

## **SECTION 1.0 PROJECT INFORMATION**

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### **1.1 PROJECT LOCATION**

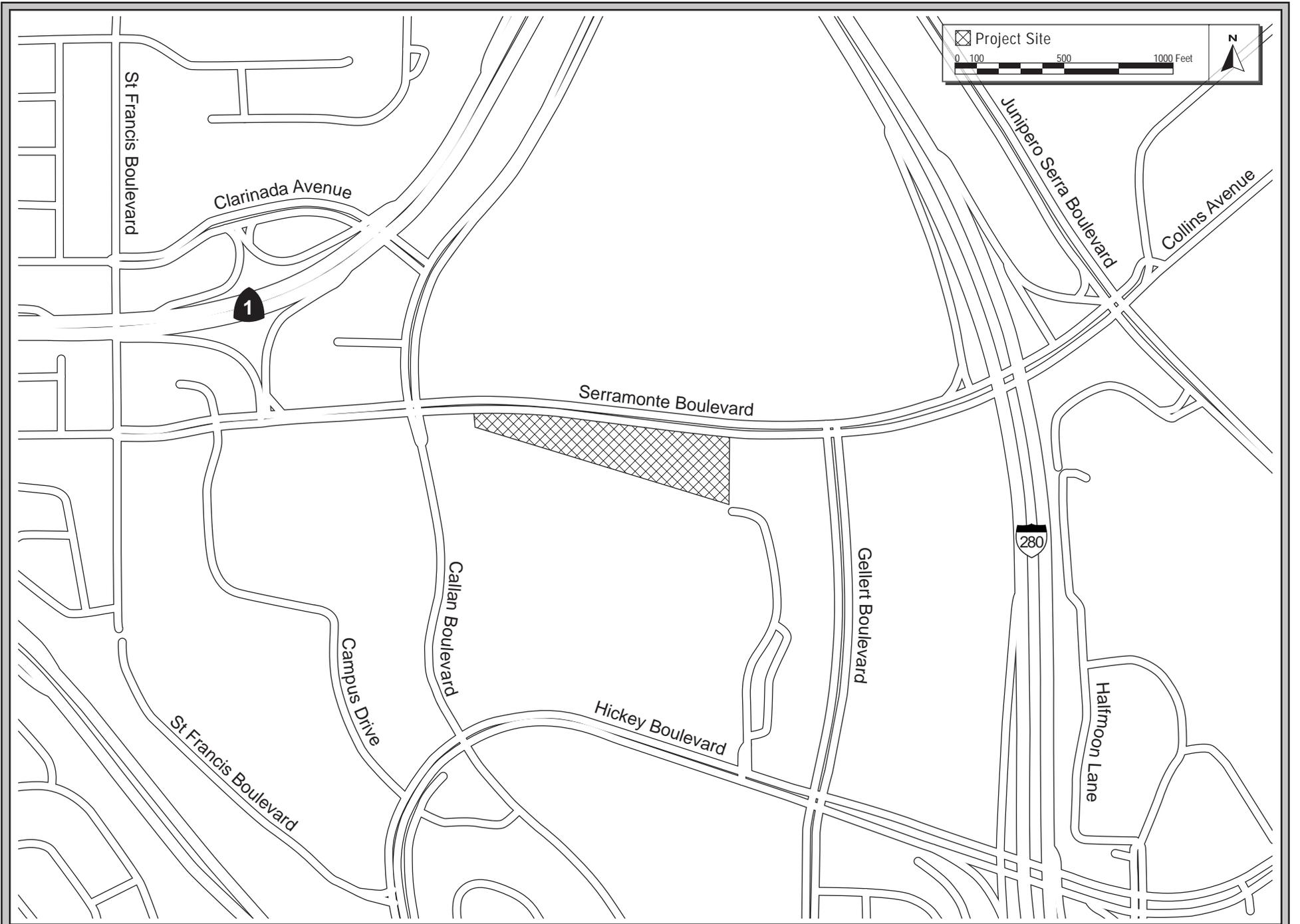
The approximately 6.07-acre project site is comprised of one parcel [Assessor Parcel Number (APN): 091-024-247] and is located south of Serramonte Boulevard in the City of Daly City, between State Route 1 (SR 1) and Interstate 280 (I-280) freeways. The project site is bounded by Serramonte Boulevard 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.



