land Use Component of the Congestion Management Program, which will include but not be limited to, provisions for such programs as carpooling, preferential parking and use of the Hire Daly City First Program and encouraging a hiring preference for local residents.

C. Landscaping

- 1. All landscaping improvements shall conform to the approved landscaping plan and with Section 17.41 (Landscaping) of the Zoning Ordinance.
 - a. Landscaping shall be installed in accordance with approved plans and maintained in a neat, clean and healthful condition.
 - b. In general, all shrubs or any vegetation at points of ingress or egress shall be maintained at a height of no greater than 30 inches. Trees must be trimmed in a manner to maintain a site clearance underneath the branches of five feet from grade.
 - c. Landscaping shall be planted at the base of any monument signs and shall be maintained in a healthy growing condition and be replaced as necessary. The plants shall include a variety of flowering evergreen shrubs and flowering ground cover.

D. Architecture/Site Design

1. Architectural design of all structures and facades, all materials and colors, and all landscaping shall comply with plans approved by a Design Review Committee.
 - b. Once approved, any major architectural modification shall be subject to approval by a Design Review Committee, except that minor changes may be approved administratively by the Planning Division.
 - c. All roof equipment shall be screened from view from the surrounding streets.
 - d. The Planning Division shall approve the design and location of all trash or storage enclosures and other proposed fencing or walls.
 - e. All visible elevations shall be provided with architectural treatment of the same quality and character as the front building elevations facing Serramonte Boulevard.
 - f. All ground mounted appurtenances, such as transformers or air conditioning units shall be undergrounded.

E. Maintenance

1. A maintenance plan for on-site litter control shall be submitted by the applicant and approved by the City. The litter control maintenance plan shall include provision for on-going maintenance required for the project use. The maintenance plan shall be incorporated into the CC&R's for the project and recorded as part of the PD-57A planned development standards. The maintenance plan shall include the following standards:
 - b. The entire development area shall be maintained in a neat, safe, and healthful condition.
 - c. A garbage disposal plan approved by the Planning Division and the Streets Division shall specify that:
 - d. All trash shall be confined in approved receptacles and enclosures.
 - e. 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.
 - f. All trash and storage enclosures shall be properly maintained in accordance with approved plans.

- g. The applicant shall prepare an agreement to implement a weekly litter cleanup plan for all open areas, planters and public sidewalks adjacent to the development. 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 at all times.

F. Lighting

- 1. All exterior lighting shall be in accordance with precise plans and shall be adequately maintained according to approved standards.
 - a. Site lighting shall be directed downward to protect adjacent residential neighborhoods from glare.

G. Building Area Limitation

- 1. There shall be no additional square footage allowed in PD-57A beyond what is permitted through approval of the precise plan. Minor additions or alterations to square footage for any given designated use (+/- 2%) may be approved by the Planning Division if such changes are to meet specific code requirements and do not affect the overall mass of the building.
 - a. The residential portion of the project shall include 3 separate buildings, each with no more than 185,000 square feet of residential floor area. Under each building, there shall be parking facilities. Each of the four buildings will have no more than 70,000 square feet of parking garage underneath.
 - b. The hotel development shall include up to 155,000 square feet hotel space and a three-level garage, with up to 130,000 square feet provided for parking.

H. Building Height Limitation

- 1. The maximum height allowed for PD-57A is 250 feet.

Section 4. Summary Publication: 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 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 thirty (30) days from and after its adoption.

Section 5. Environmental Determination: In accordance with the California Environmental Quality Act (CEQA), the city has prepared a Final Environmental Impact Review (FEIR) to assess the potentially environmental consequences of the proposed Project. A mitigation monitoring and reporting program ("MMRP") has been prepared to meet the requirements of Public Resources Code Section 21081.6. This MMRP is designed to ensure compliance with project mitigation measures imposed to avoid or substantially lessen the significant effects identified in the FEIR for the project. The City Council approves the MMRP for this project and hereinafter finds that the FEIR and the MMRP complies and conforms with the California Environmental Quality Act and the Guidelines implementing the Act. The City Council will also adopt a Statement of Overriding Consideration related to this Project.

Section 6. Severability: If any section, subsection or sentence of this Ordinance is found by a court of competent jurisdiction to be invalid or unlawful, the City Council finds and declares that the remainder of this Ordinance would be and is enforceable and would have been adopted notwithstanding the finding of invalidity as to any section, subsection or sentence.

Introduced this _____ day of _____ 2018.

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 _____ 2018, 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

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DALY CITY
MAKING CERTAIN FINDINGS CONCERNING MITIGATION MEASURES, ADOPTING
A MITIGATION MONITORING AND REPORTING PROGRAM, MAKING FINDINGS
CONCERNING ALTERNATIVES, AND ADOPTING A STATEMENT OF OVERRIDING
CONSIDERATIONS IN ACCORDANCE WITH THE CALIFORNIA ENVIRONMENTAL
QUALITY ACT FOR THE SERRAMONTE VIEWS CONDOMINIUMS AND HOTEL
PROJECT (SCH# 2016062063) FOR WHICH AN ENVIRONMENTAL IMPACT REPORT
HAS BEEN PREPARED

WHEREAS, the Serramonte Views LLC (the “Developer”) proposes to construct three condominium buildings and a hotel totaling 323 units and 176 rooms, respectively, at 525 to 595 Serramonte Boulevard in the City of Daly City; and

WHEREAS, the City of Daly City is the lead agency for the project and has prepared an Environmental Impact Report (EIR) for the project pursuant to and in accordance with the California Environmental Quality Act (Public Resources Code Section 21000 et seq., “CEQA”) and the Guidelines for Implementation of CEQA (Title 14, Cal. Code of Regs., Section 15000 et seq., the CEQA Guidelines); and

WHEREAS, the City’s governing body (“Council”) has duly certified an EIR for the project; and

WHEREAS, CEQA requires that, in connection with the approval of a project for which an EIR has been prepared which identifies one or more significant environmental effects, the decision-making agency make certain findings regarding those effects.

NOW, THEREFORE, BE IT RESOLVED by the City Council of Daly City at the meeting held on November 26, 2018, the following:

1. That the above recitals are true and correct; and
2. A mitigation monitoring and reporting program (“MMRP”) has been prepared to meet the requirements of Public Resources Code Section 21081.6. This MMRP is designed to ensure compliance with project mitigation measures imposed to avoid or substantially lessen the significant effects identified in the EIR for the project; and
3. The Council was presented with, and has independently reviewed and analyzed, the Final EIR and other information in the record and has considered the information contained therein prior to acting upon or approving the project, and has found that the Final EIR represents the independent judgment of the City of Daly City as lead agency under CEQA for the project; and
4. The Council finds and recognizes that the Final EIR contains additions, clarifications, modifications, and other information in its responses to comments on the Draft EIR and

also incorporates information obtained by the City of Daly City since the Draft EIR was issued and circulated for public review. The Council does hereby find and determine that such changes and additional information are not significant new information, as that term is defined under the provisions of CEQA, from that information disclosed in the Final EIR because such changes and additional information do not indicate that any new significant environmental impacts not already evaluated would result from the project and they do not reflect a substantial increase in severity of any environmental impact; no feasible mitigation measures considerably different from those previously analyzed in the Draft EIR have been proposed that would lessen significant environmental impacts of the project. Accordingly, the Council hereby finds and determines that recirculation of the Final EIR for further public review and comment is not warranted; and

5. The Council does hereby make the following findings with respect to the significant effects on the environment of such project, identified in the hereinbefore mentioned Final EIR, with the stipulations that all information in these findings is intended as a summary of the full administrative record supporting the Final EIR, which full administrative record should be consulted for the full details supporting these findings and which consists of, but is not limited to, the Draft EIR, the Mitigation Monitoring and Reporting Program, all testimony, documentary evidence and all correspondence submitted to the City of Daly City in connection with the project, and other documents relied upon or prepared by City Staff or consultants related to the project and this Resolution.

SERRAMONTE VIEWS CONDOMINIUMS AND HOTEL PROJECT SIGNIFICANT ENVIRONMENTAL IMPACTS

The following findings, including impact statements, mitigation measures, findings and facts in support of findings, are based on the full administrative record, including, but not limited to, the Draft EIR, which contains a fuller discussion of each issue.

Air Quality

Impact: **Impact AQ – 1:** The project would generate significant dust during construction activities that would affect nearby sensitive receptors, if best management practices are not implemented.

Mitigation: **MM AQ – 1.1:** The project shall implement the following BAAQMD basic construction mitigation measures, to reduce construction-related air quality impacts:

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
- All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph).
- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes [as required by the California Airborne Toxics Control Measure Title 13, Section 2485 of California Code of Regulations (CCR)]. Clear signage shall be provided for construction workers at all access points.
- 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.
- A publicly visible sign shall be posted with the telephone number and person to contact at the City of Daly City regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Bay Area Air Quality Management Air District's phone number shall also be visible to ensure compliance with applicable regulations.

Finding: Implementation of MM AQ – 1.1 would reduce construction-related air quality impacts to a less than significant level.

Facts in Support of Finding: BAAQMD's basic construction mitigation measures were developed as feasible methods to reduce construction-related dust and construction-equipment exhaust to acceptable levels.

Impact: **Impact AQ – 2:** Project construction could result in excess residential cancer risks of 26.2 in one million for an infant exposure.

Mitigation: **MM AQ – 2.1:** All mobile diesel-powered off-road equipment larger than 25 horsepower and operating on the site for more than two days shall meet, at a minimum, U.S. EPA particulate matter emissions standards for Tier 4 engines or equivalent. Note that the construction contractor could use other measures to minimize construction period DPM emission to reduce the predicted cancer risk below the thresholds. The use of equipment that includes CARB-certified Level 3 Diesel Particulate Filters or alternatively-fueled equipment (i.e., non-diesel) would meet this requirement. Other measures may be the use of added exhaust devices, or a combination of measures, provided that these measures are approved by the City and demonstrated to reduce community risk impacts to less than significant.

Finding: Implementation of MM AQ – 2.1 would reduce construction TAC air quality impacts to a less than significant level.

Facts in Support of Finding: U.S. EPA particulate matter emissions standards for Tier 4 engines or equivalent includes the use of CARB-certified Level 3 Diesel Particulate Filters or alternatively-fueled equipment that would reduce construction TACs and resulting health risks by approximately 93 percent.

Biological Resources

Impact: **Impact BIO – 1:** The project may disturb nesting birds on and adjacent to the site during construction.

Mitigation: **MM BIO – 1.1:** In order to protect nesting birds on and adjacent to the project site the following measures will be implemented:

- Pre-construction nesting bird surveys shall be completed prior to tree removal if removal or construction is proposed to commence during the breeding season (February 1 to August 31) in order to avoid impacts to nesting birds. Surveys shall be completed by a qualified biologist no more than 14 days before construction begins. During this survey, the biologist or ornithologist shall inspect all trees and other possible nesting habitats in and within 250 feet of the project boundary.
- If an active nest is found in an area that would be disturbed by construction, the ornithologist shall designate an adequate buffer zone (~250 feet) to be established around the nest, in consultation with the California Department of Fish and Wildlife (CDFW). The buffer would ensure that nests shall not be

disturbed until the young have fledged (left the nest), the nest is vacated, and there is no evidence of second nesting attempts.

- The applicant shall submit a report indicating the results of the survey and any designated buffer zones to the satisfaction of the Director of Community Development, prior to the issuance of a grading permit or demolition permit.

Finding: Implementation of MM BIO – 1.1 would reduce impacts from the project to nesting birds to a less than significant level.

Facts in Support of Finding: Implementation of MM BIO – 1.1 would reduce the project's impact to nesting birds through completion of pre-construction surveys to avoid disturbing or destroying active nests.

Cultural Resources

Impact: **Impact CUL – 1:** Construction of the proposed project and associated off-site improvements could result in significant impacts to archaeological resources, unique paleontological resources/sites, unique geologic features, or human remains, if present on-site.

Mitigation: **MM CUL-1.1: *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 Planning Manager notified immediately. A qualified paleontologist shall evaluate the find and prescribe mitigation measures to reduce impacts to a less than significant level. The identified mitigation measures shall be implemented. Work may proceed on other parts of the project site while mitigation for paleontological resources or geologic features is carried out. 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.

MM CUL-1.2: *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 Planning Manager shall be notified. The project sponsor shall hire a qualified archaeologist to conduct a field investigation. The City 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-1.3: *Human Remains.* If human remains are discovered at any project construction site during any phase of construction, all ground-disturbing activity within 100 feet of the resources shall be halted and the City 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.

MM CUL-1.4: *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 building permits. 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.

Finding: Implementation of MM CUL – 1.1 through 1.4 would reduce impacts to unknown buried archaeological resources to a less than significant level.

Facts in Support of Finding: Implementation of MM CUL – 1.1 would reduce impacts to unknown paleontological resources if encountered during ground disturbing construction activities by notifying the City Planning Manager and halting ground disturbing activities within 25 feet of the discovery. A qualified paleontologist must be contacted to evaluate the find and make sure impacts to the cultural resource(s) are avoided or mitigated. Implementation of MM CUL – 1.2 would reduce impacts to unknown archaeological resources if encountered during ground disturbing construction activities by halting grading and excavation work within 100 feet of the find(s) and contacting a qualified archaeologist to evaluate the find and make sure impacts to the cultural resource(s) are avoided or mitigated. Implementation of MM CUL – 1.3 would reduce impacts to unknown

buried human remains by halting construction activities that could disturb the remains and contacting the local Coroner's Office and Native American Heritage Commission. The Most Likely Descendant will assist the City to ensure the burial(s) would be handled in a sensitive manner while the project is implemented. Implementation of MM CUL – 1.4 ensures that if archaeological resources are identified, a final report summarizing the findings shall be submitted to the City Planning Manager containing descriptions of the mitigation program that was implemented and its results.

Geology and Soils

Impact: **Impact GEO -1:** The proposed project could result in soil erosion and the loss of topsoil.

Mitigation: **MM GEO – 1.1:** Buildings shall be designed and constructed in accordance with a final design-level geotechnical investigation to be completed for the project by a qualified professional and submitted to the City of Daly City Planning Manager. The final design-level geotechnical investigation shall identify requirement for the placement of fill on the project site and building foundations.

MM GEO – 1.2: The civil engineer and the project landscape contractor shall implement a comprehensive erosion control plan to account for seasonal rainfall during and following construction. The project engineering geologist shall make periodic inspections of the site drainage and erosion control features for a period of two years.

Finding: Implementation of MM GEO – 1.1 and 1.2 would reduce impacts from soil erosion to a less than significant level and would also address the presence of groundwater to ensure no permanent dewatering is required and no depletion of groundwater would result.

Facts in Support of Finding: Implementation of MM GEO – 1.1 and 1.2 would reduce the project's impacts from soil erosion and groundwater by designing the project in accordance with a design-level geotechnical report.

Hazards and Hazardous Materials

Impact: **Impact HAZ – 1:** Groundwater beneath the project could be contaminated, therefore disposal of groundwater generated by excavation dewatering activities could pose a significant hazard to human health and to the surrounding environment.

Mitigation: **MM HAZ – 1.1:** The project applicant shall prepare a dewatering plan to ensure analysis and proper treatment and disposal of groundwater. The plan shall include research into permitting, testing, and handling requirements for disposal of groundwater generated by excavation dewatering activities. Treatment of

groundwater will either be at the North San Mateo County Sanitation District Facility or through use of on-site treatment (e.g. pumped into filtration units) prior to discharge to the stormwater system.

Finding: Implementation of MM HAZ – 1.1 would reduce impacts from contaminated groundwater to a less than significant level.

Facts in Support of Finding: Implementation of MM HAZ – 1.1 would reduce impacts from contaminated groundwater to construction workers as a result of excavation dewatering activities by implementing a dewatering plan to ensure proper treatment and disposal of groundwater.

Impact: **Impact HAZ – 2:** The proposed project exceeds 200 feet in height and, therefore, requires submittal to the FAA for airspace safety review.

Mitigation: **MM HAZ – 2.1:** The project applicant would be required to file Form 7460-1 with the FAA for determination of “no hazard.” The applicant would be required to provide proof of the determination of no hazard to the City and incorporate any required conditions into the project prior to the issuance of a building permit.

Finding: Implementation of MM HAZ – 2.1 would ensure that the project is consistent with FAA requirements upon issuance of a “no hazard” determination.

Facts in Support of Finding: Implementation of MM HAZ – 2.1 would initiate FAA consultation under Part 77 and would require issuance of a No Hazard Determination to ensure project safety and compatibility. The applicant would be required to provide proof of the determination of no hazard to the City and incorporate any required conditions into the project prior to the issuance of a building permit.

Noise and Vibration

Impact: **Impact NV – 1:** The project would construct condominium buildings and a hotel adjacent to noise sensitive, residential uses which could result in temporary disturbances during construction.

Mitigation: **MM NV – 1.1:** The project applicant shall incorporate the following practices into the construction documents to be implemented by the project contractor:

- Maximize the physical separation between noise generators and noise receptors. Such separation includes, but is not limited to, the following measures:
 - Use heavy-duty mufflers for stationary equipment and barriers around particularly noisy areas of the site or around the entire site;
 - Use shields, impervious fences, or other physical sound barriers to inhibit transmission of noise to sensitive receptors;

- Locate stationary equipment to minimize noise impacts on the community;
- Minimize backing movements of equipment;
- Use quiet construction equipment whenever possible;
- Impact equipment (e.g., jack hammers and pavement breakers) shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically-powered tools. Compressed air exhaust silencers shall be used on other equipment. Other quieter procedures, such as drilling rather than using impact equipment, shall be used whenever feasible;
- Prohibit unnecessary idling of internal combustion engines; and
- Select routes for movement of construction-related vehicles and equipment in conjunction with the Daly City Community Development Department so that noise-sensitive areas, including residences and schools, are avoided as much as possible.
- The project sponsor shall designate a “disturbance coordinator” for construction activities. The coordinator would be responsible for responding to any local complaints regarding construction noise and vibration. The coordinator would determine the cause of the noise or vibration complaint and would implement reasonable measures to correct the problem.
- The construction contractor shall send advance notice to neighborhood residents within 300 feet of the project site regarding the construction schedule and including the telephone number for the disturbance.

Finding: Implementation of MM NV – 1.1 would reduce the project’s impact on construction-related noise impacts to a less than significant level.

Facts in Support of Finding: Implementation of MM NV – 1.1 would reduce the project’s construction-related noise by locating noise-generating equipment away from sensitive receptors, requiring equipment that is quiet and equipped with mufflers, prohibiting unnecessary idling, routing construction traffic on designated truck routes, and providing contact information for a disturbance coordinator to address construction noise complaints.

Transportation and Cumulative Transportation

Impact: **Impact TRANS – 1:** The project would add delay to the unsignalized intersection of SR 1 Northbound Ramps and Serramonte Boulevard, which currently operates during the AM peak hour at a deficient level of service without the project.

Mitigation: **MM TRANS – 1.1:** The City of Daly City shall install a traffic signal at the intersection. This intersection currently meets the peak hour signal warrant during the AM peak hour, without or with the project. Signalizing this intersection would improve the average intersection delay to LOS C. The

installation of a signal and turning lanes at this intersection is a planned intersection improvement under the Daly City General Plan, within a 10-year time frame. The project shall contribute a proportional share to the cost of the improvements

Finding: Implementation of MM TRANS – 1.1 concurrent with project construction would mitigate the project's level of service impact at this intersection to a less than significant level.

Facts in Support of Finding: Signalizing the SR 1 Northbound Ramps and Serramonte Boulevard intersection would improve the average intersection delay to LOS C. The installation of a signal and turning lanes at this intersection is a planned intersection improvement under the Daly City General Plan, within a 10-year time frame. The project shall contribute a proportional share to the cost of the improvements.

Impact: **Impact TRANS – 2:** The proposed project would add traffic to the I-280 southbound weaving segment between SR 1 and Serramonte Boulevard which would operate at a deficient level of service without the project. The addition of project traffic would cause the V/C ratio for this segment to increase by more than one percent (from 0.969 to 0.986) during the weekday PM peak hour. Therefore, the project impact is significant.

Impact: **Impact C – TRANS – 1:** The proposed project would add traffic to the I-280 southbound weaving segment between SR 1 and Serramonte Boulevard which would operate at a deficient level of service without the project. The addition of project traffic would cause the V/C ratio for this segment to increase by more than one percent (from 1.043 to 1.062) during the weekday PM peak hour. Therefore, the project impact is significant.

Mitigation: **MM TRANS – 2.1 and MM C – TRANS – 1.1:** Caltrans is planning to implement improvements on the weaving section on I-280 southbound between the SR 1 northbound off-ramp and the Serramonte Boulevard off-ramp, as included in the Daly City General Plan. Construction of these improvements would likely reduce the proposed project's impact to less than significant. However, because the freeway is under Caltrans' jurisdiction, the implementation and timing of the improvements called for in the City's General Plan are not under the City's control. The project impact, therefore, would remain significant and unavoidable.

Finding: Implementation of MM TRANS – 2.1 and C – TRANS – 1.1 is within the responsibility and jurisdiction the Caltrans, and can and should be implemented by the Caltrans, with support from the City of Daly City as necessary, to reduce freeway weaving impacts on I-280 between the SR 1 northbound off-ramp and the Serramonte Boulevard off-ramp.