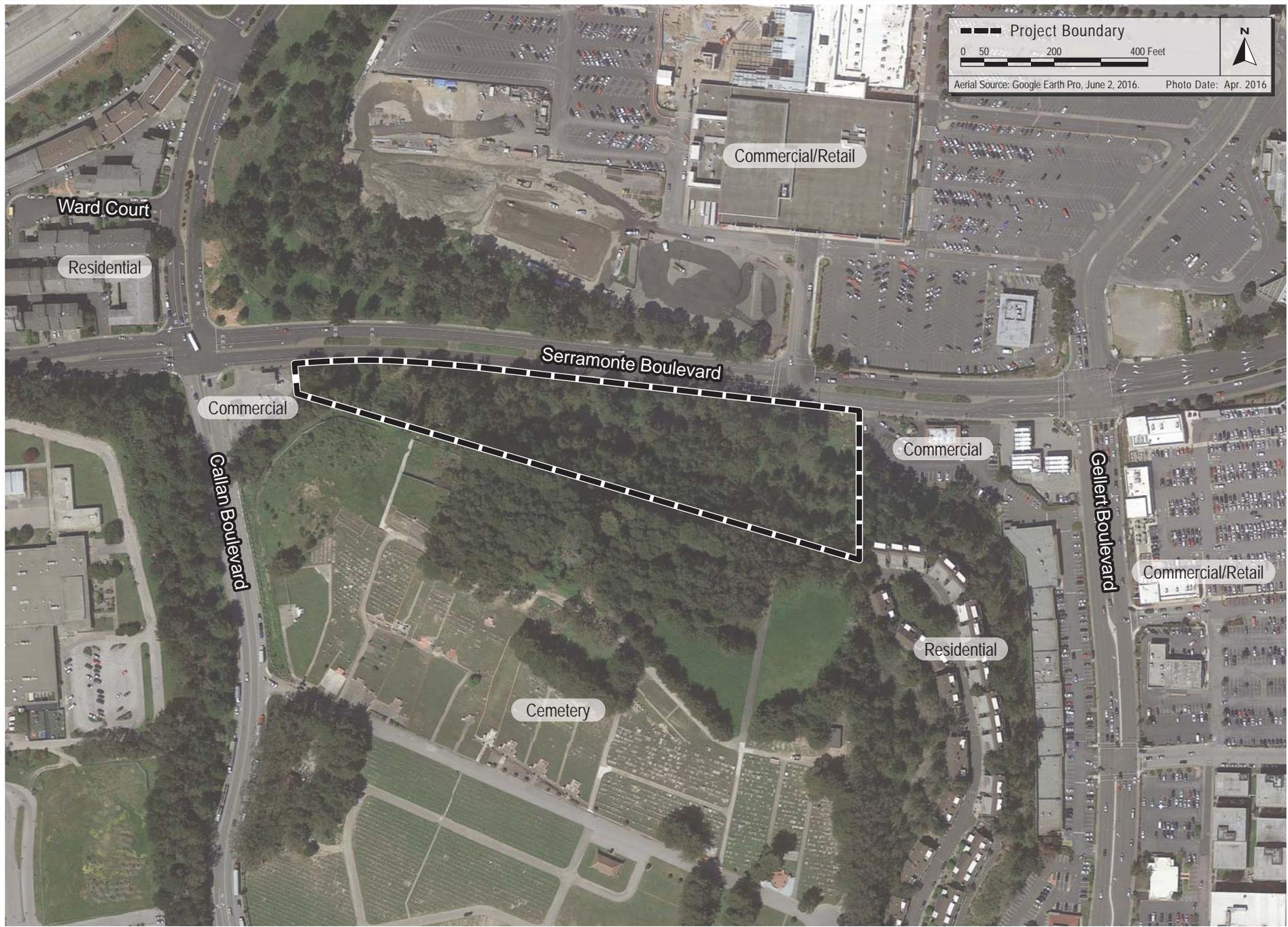
REGIONAL MAP

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 (68 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 more than 50 dwellings units per acre. The project site is zoned as *Planned Development (PD-57)*. The project proposes an amendment to the PD-57 zoning to allow 281 units or 59 units per acre and 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 would allow a State Density Bonus of 42 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.