Facts in Support of Finding: Caltrans has jurisdiction over improvements to this freeway segment, and therefore, the City of Daly City cannot through its own actions guarantee that the improvements would occur. For this reason, Impact TRANS – 2 and Impact C – TRANS – 1 are considered significant and unavoidable.

ALTERNATIVES TO THE PROJECT

An EIR must describe a range of reasonable alternatives to the project, or the location of the project, which would feasibly obtain most of the basic objectives of the project, but would avoid or substantially lessen any of the significant environmental effects of the project.

The City Council of Daly City may reject the alternative if it is determined that specific considerations make the alternative infeasible. Pursuant to California Public Resources Code Section 21081 and the CEQA Guidelines Section 15091 et seq., the City Council of Daly City adopts and makes the following findings with respect to the alternatives identified in the Final EIR, as described below.

No Project Alternative – No Development

Description: The No Project Alternative – No Development would allow the site to remain in its semi-natural state.

Comparison to the Project: Under this alternative, future additional traffic delay to the unsignalized intersection of SR 1 Northbound Ramps and Serramonte Boulevard and to the I-280 southbound weaving segment between SR 1 and Serramonte Boulevard would be avoided. Additional environmental impacts related to project construction such as soil erosion, construction TACs, and fugitive dust would not occur under the No Project Alternative. This alternative would also avoid FAA consultation under Part 77 and would not require issuance of a No Hazard Determination.

Finding: The No Project Alternative would not meet any of the project objectives for providing residents a desirable place to live or construct a hotel to expand lodging, conferencing, and exhibition space within the City. The applicant's objective to provide additional housing types to diversify the housing mix in the City and provide additional residential development in the Serramonte area would not be met by this alternative. The No Project Alternative would not allow for the construction of a high-quality hotel which therefore would not foster economic development within Daly City to supplement the City's tax base. The existing undeveloped hillside would remain and would further not support additional housing on-site to meet the state-mandated Regional Housing Need Allocation for Daly City. The No Project Alternative is not feasible because the subject site has been identified by the Daly City Housing Element as contributing to the City's fulfillment of the Regional Housing Need Allocation (RHNA) as established by the Association of Bay Area Governments and would contribute 323 additional

housing units in an extremely constrained local and regional housing market, 56 of which would be affordable to households at or below 120 percent of the area median income for San Mateo County. The project would make a significant contribution to fulfilling the City's RHNA, where the RHNA identifies a need for 1,350 constructed units in Daly City between 2015 and 2023.

No Project Alternative – Existing Entitlement

Description: The No Project Alternative – Existing Entitlement would allow for the redevelopment of the site under its existing General Plan land use designations of *High Density Residential* and *Commercial – Retail and Office* in the City's General Plan. This would allow for construction of a 137-room hotel and 200 condominium units with building heights restricted to 90 feet.

Comparison to the Project: Under this alternative, the existing entitlement allows the construction of a 137-room hotel and 200 condominium units with building heights up to 90 feet on the site. Due to the restricted heights on the site under the existing entitlement, this alternative would avoid FAA consultation under Part 77 triggered by construction 200 feet above grade and would not require issuance of a No Hazard Determination, therefore reducing airport hazards impacts to a less than significant level. Due to its smaller size and therefore less construction activity, this alternative would reduce impacts related to construction TACs and fugitive dust. Additionally, the No Project Alternative – Existing Entitlement would reduce operational traffic impacts to the SR 1 Northbound Ramps and Serramonte Boulevard intersection and I-280 southbound weaving segment between SR 1 and Serramonte Boulevard; however, not to a less than significant level.

Finding: The No Project Alternative – Existing Entitlement would meet many of the project objectives since it would allow for construction of a 137-room hotel and 200 condominium units. Since it is a smaller project than the current project design and would generate less peak hour traffic, this alternative would meet the project objective to ensure the site plan provides minimal disruption to the traffic conditions in the area.

Since the No Project Alternative – Existing Entitlement would provide higher density housing and a hotel on-site, many of the project objectives would be met while avoiding and reducing several environmental impacts. Specifically, the reduced project building heights would ensure airport hazards impacts would be less than significant. This alternative would also reduce impacts related to construction TACs and fugitive dust, although mitigation would still be required to reduce air quality impacts to a less than significant level. Additionally, project-induced operational traffic impacts would be reduced with the No Project Alternative – Existing Entitlement, but not to a less than significant level. However, since this alternative provides less hotel rooms than the current project, this alternative

would result in lost economic activity as it would create less revenue for City services through a transient occupancy tax and expanded tax base than the current 176-room hotel design. This alternative, therefore, would result in a corresponding reduction in economic benefits as compared to the proposed project. The No Project Alternative – Existing Entitlement Alternative is not feasible due to exorbitant grading costs associated with the project. The Existing Entitlement has in fact been in place since 2004 and has not been constructed.

Reduced Development Alternative

Description: The Reduced Development Alternative would allow for the same uses as proposed by the project but would reduce the project size to 156 residential units and 116 hotel rooms. The size of the Reduced Development Alternative would avoid impacts to freeway segments on I-280.

Comparison to the Project: Under the Reduced Development Alternative, the impact to the I-280 freeway segment would be reduced to a less than significant level. Additionally, this alternative would construct fewer units and therefore put fewer vehicles on roadways, which would proportionally reduce impacts to the SR 1 Northbound Ramps and Serramonte Boulevard intersection. Due to its smaller size and therefore less construction activity, this alternative would proportionally reduce construction TACs and fugitive dust impacts.

Finding: The Reduced Development Alternative would meet many of the project objectives since it would allow for construction of 156 residential units and 116 hotel rooms. Implementation of the Reduced Development Alternative would provide expanded lodging, conference, and exhibition space within the City, and create more housing to meet the state-mandated Regional Housing Need Allocation for Daly City. However, since this alternative is reduced in size, potential revenue generated by the hotel would be less than the current project design. Nonetheless, this alternative would foster economic growth in the City of Daly City by constructing a hotel and would provide additional housing for future residents in the Serramonte area. The Reduced Development Alternative would reduce the project in size to 156 residential units and 116 hotel rooms thereby avoiding impacts to the I-280 freeway segment. Despite its smaller size, this alternative would support the project's objective to develop a high-density residential development to assist the City with meeting the goals of their RHNA and General Plan. The Reduced Development Alternative is also not feasible due to exorbitant grading costs associated with the project. A more intensive development is necessary to achieve the economy of scale required to grade the site for any construction.

Design Alternative

Description: The Design Alternative would reduce the height of the structures below 200 feet above existing grade by creating all one-bedroom condominium units and

eliminating suites at the hotel to avoid any potential impact to airport safety hazards while maintaining the same number of units as currently proposed.

Comparison to the Project: Under the Design Alternative, building heights would not exceed 200 feet and therefore the structures would not be subject to FAA consultation under Part 77 and would not require issuance of a No Hazard Determination. The reduced overall building and unit size would also reduce operational energy use on the site.

Finding: The Design Alternative would meet many of the project objectives since it would maintain the total number of units and hotel rooms on-site. This supports the project's objective to develop a high density residential development to assist the City with meeting the goals of their RHNA and General Plan. This alternative would provide a high-quality hotel within Daly City to supplement the City's tax base. In addition, by reducing the unit and hotel room sizes the operational energy use of the project would also be reduced. The Design Alternative would reduce building heights below 200 feet thereby omitting the project from FAA consultation under Part 77. This alternative would support the project's objective to develop a high-density residential development to assist the City with meeting the goals of their RHNA and General Plan. The Design Alternative is not feasible due to the reduced project revenue that would result from creating all one-bedroom condominium units and eliminating suites at the hotel. An entire project of one-bedroom condominiums would be unproven in the local residential housing market. Furthermore, it is unlikely that a major hotel operator would consider constructing a hotel at the approved intensity without suites.

Location Alternative

Description: The Location Alternative would instead develop the project on the site of the former Serra Bowl and the SamTrans Park & Ride lot site near the Colma BART station at Junipero Serra Boulevard and D Street.

Comparison to the Project: Under the Location Alternative, the former Serra Bowl site and the current SamTrans Park & Ride lot which are in close proximity to BART would reduce traffic impacts to the intersection of SR 1 Northbound Ramps and Serramonte Boulevard. In addition, since both sites are located on a relatively flat surface and not an undeveloped hillside, grading would be reduced and therefore associated construction impacts would be reduced under this alternative.

Finding: The Location Alternative would meet many of the project objectives since it would construct high density housing near transit thereby ensuring the project provides minimal disruption to traffic conditions in the area. Due to the gently sloping and developed sites proposed under the Location Alternative, grading and tree removal would be minimized on the sites. Additionally, this alternative would provide additional housing types to diversify the housing mix in the City and provide additional residential development to support commercial

development. The Location Alternative may reduce the traffic impacts and construction period impacts of the project while meeting the project objectives. The Location Alternative is however not feasible because the SamTrans Park and Ride Lot is a publicly-owned parcel (San Mateo County Transit District) which is not presently for sale. While the Serra Bowl site at the northeast intersection of D Street and Junipero Serra is privately-owned, the City of Daly City is processing an entitlement request by another private developer at this site and it is therefore not available to accommodate the subject project.

DRAFT

STATEMENT OF OVERRIDING CONSIDERATIONS

Pursuant to California Public Resources Code Section 21081 and the CEQA Guidelines Section 15093 et seq., the Council adopts and makes the following statement of overriding considerations regarding the remaining unavoidable impact of the project and the anticipated benefits of the project.

Significant Unavoidable Impact

With respect to the foregoing findings and in recognition of those facts which are included in the record, the Council has determined that the project would cause significant and unavoidable impacts, as set forth above, to the weaving section on I-280 southbound between the SR 1 northbound off-ramp and the Serramonte Boulevard off-ramp.

Caltrans is planning to implement improvements on the weaving section on I-280 southbound between the SR 1 northbound off-ramp and the Serramonte Boulevard off-ramp, as included in the Daly City General Plan. Construction of these improvements would likely reduce the proposed project's impact to less than significant. However, because the freeway is under Caltrans' jurisdiction, the implementation and timing of the improvements called for in the City's General Plan are not under the City's control.

While the mitigation can and should be adopted and implemented by Caltrans, it is currently unknown if/when Caltrans will do so, and therefore the project's traffic impacts may remain unmitigated on a temporary or even permanent basis should Caltrans decline to implement improvements. Because it is unknown if/when Caltrans will implement improvements, this impact is considered significant and unavoidable.