| <b>Table 1.2-1:<br/>Building Setbacks</b> |                                      |                                      |
|---|--------------------------------------|--------------------------------------|
| <b>Building A</b>                         |                                      |                                      |
| <b>Location</b>                           | <b>Northern Property Line (feet)</b> | <b>Southern Property Line (feet)</b> |
| Building and Podium                       | 11                                   | 169                                  |
| <b>Building B</b>                         |                                      |                                      |
| Podium Structure                          | 40                                   | 195                                  |
| Building                                  | 51                                   | 204                                  |
| <b>Building C</b>                         |                                      |                                      |
| Podium Structure                          | 40                                   | 66                                   |
| Building                                  | 51                                   | 77                                   |
| <b>Building D</b>                         |                                      |                                      |
| 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.

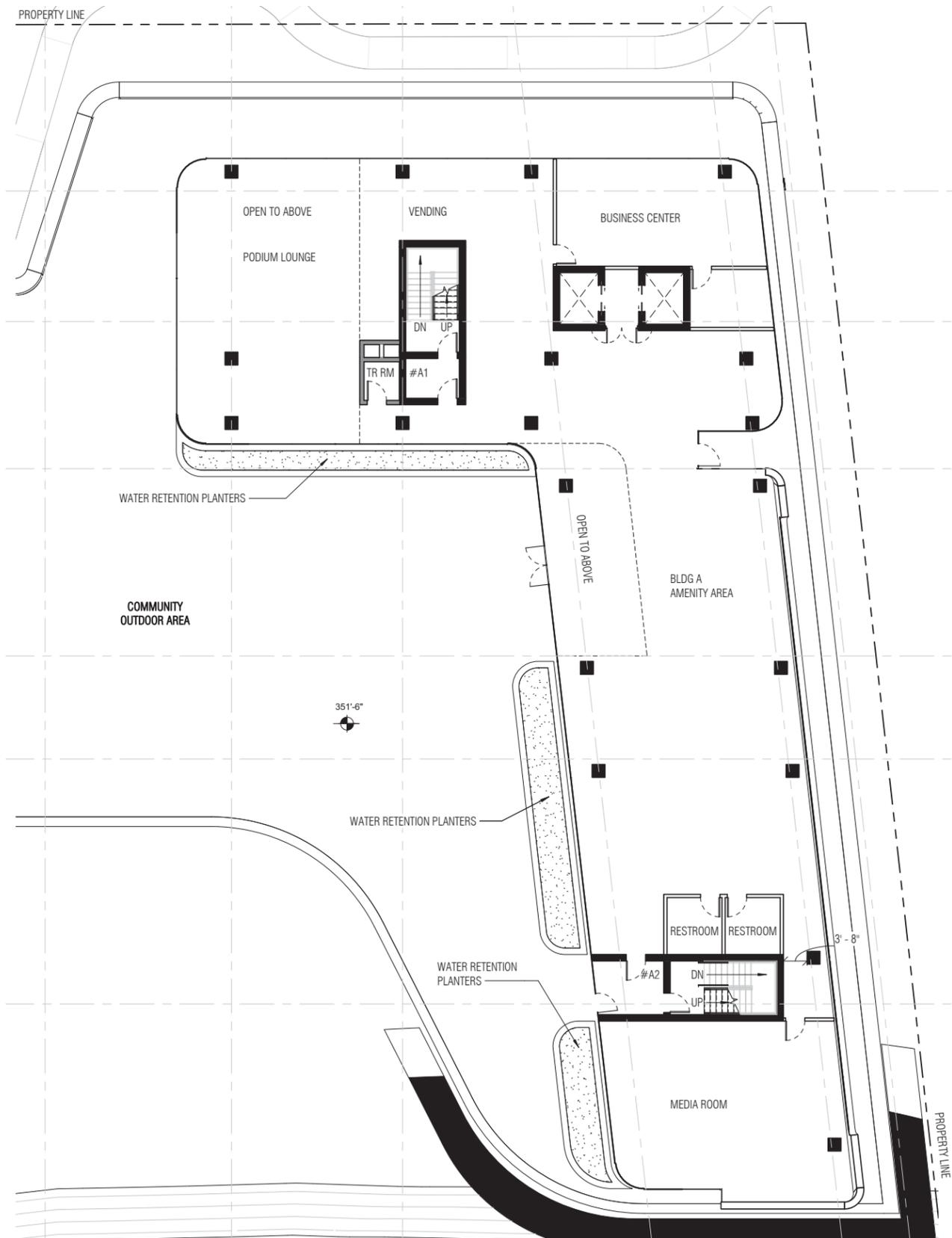
### **1.2.9            Development Phasing**