Overriding Considerations

Despite the existence of a significant adverse impact that may not be mitigated to below the level of significance, the Council has balanced the benefits of the project against this significant and unavoidable environmental impact.

Pursuant to this balancing, the Council specifically adopts and makes this Statement of Overriding Considerations that this project has eliminated or substantially lessened all significant effects on the environment where feasible, and finds that the remaining significant and unavoidable impact of the project is acceptable because the benefits of the project outweigh the significant and adverse impact of the project.

The Council hereby finds that each benefit listed below constitutes a separate and independent basis of justification for the Statement of Overriding Considerations, and each is able to independently support the Statement of Overriding Considerations and override the significant and unavoidable environmental effect of the project. In addition, each benefit is independently supported by substantial evidence contained in the administrative record.

Benefits of the Proposed Project

The City Council has considered the EIR, the public record proceedings on the proposed project, and other written materials presented to the City of Daly City, as well as oral and written testimony at all hearings related to the project, and does hereby determine that implementation of the project as specifically provided in the project documents would result in the following substantial public benefits:

- Approval of the project would allow residential development on a parcel which has been identified by the Daly City Housing Element as contributing to the City's fulfillment of the Regional Housing Need Allocation (RHNA) as established by the Association of Bay Area Governments;
- The project would contribute 323 additional housing units in an extremely constrained local and regional housing market, 56 of which would be affordable to households at or below 120 percent of the area median income for San Mateo County;
- The project would make a significant contribution to fulfilling the City's RHNA, where the RHNA identifies a need for 1,350 constructed units in Daly City between 2015 and 2023.
- The residential aspect of the project would pay and contribute significant building permit and impact fees to the City of Daly City, including park in-lieu fees, AB1600 fees, and General Plan maintenance recovery fees;
- Approval of the project would allow development of a parcel which has been identified in the General Plan and Planned Development zoning as permitted a hotel. As such, the City Council anticipates significant community benefit arising from said construction through the collection of Transient Occupancy Tax, sales tax paid at the location site and surrounding businesses, and additional property tax revenue;
- These aforementioned revenues would be provided to the City at a time of great fiscal need when the City is facing a significant structural deficit; and
- The subject of the State of Overriding Considerations would be the addition of traffic constituting more than one percent of capacity to the I-280 southbound weaving segment between Highway 1 and Serramonte Boulevard, which would operate at a deficient level of service even without the project. Although Caltrans is planning to implement improvements on the weaving section on I-280 southbound between the SR 1 northbound off-ramp and the Serramonte Boulevard off-ramp that would likely reduce the proposed project's impact to less than significant, the freeway is under Caltrans' jurisdiction and therefore the implementation and timing of the improvements to the affected segment are not under the City's control.

Conclusion

The Council has weighed the above benefits of the proposed project against its significant and unavoidable environmental effect identified in the Final EIR and hereby determines that each of these benefits outweighs the adverse environmental effect and, therefore, further determines that the significant and unavoidable environmental effect of the project is acceptable.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DALY CITY
MAKING CERTAIN FINDINGS CONCERNING MITIGATION MEASURES, ADOPTING
A MITIGATION MONITORING AND REPORTING PROGRAM, MAKING FINDINGS
CONCERNING ALTERNATIVES, AND ADOPTING A STATEMENT OF OVERRIDING
CONSIDERATIONS IN ACCORDANCE WITH THE CALIFORNIA ENVIRONMENTAL
QUALITY ACT FOR THE SERRAMONTE VIEWS CONDOMINIUMS AND HOTEL
PROJECT (SCH# 2016062063) FOR WHICH AN ENVIRONMENTAL IMPACT REPORT
HAS BEEN PREPARED

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 _____, 2018,
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 Council Agenda Report

Item # _____

Meeting Date: November 26, 2018

Subject: Award a Construction Contract for the Lincoln Community Center Main Hall and Storage Room Floor Replacement Project

Recommended Action

Staff recommends City Council award a construction contract to Century Carpet, Inc. of Hayward, California, in an amount not to exceed \$80,921.02 for the subject project. Staff further recommends that the City Council authorize the City Manager to execute the contract on behalf of the City.

Background

The Lincoln Community Center, located at 901 Brunswick Street, is one of the city's premier community centers. The hours of operation are Monday through Friday, from 8:00 a.m. to 5:00 p.m. and it is available to the community for evening and weekend rentals. It is one of two sites in Daly City that provides the Senior Congregated Lunch Program, in addition to providing a variety of programs for all ages, including educational and enrichment classes.

The reconstructed Lincoln Community Center building was opened in August 2003. In July of 2017, Public Works staff completed a facility assessment of Lincoln Community Center. Included in the facility assessment was an analysis of the vinyl coated tile (VCT) flooring located in the main hall and storage rooms. The flooring was noted as being in poor condition. VCT flooring has an estimated useful life of eighteen years. The current condition of the VCT flooring is reflective of a facility that experiences high volumes of foot traffic. The proposed material for the new floor would be more durable than the existing floor and should serve the needs of the center for many years to come.

In September 2018, the City Council approved an agreement with the County of San Mateo to accept Measure K grants funds, in an amount not to exceed \$80,921.02, for the Lincoln Community Center floor replacement project.

Discussion

Upon execution of the agreement with the County, city staff prepared and advertised the request for proposal to replace the Lincoln Community Center main hall and storage room floor. On November 7, 2018, Public Works staff received one bid from Century Carpet, Inc., of Hayward, CA. for the total base price of \$40,860. Century Carpet, Inc., included in their bid four (4) alternative. Staff has evaluated the bid from Century Carpet and is recommending the approval of the base bid as well as Alternative No. 1, 3, and 4. The following table summarizes the bid and alternatives received by Century Carpet and recommend by staff:

Bidder	Bid	Comments
Century Carpet, Inc	\$40,860.00	Base Bid
	\$600.00	Alternative 1 - Moisture Test
	\$6,600.00	Alternative 3 - Demo Existing VCT Flooring

Award a Construction Contract for the Lincoln Community Center Main Hall and Storage Room Floor Replacement Project

Meeting Date: November 26, 2018

Page 2 of 2

	\$18,600.00	Alternative 4 - Install Self-Leveling Underlayment
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Century Carpet, Inc. of Hayward, CA, holds the required Class C15 contractor's license which is current and in good standing. The bidder's references for work performed for other public agencies are acceptable, including the Counties of Alameda and Santa Clara. If the project is awarded as recommended, construction is expected to begin on January 2, 2019 and be completed by January 17, 2019.

Fiscal Impact

The full estimated cost of the project is \$80,921.02 and consists of testing, construction, and contingency:

Install Resilient Vinyl Plank Patcraft Flooring	\$40,860
Alternative No. 1 – Moisture Testing	\$600
Alternative No. 3 – Demo Existing VCT Flooring	\$6,600
Alternative No. 4 – Install Self-Leveling Underlayment	\$18,600
(21%) contingency	\$14,261.02
Total	\$80,921.02

The City finalized an agreement with San Mateo County to fund the entire project using Measure K grant funds and expects to be reimbursed up to \$80,921.02 for the cost of the project. The project will be funded through account number 31-131-571.

Summary/Conclusion

Staff recommends City Council award a construction contract to Century Carpet, Inc., of Hayward, CA, in an amount not to exceed \$80,921.02 for the subject project. Staff further recommends that the City Council authorize the City Manager to execute the contract on behalf of the City.

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

Respectfully submitted,



Jeffrey Fornesi
Asst. to the Director of Public Works



Richard Chiu, Jr.
Director of Public Works



Century Carpet

703 A Street • Hayward • CA 94541
Tel: (510) 886-7555 • Fax: (510) 886-7577
www.CenturyCarpet.biz
LIC #960320

COST PROPOSAL LINCOLN COMMUNITY CENTER MAIN HALL & STORAGE ROOM FLOOR PROJECT

November 5, 2018

Number of pages including this page (2)

To: Jeff Frnesi
City of Daly City
792 Niantic Ave
Daly City, CA 94014
650-333-8973

Subject: **FLOORCOVERING**
Lincoln Community Center
333 90th Street
Daly City, CA 94015
Email: jfornesi@dalcycity.org

Schedule Notes: Work to be completed during normal business hours. Project shall commence on January 2, 2019 and be completed by January 17, 2019 unless mutually agreed upon by city of Daly City and Century Carpet. Prevailing Wage

*****IMPORTANT BIDDING INFORMATION*****

This proposal is good for 90 days.

Job Site Summary: Estimate is based upon replacing the floorcovering at Lincoln Community Center Main Hall & Storage Room.

Based on: This proposal is based upon the plans and job walk on 11/1/2018 and RFP from the city of Daly City dated Oct 21, 2018.

Scope of Work: Provide and install new Resilient Vinyl Plank Patcraft Adesa color: Meadow 00130 along with new Burke 4" coved rubber wall base, color: 203 Beige. Replacing existing VCT flooring and wall base. PRICE IS BASED UPON INSTALLATION OVER EXISTING VCT FLOORCOVERING

PRICE: \$40,860.00 Forty Thousand Eight Hundred Sixty Dollars

Alternative No. 1 – Moisture Testing by Century Carpet ADD \$600.00

Alternative No. 2 – Provide and install vapor retardant membrane Patcraft VS-60 Vers/Kovara ADD \$15,600.00

Alternative No. 3 – Demo the existing VCT flooring ADD \$6,600.00

Alternative No. 4 – Provide and install new self-leveling underlayment Mapei Ultraplan 1 ADD \$18,600.00

San Francisco (415)252-0650 • San Jose (408)293-0608 • East Bay (510)886-7555

PHILADELPHIA • TUFTEX • MOHAWK • ARMSTRONG • QUEEN • J&J • CONGOLEUM
MANNINGTON • TARKETT • HOLLYTEX • INETERTEX • DIAMOND • ALADDIN • GALAXY
SALEM • EVAN& BLACK • DESIGNWEAVE • WESTWEAVE • HORIZON • BURKE • MERCER



City Council Meeting Agenda Report

Item # _____

Meeting Date: November 26, 2018

To: Honorable City Council

From: Angie Padilla, City Manager's Office

Date: November 26, 2018

Subject: Council Committee Meetings November 13 – November 26, 2018

Date of Meeting:

Meeting:

In Attendance:

November 14, 2018

Design Review-
130 Station Avenue
10 Unit Apartments

Manalo
Sylvester
Maltbie
Mothershead
Van Lonkhuysen
Paland

/ap



CITY OF DALY CITY INTER-OFFICE MEMORANDUM

DATE: November 1, 2018

TO: See Below

FROM: Angie Padilla, City Manager's Office

SUBJECT: MEETING NOTICE

RE: Council Committee Design Review - 130 Station Avenue
10 Unit Apartments

DATE: Wednesday, November 14, 2018

TIME: 12:00 Noon – 1:00 p.m.