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.

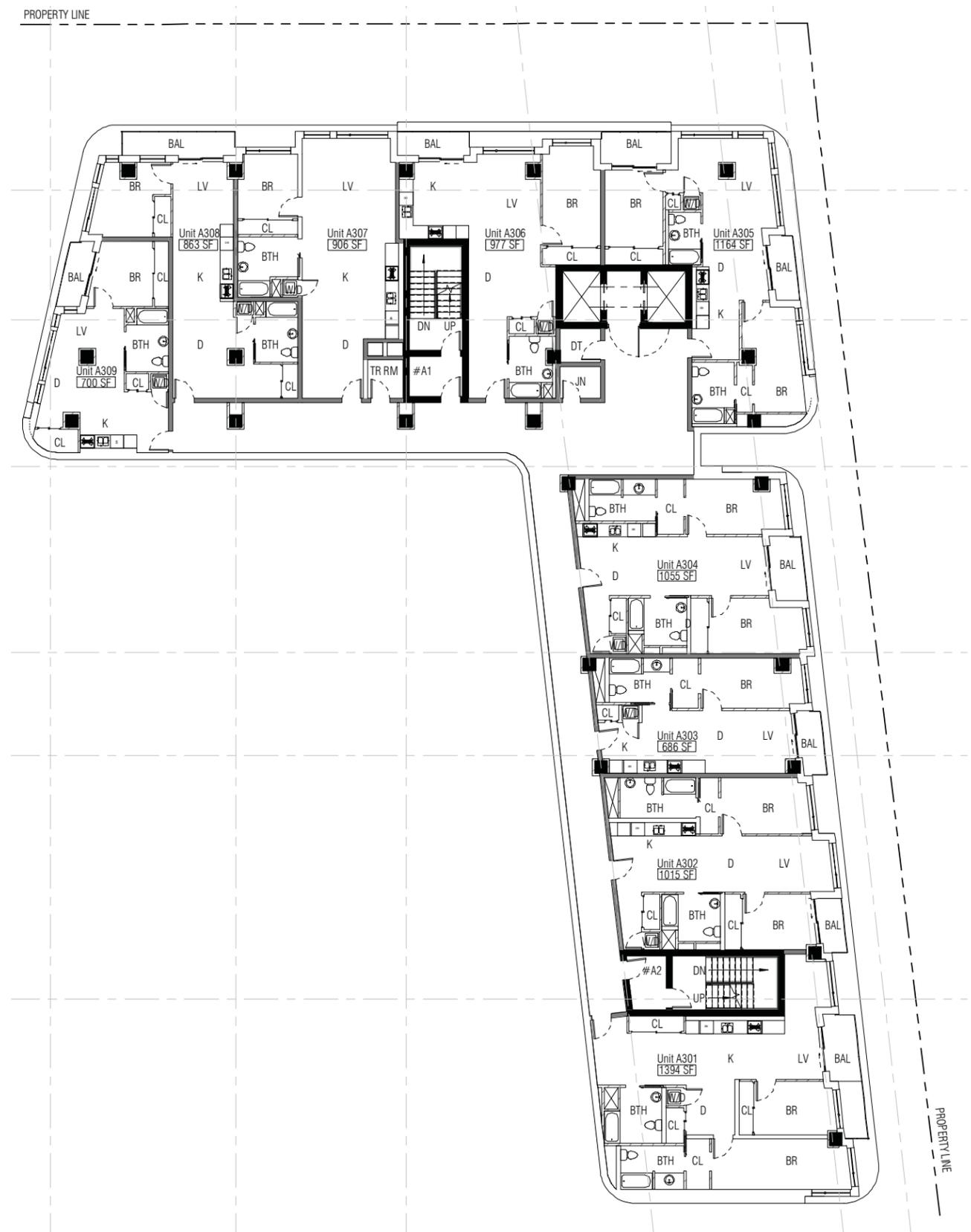




**Building A Podium Level**

Source: Costa Brown Architecture, 8/22/2017.

**PROPOSED BUILDING A FLOOR PLAN**

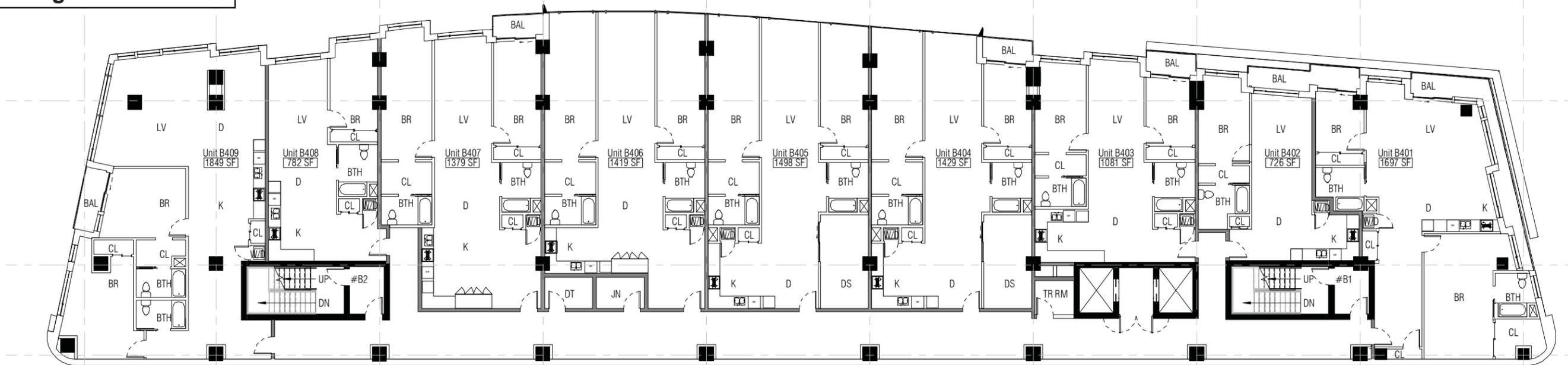


**Building A Level 3**

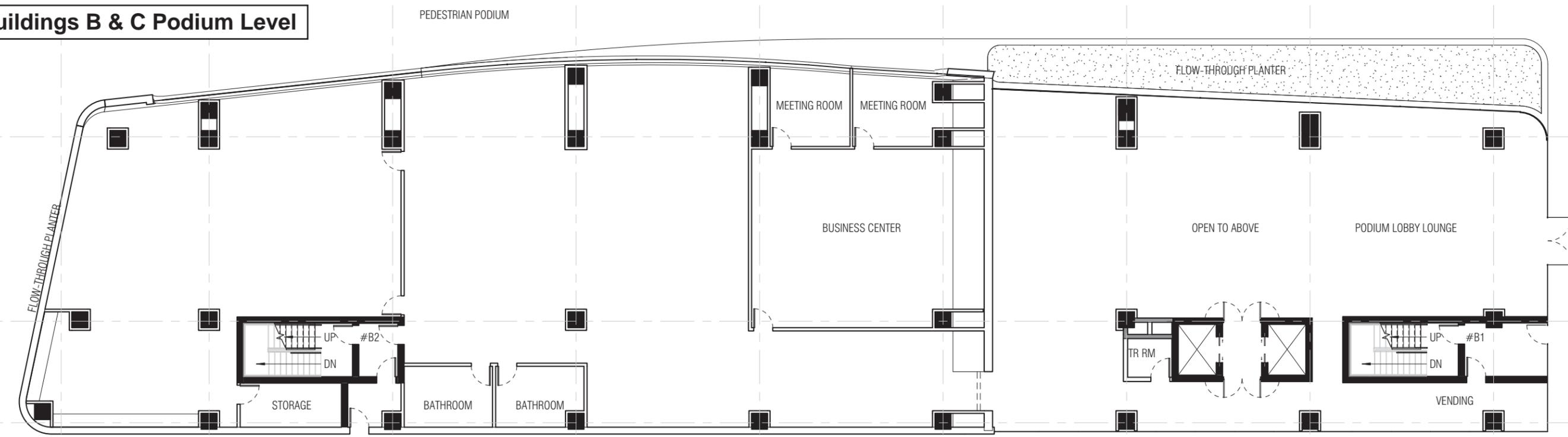