PLACE: Administrative Conference Room
City Hall

ATTENDING:

City Participants:

Juslyn C. Manalo, Mayor

Glenn Sylvester, Councilmember

Shawwna Maltbie, Interim City Manager

Tatum Mothershead, Dir of ECD

Mike Van Lonkhuysen, Planning Mgr.

Brian Paland, Assistant Planner

Other Participants:

Jared Kuykendall, Applicant/Proj. Architect

cc: City Council

DALY CITY INTER-OFFICE MEMORANDUM

DESIGN REVIEW COMMITTEE

DATE: November 14, 2018

TO: Council Design Review Committee
Juslyn Manalo, Mayor
Glenn Sylvester, Councilmember

FROM: Brian Paland, Assistant Planner

SUBJECT: Design Review DR-8-17-12978
130 Station Avenue – New 10-Unit Apartment Building

RECOMMENDATION

Staff recommends that the Design Review Committee approve Design Review DR-8-17-12978, subject to the Conditions of Approval in this report.

PROPOSAL

The applicant, Jared Kuykendal, is requesting Design Review Committee approval for the construction of a three story, 10-unit apartment building on the property located on the west side of Station Avenue between School Street and Vale Street (see Attachment A – Site Location and Attachment B – Project Plans). The new building would provide six (6) three-bedroom and four (4) one-bedroom units in the R3 – Multi-Family Residential zone.

The Design Review Committee evaluation consists of the following:

- Site Plan
- Building Design
- Usable Open Space
- Zoning and General Plan Compliance
- Affordable Housing Ordinance Compliance

DESIGN EVALUATION

Site Plan

The proposal consists of a new three-story multi-family building on a vacant lot approximately 10,125 square feet in size. The site is situated between two-story single-family residences to the south and east, and a two-story automobile repair facility to the north. BART runs along the rear of the property to the west.

The proposed building would be 35 feet in height constructed with 15 foot front setback, a 10 foot rear setback, and a zero and 5'-9" side-yard setback on the south and north sides, respectively, in accordance with the Zoning Ordinance. The partially below grade 19-space parking garage would be accessed via a double wide roll up garage door facing Station Avenue.

Building Design

The proposed three-story building would be a contemporary design, complementary in scale with the adjacent properties which are predominately two-story homes. An auto body repair garage which fronts School Street is adjacent to the property to the north and the proposed apartment building provides an ideal transition between the single-family neighborhood and this service commercial use.

As indicated in the color and material board submitted for the project, the proposed building would be clad with a combination of painted stucco and horizontal wood siding. A beige and light gray paint color combination is proposed at the two upper floors, while a darker gray paint color would predominate the first floor elevation (see Attachment C - Color Board). This color combination would serve to accentuate the upper floors of the building where the apartments are proposed, while de-accentuating the first floor parking garage. Window frames on the building would be a vinyl material with cantilevered metal canopies.

Staff has no proposed Conditions of Approval related to the building design, aside from standard requirements such as those related to rooftop mechanical equipment and ensuring that the proposed signs do not exceed the maximum sign area allowance mandated by the Zoning Ordinance.

Usable Open Space

The apartments within the building would be arranged in a courtyard configuration surrounding an 937 square foot deck/lounge. In combination with two garden totaling 616 square feet, the deck/lounge satisfies the project's 1,500 square foot open space requirement. Staff has added a Condition of Approval requiring that these areas receive high quality finishes and fixtures in a manner that makes them attractive to resident use.

Zoning and General Plan Compliance

The project complies with Title 17 – Zoning of the Daly City Municipal Code. The project site is zoned R3 - Multi-Family Residential and complies with all applicable regulations specified in Chapter 17.12 - Multiple-Family Residential District of the Daly City Municipal Code. The R3 zoning attributable to the subject property requires a 15-foot front and 10-rear setback (as proposed), a 36-foot maximum height (the proposed building is proposed to be 35 feet tall), and a maximum of 75 percent lot coverage (the project proposes 75 percent lot coverage). The project furthermore complies with the Chapter 17.34 – Off-Street Loading and Parking, providing parking based on the number of bedrooms per unit.

With regard to parking, the Zoning Ordinance requires that 1.5 parking spaces be provided for each one-bedroom unit and two parking spaces for each two- bedroom unit. The project proposes six two-bedroom units and four one-bedroom units and therefore 18 spaces are required. The project is providing 19 spaces and therefore complies with the parking requirement.

The Daly City General Plan designates the site Residential – High Density, allowing between 35 and 50 units per acre. This permissible density equates to up to 12 units allowed on the site. As only 10 units are proposed, the project conforms to the permissible General Plan density. The Committee should be aware that the project site is identified in the General Plan Housing Element as allowing up to 12 units.

Affordable Housing Ordinance

In compliance with the City's Affordable Housing Ordinance, the applicant will pay a per-square-foot fee as required. The applicant has been provided notice that the City has proposed adopting changes to the Ordinance that could impact the amount of this fee.

ENVIRONMENTAL ASSESSMENT

Staff has reviewed the proposal under the requirements of the California Environmental Quality Act (CEQA) and has determined the project is Categorically Exempt per Section 15332: In-fill Development.

FINDINGS

Staff recommends that the Design Review Committee find Design Review DR-8-17-12978, as conditioned, is in accordance with Section 17.45, Design Review, of the Daly City Municipal Code. Approval of the Design Review application, as conditioned herein, is in the best interest of the public health, safety, and general welfare of the community, and the general site, architecture and landscape considerations have been incorporated to ensure compatibility with adjacent buildings and to provide an attractive environment. These findings are based in part on the following:

1. The project complies with Title 17 – Zoning of the Daly City Municipal Code. The project site is zoned R3 - Multi-Family Residential and complies with all applicable regulations specified in Chapter 17.12 - Multiple-Family Residential District of the Daly City Municipal Code. The R3 zoning attributable to the subject property requires a 15-foot front and 10-rear setback (as proposed), a 36-foot maximum height (the proposed building is proposed to be 35 feet tall), and a maximum of 75 percent lot coverage (the project proposes 75 percent lot coverage). The project furthermore complies with the Chapter 17.34 – Off-Street Loading and Parking, providing parking based on the number of bedrooms per unit.
2. The proposed building height (35 feet) is in keeping with the scale of adjacent structures. The existing single-homes and automobile repair building located adjacent to the subject are two-stories in height.
3. The approval of the project is in the best interest of the public health, safety and general welfare of the community. The site design has been reviewed by various City departments, including the Fire Department, the Building Division, the Engineering Division, and the Department of Water and Wastewater Resources. Each of these

agencies, comprised of persons qualified to render professional opinions concerning the project, have confirmed that the proposed project poses no threat to the public health, safety, and welfare.

4. For reasons described in these findings, general site considerations, including site layout, open space and topography, orientation and location of buildings, vehicular access, circulation and parking, setbacks, heights, walls, fences, public safety and similar elements have been designed to provide a desirable environment.
5. General landscape considerations of Chapter 17.41, Landscaping, have been provided to ensure visual relief, to complement buildings and structures and to provide an attractive environment for the enjoyment of the public.
6. The project complies with applicable provisions of Design Review Section 17.45 of the Zoning Ordinance. General architectural considerations have been incorporated in order to ensure the compatibility of this development with its design concept and 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;
7. Given the above findings and the absence of any other evidence to the contrary in the public record, the Design Review Committee has reviewed the proposal under the requirements of the California Environmental Quality Act (CEQA) and has determined the project is Categorically Exempt per Section 15332: In-fill Development; and
8. The project will minimize the risk to existing public improvements and adjacent private property by providing controlled stormwater runoff from the site to City facilities in full compliance with Order R-2 NPDES Permit No. CAS612008 and Order No. 2010-0014-DWQ, NPDES No. CAS000002, the statewide National Pollutant Discharge Elimination System (NPDES) General Construction Activity Storm Water Permit.

CONDITIONS OF APPROVAL

Failure to comply with a design review condition of approval is a violation of this title and subject to enforcement, penalties, and legal procedures as prescribed by Chapter 17.50 of this code. Minor modifications may be approved administratively by the Planning Division however; major changes to the approved design will require Design Committee approval. Distinctions between major and minor changes are subject to the determination by the Director of Economic and Community Development. The recommended Conditions of Approval related to the site and architectural designs for Design Review DR-8-17-12978 are as follows:

A. DEPARTMENT OF ECONOMIC AND COMMUNITY DEVELOPMENT

1. Plans submitted for the construction of all improvements shall be consistent with plans and project details for Design Review DR-8-17-12978, as approved by the Daly City Council Design Review Committee. Modifications required for minor design and

location changes may be approved by the Planning Division. Major changes will require review and approval by the Design Review Committee.

2. The design review approval shall be valid for a period of one year from the date of Design Review's Committee approval. The approvals shall terminate if a building permit has not been obtained and construction commenced within one-year of this approval or if the applicant fails to obtain a valid business license.
3. The proposed landscaping is subject to Chapter 17.41 - Water Conservation in Landscaping. The applicant shall submit documentation as required by this chapter to the Planning Division at the time of building permit submittal.
4. The applicant shall provide utility, grading, and landscape plans at the time of building permit submittal. The Planning Division shall not begin review of the building permit application without the provision of these items.
5. All Conditions of Approval identified herein shall be satisfied prior to final Certificate of Occupancy, unless otherwise specified.
6. The project shall comply with the Affordable Housing Ordinance in place at the time of building permit.

Building Design

7. Any new rooftop mechanical equipment shall be completely screened from view in a manner acceptable to the Planning Division.
8. Usable open space areas shall receive high quality finishes and fixtures in a manner that makes them attractive to resident use, as determined by the Planning Division.
9. The applicant shall provide a noise study and recommendations for acoustical window and/or structural treatments necessary to ensure compliance with the General Plan noise standard for interior residential areas.

Stormwater Treatment

10. The applicant shall comply with all items in the small project checklist, including site design and source control measures, and best management practices.

B. DEPARTMENT OF PUBLIC WORKS/ENGINEERING

11. 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.

12. The applicant shall comply with the applicable requirements of the City of Daly City Standard Details and Specifications.
13. All public improvements shall be per City standards at no cost to the City.
14. Plans submitted for building or encroachment permit shall show all existing and proposed utilities, on-site and in the street, including water, sanitary sewer, and storm drain mains.
15. The project's electrical transformer shall not be installed within the public right-of-way.
16. Provide erosion and storm water pollution plan incorporating the best management practices, including operation and maintenance provisions per the requirements applicable at the time of construction permit application. During the rainy season (September 30 to April 15) the developer shall submit a revised erosion control plan as necessary (every five working days).
17. The Applicant and/or Contractor shall have a project sign with 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.
18. The applicant shall submit grading plans, soil investigation report and stormwater pollution prevent plans at the time of each building permit submittal.