**FIGURE 1.2-2**

### 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

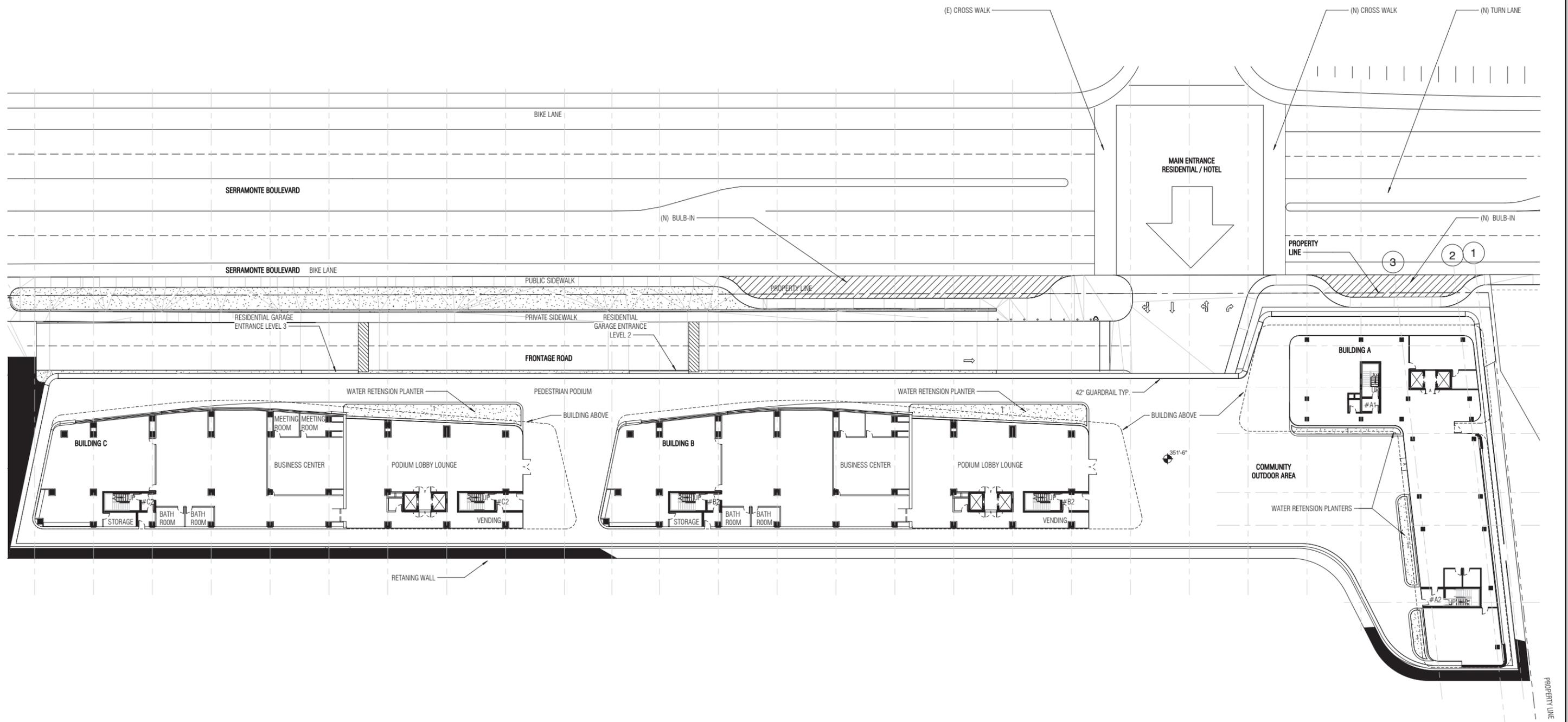
**NOTE : ALL REQUIRED EXITS FOR BUILDING SHALL BE