Site

19. The applicant shall replace curb, gutter, and sidewalk over the entire frontage of the development to the nearest expansion joints or score lines.
20. The applicant shall comply with the City's street resurfacing moratorium.
21. Following new utility installations, the applicant shall replace areas of street pavement, sidewalk, curb, and gutter damaged by construction. Such repair shall be per City standard specifications.
22. All project improvements shall be ADA compliant.
23. Republic Services shall review and approve the circulation route for their solid waste collection services vehicles.
24. Maximum driveway curb cut shall not exceed 14' for a double garage or 8' for a single garage per the City Standard.

Grading

25. 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.
26. 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.
27. The applicant shall provide a soil report in conjunction with the proposed grading and land disturbance plans. Soil report to evaluate infiltration rates of the existing soil if infiltration improvements are proposed.

Utility

28. All utilities shall be provided through underground service connections. All service utilities shall be shown on the improvement plans. No public underground utility shall be within ten (10) – feet of a building foundation.
29. Approval from Department of Water and Wastewater Resources will be required for water and sewer service to the project prior to plan approval.

Storm Water

30. 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.
31. Drainage from the site to a public storm drain system or street shall not flow over any sidewalk. On-site drainage detention shall be provided to limit the rate of flow to the pre-development rate. The detention facility shall accommodate the excess runoff from a storm of 10-year frequency, and two-hour duration.
32. Storm water detention systems and storm water treatment systems shall be located on private property and maintained by the property owner.

As-Built Drawings

33. The applicant shall submit one set of mylars of the final as-built drawings.

Permit

34. All construction shall meet the latest California Building Code, California Fire Code, Daly City Municipal Code and the City Standard Specifications and Drawings. The applicant shall obtain all required permits before commencing work. All required improvements shall be constructed at no cost to the City.
35. An encroachment permit shall be required to be issued by the Public Works Department for all work proposed within the public right-of-way.

C. DEPARTMENT OF WATER/WASTEWATER SERVICES

36. The applicant shall, through the Engineering Department, contract with the City's third party consultant, to determine the system's ability to serve the project and determine if any water system improvements are required. All costs associated with the analysis and any necessary water improvements required by the analysis, shall be borne by the applicant.
37. All costs associated with any water or sewer system upgrades required by the city as a result of this project shall be borne by the applicant.

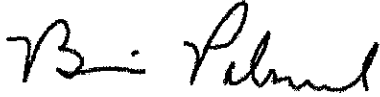
D. FIRE DEPARTMENT

38. A sprinkler system is required per NFPA 13R.
39. Fire alarm system required under separate fire permit and plan check. Install per NFPA72
40. Fire alarm system shall be monitored per CFC.
41. Key box required. Apply through Fire Department.
42. Portable fire extinguishers required. Mount 2A-10 B:C fire extinguishers 3-5 feet above floor visible and accessible. Field verify.
43. Clearly visible address identification required.
44. Exit signs/emergency illumination required.
45. Fire safety during construction shall conform to Chapter 33 of the CFC.

STAFF RECOMMENDATION

Staff recommends the Design Review Committee approve Design Review DR-8-17-12978 subject to the findings and conditions in this report.

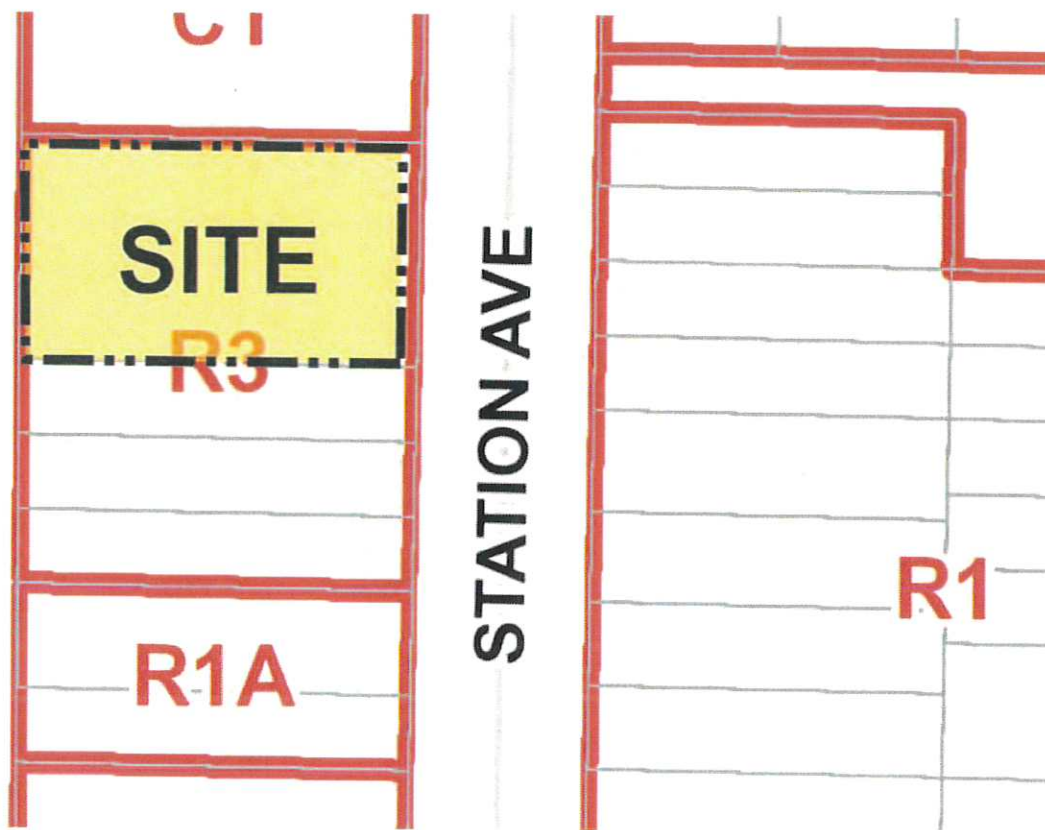
Respectfully submitted,

A handwritten signature in black ink, appearing to read "Brian Paland". The signature is fluid and cursive, with the first name "Brian" and last name "Paland" clearly distinguishable.

Brian Paland
Assistant Planner

Attachments

Attachment A – Site Location
Attachment B – Project Plans



ATTACHMENT A

PROPOSED SITE PLAN AND LANDSCAPE PLAN

10 UNIT MULTI-FAMILY BUILDING
 1010 MILLER AVENUE, DAYTON, OH 45404



1010 MILLER AVENUE, DAYTON, OH 45404
 1010 MILLER AVENUE, DAYTON, OH 45404

OWNER: J.C. AND MARY BROWN
 415.640.0593

A. PROPOSED SITE PLAN

1. 10 UNIT MULTI-FAMILY RESIDENCE (2 STORIES)
 2. 10 UNIT MULTI-FAMILY RESIDENCE (2 STORIES)
 3. 10 UNIT MULTI-FAMILY RESIDENCE (2 STORIES)

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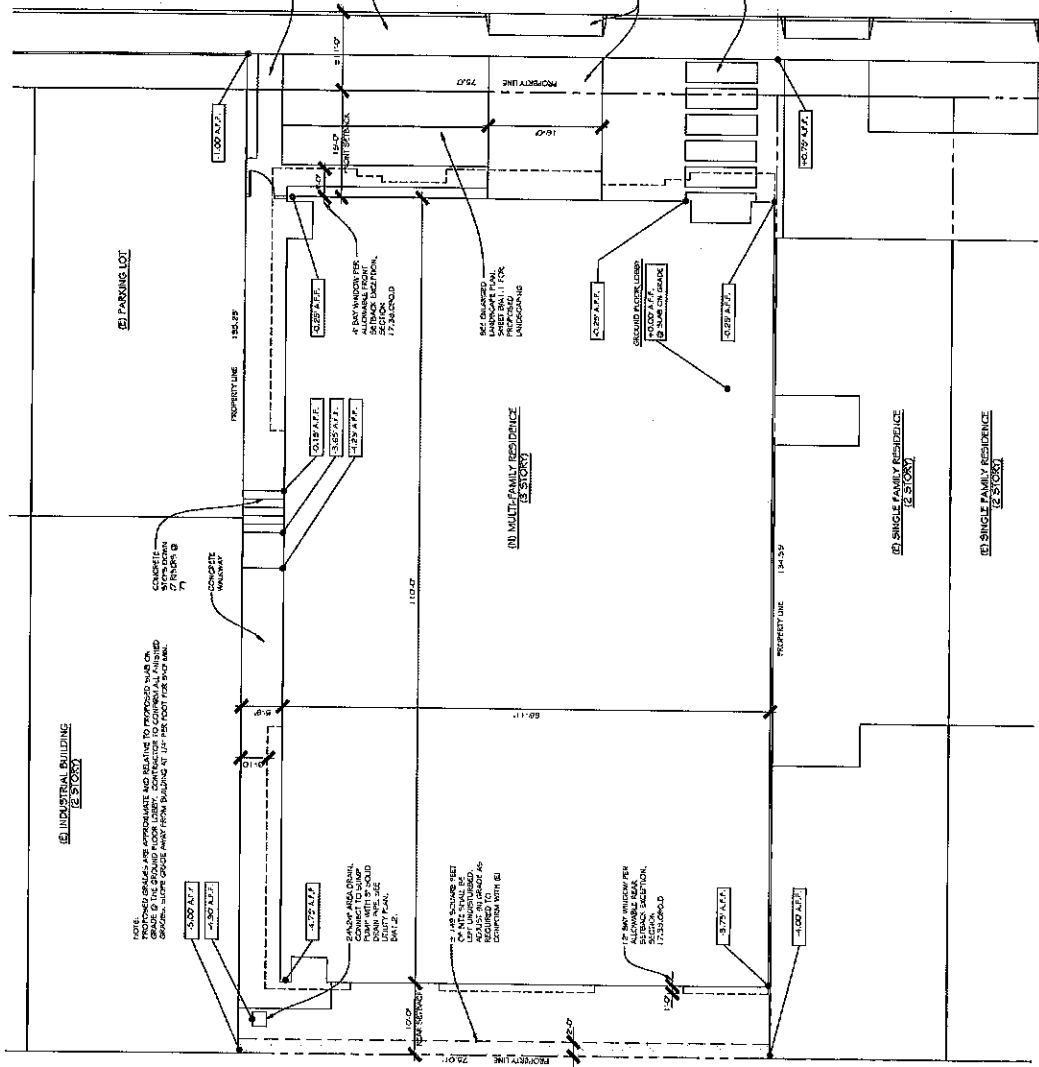
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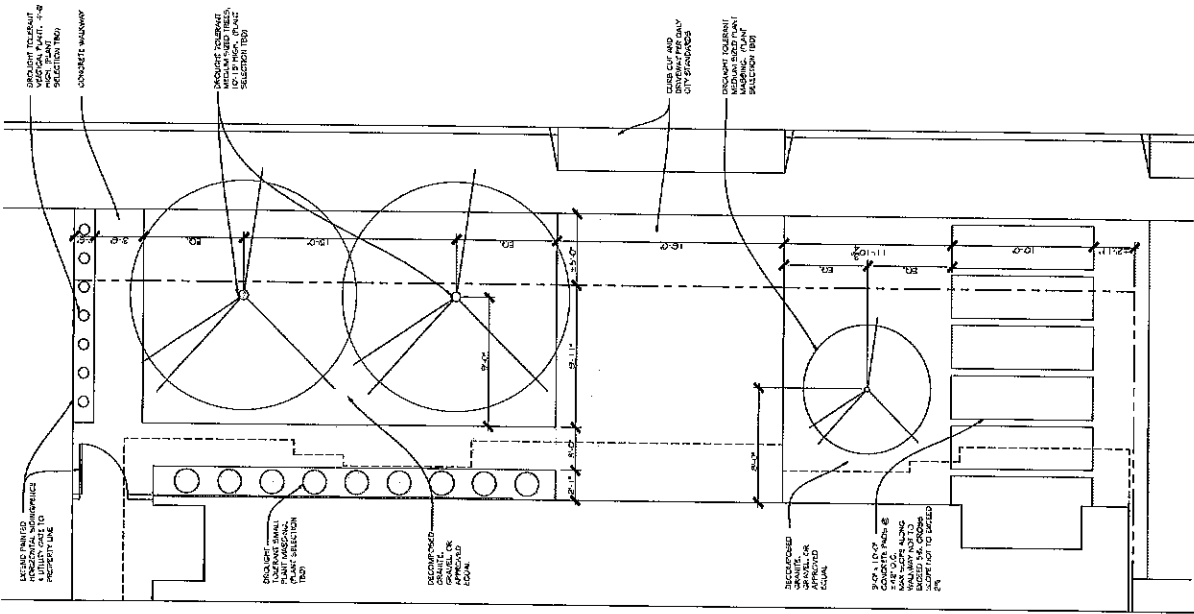
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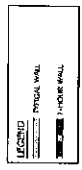
B. PROPOSED LANDSCAPE PLAN

1. 10 UNIT MULTI-FAMILY RESIDENCE (2 STORIES)
 2. 10 UNIT MULTI-FAMILY RESIDENCE (2 STORIES)
 3. 10 UNIT MULTI-FAMILY RESIDENCE (2 STORIES)

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 2. 10 UNIT MULTI-FAMILY RESIDENCE (2 STORIES)
 3. 10 UNIT MULTI-FAMILY RESIDENCE (2 STORIES)



A2.1



A PROPOSED GROUND FLOOR PLAN
 1/2" = 1'-0"

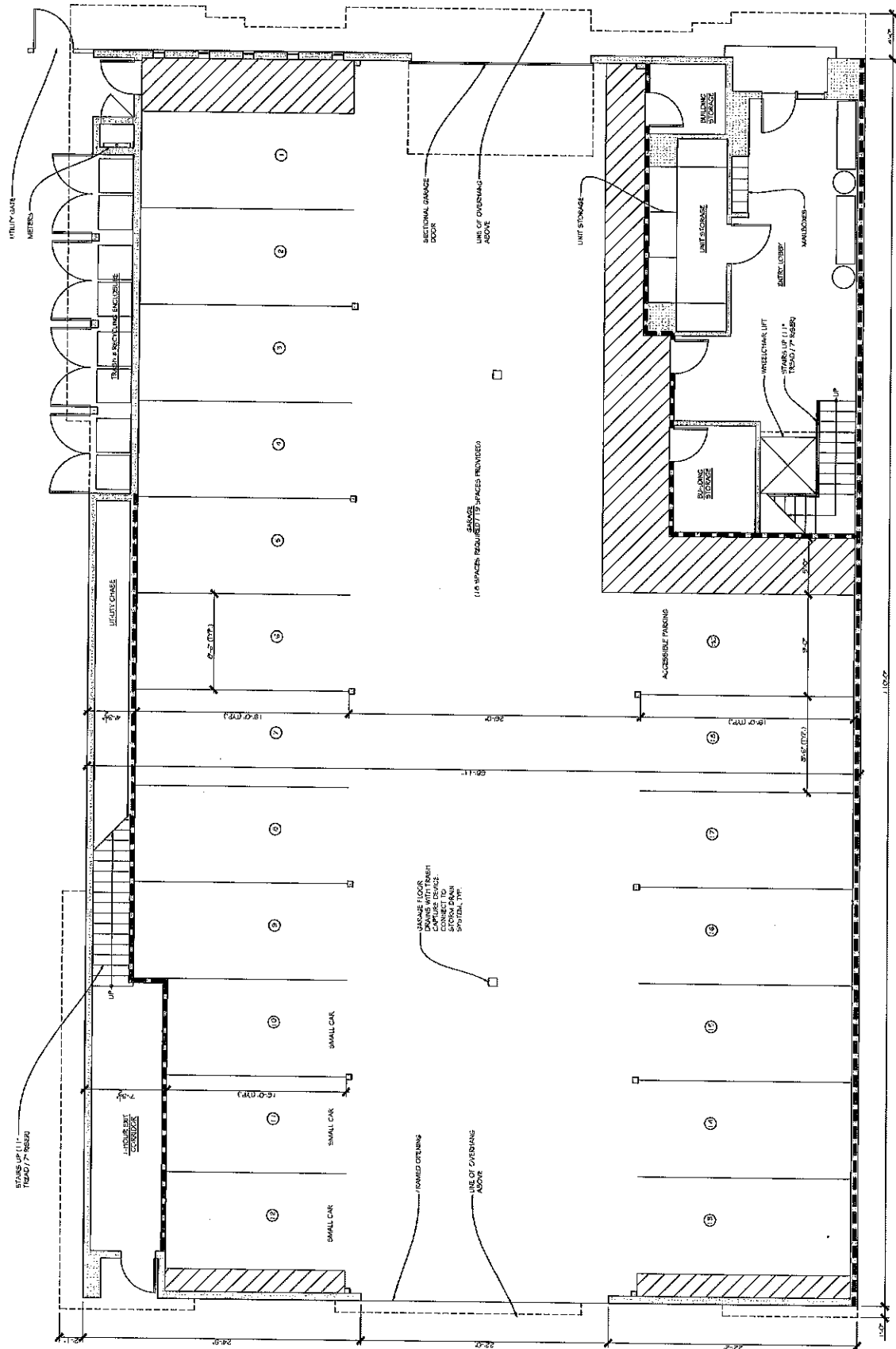
PROPOSED GROUND FLOOR PLAN
 10-UNIT MULTI-FAMILY BUILDING
 NEW CONSTRUCTION
 130 SHAW AVENUE, SUITE 200
 DAYTON, OH 45404

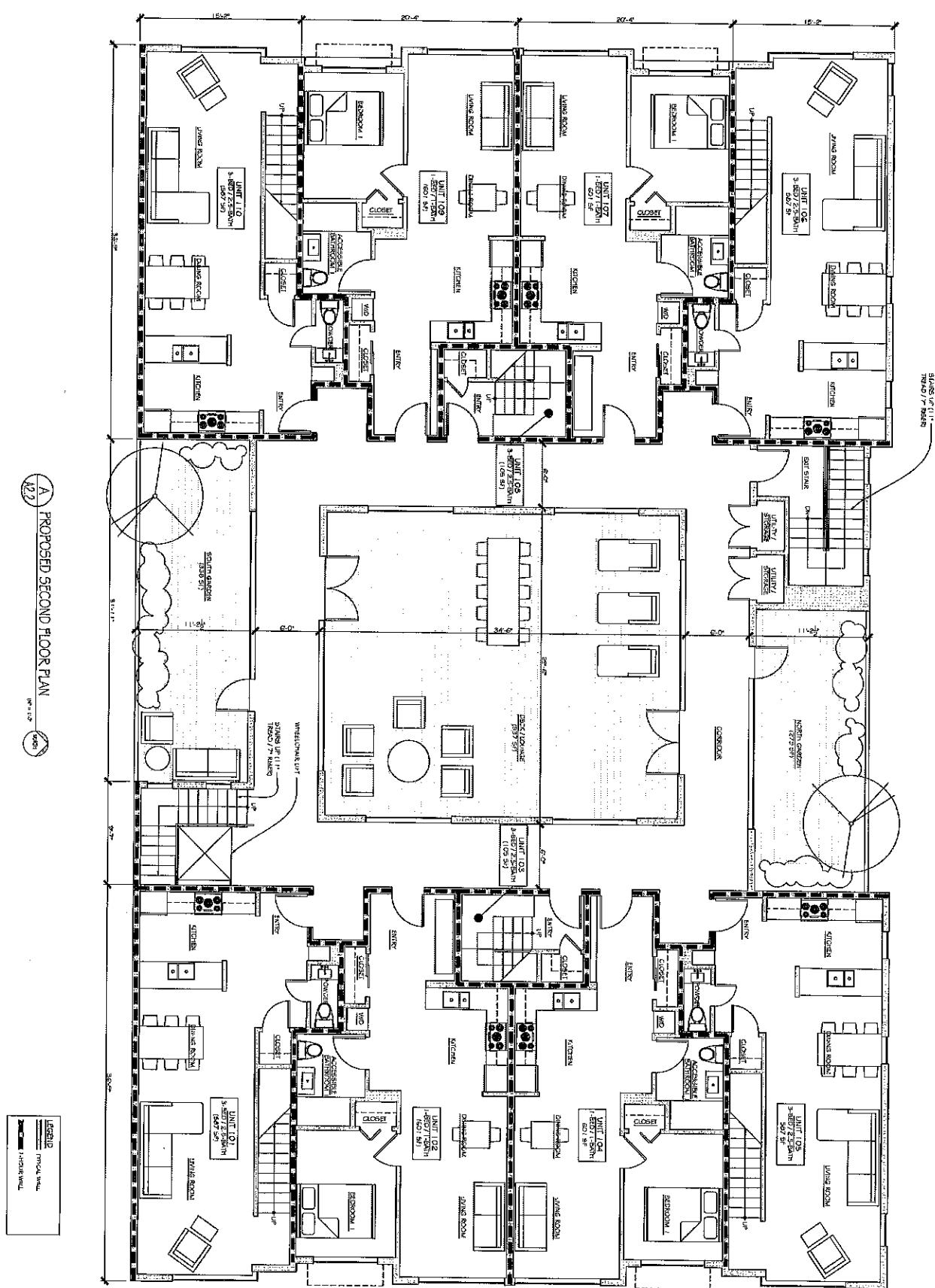
PROPOSED GROUND FLOOR PLAN
 10-UNIT MULTI-FAMILY BUILDING
 NEW CONSTRUCTION
 130 SHAW AVENUE, SUITE 200
 DAYTON, OH 45404



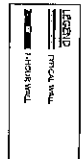
David J. Smith
 Professional Engineer
 State of Ohio
 No. 10487
 Exp. 12/31/2024

OWNER: JCE AND MARY LUNICK
 410 E. 10th St.
 DAYTON, OH 45404





A PROPOSED SECOND FLOOR PLAN
A2.2



PLANNING SUBMITTAL - REVISION 2

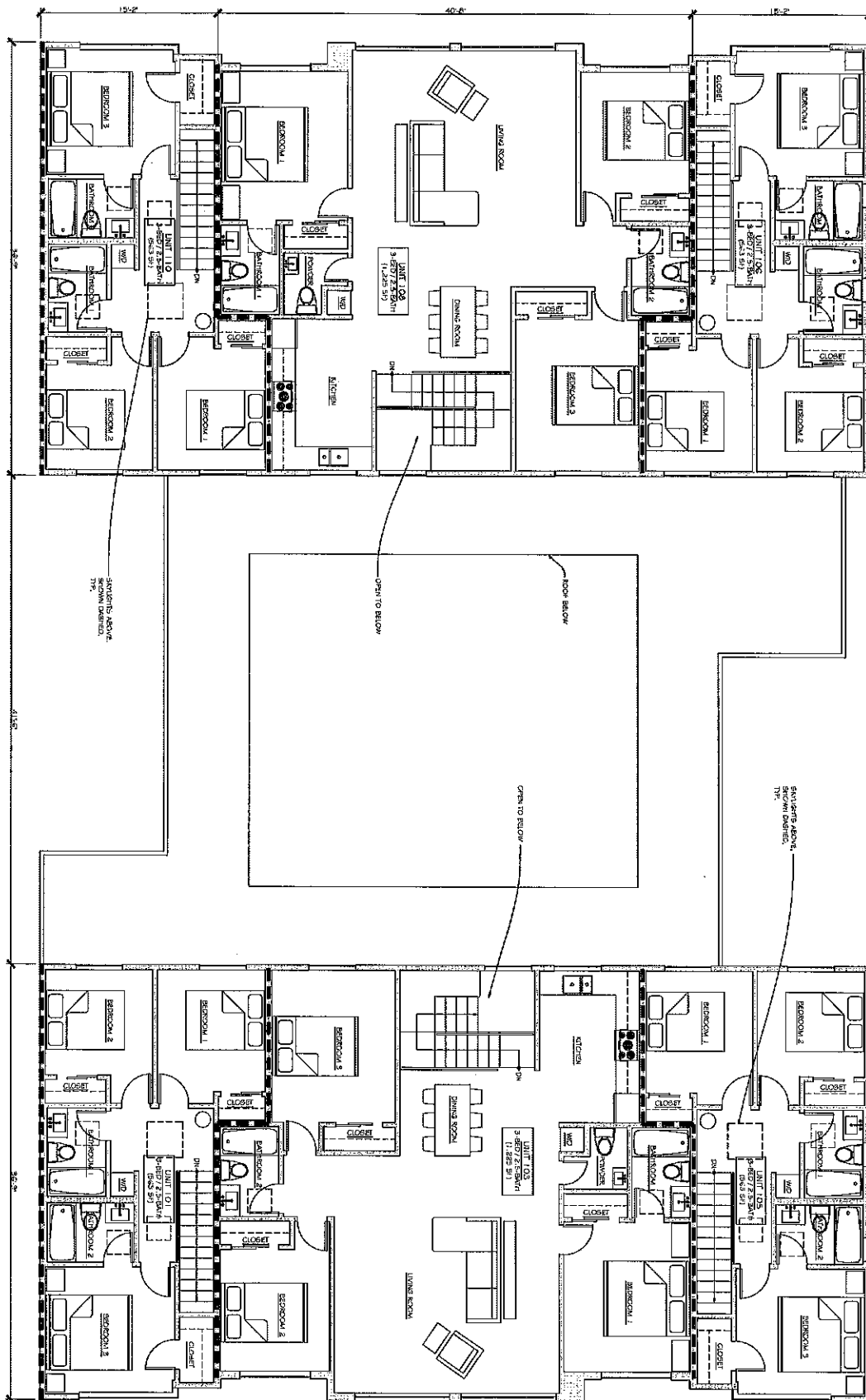
PROPOSED SECOND FLOOR PLAN

NEW CONSTRUCTION:
10-UNIT MULTI-FAMILY BUILDING
130 STATION AVENUE (PROPOSED ADDRESS)
DALY CITY, CA



studio797
architectural & commercial design / writing
1018 aulman avenue #608
dalby city, ca 94015
jared.huykandell@studio797.com

OWNER: JOE AND MARY URADKE
415.640.4399



A PROPOSED THIRD FLOOR PLAN
 1/8" = 1'-0"

LEGEND
 TYPICAL WALL
 1" = 1'-0"

A2.3

PLANNING SUBMITTAL - REVISION 2

PROPOSED THIRD
 FLOOR PLAN

NEW CONSTRUCTION:
 10-UNIT MULTI-FAMILY BUILDING
 130 STATION AVENUE (PROPOSED ADDRESS)
 OLYMPIA, WA



studio797
 1010 EASTMAN AVENUE #600
 OLYMPIA, WA 98516
 JESSIE KUYKONEN / 415.871.6970

OWNER: JOE AND MARY UNLUCE
 415.640.4328

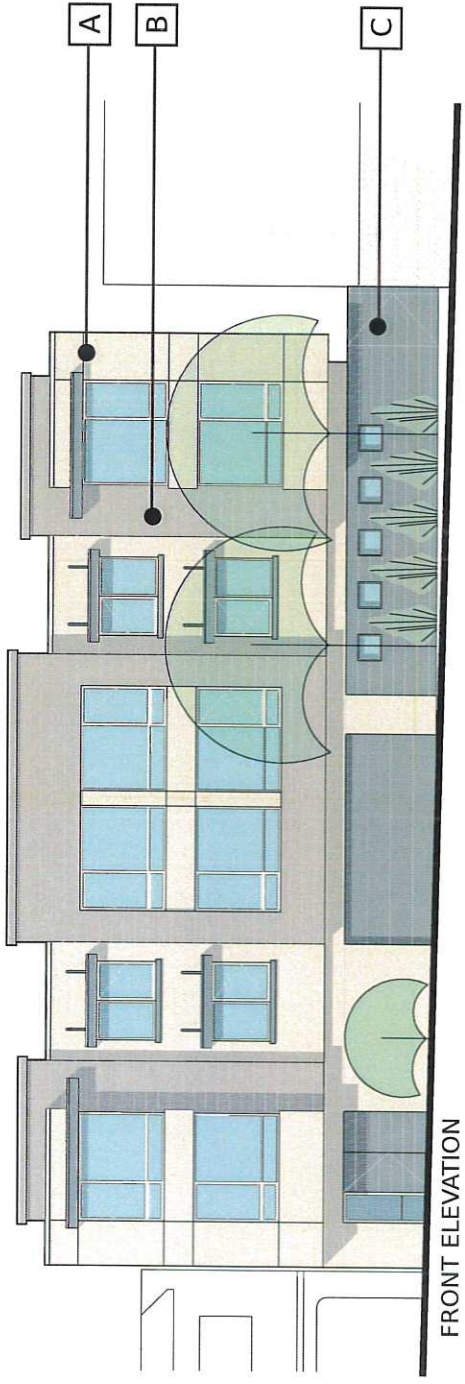


COLOR A: BENJAMIN MOORE 1499 OR SIM.

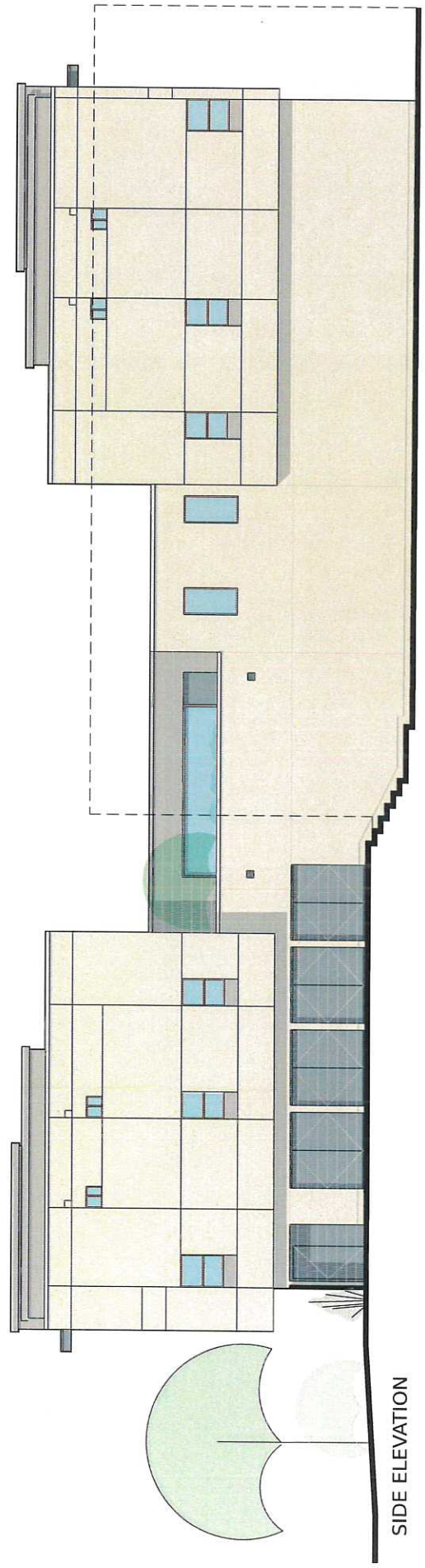
COLOR B: BENJAMIN MOORE 2112-50 OR SIM.

COLOR C: BENJAMIN MOORE 1607 OR SIM.

HORIZONTAL SIDING (HARDBOARD OR SIM.)



FRONT ELEVATION



SIDE ELEVATION

STATION AVENUE MULTI-FAMILY

130 STATION AVENUE, DALY CITY, CA

ATTACHMENT C1

residential | commercial | design | drafting

1618 sullivan avenue #406, daly city, ca | 415.871.9976 | www.studioc97.net

COLOR AND MATERIAL BOARD
FEBRUARY 13, 2018