ACCESSIBLE**



Source: Costa Brown Architecture., 8/22/2017.

PROPOSED BUILDING B AND C FLOOR PLANS

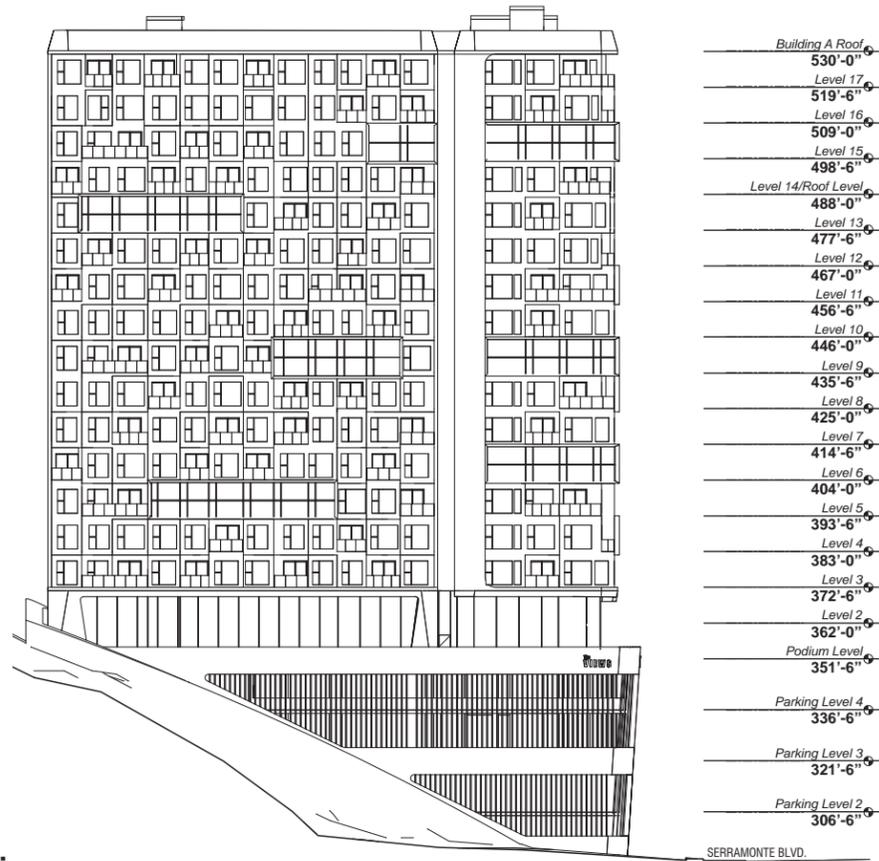
FIGURE 1.2-3



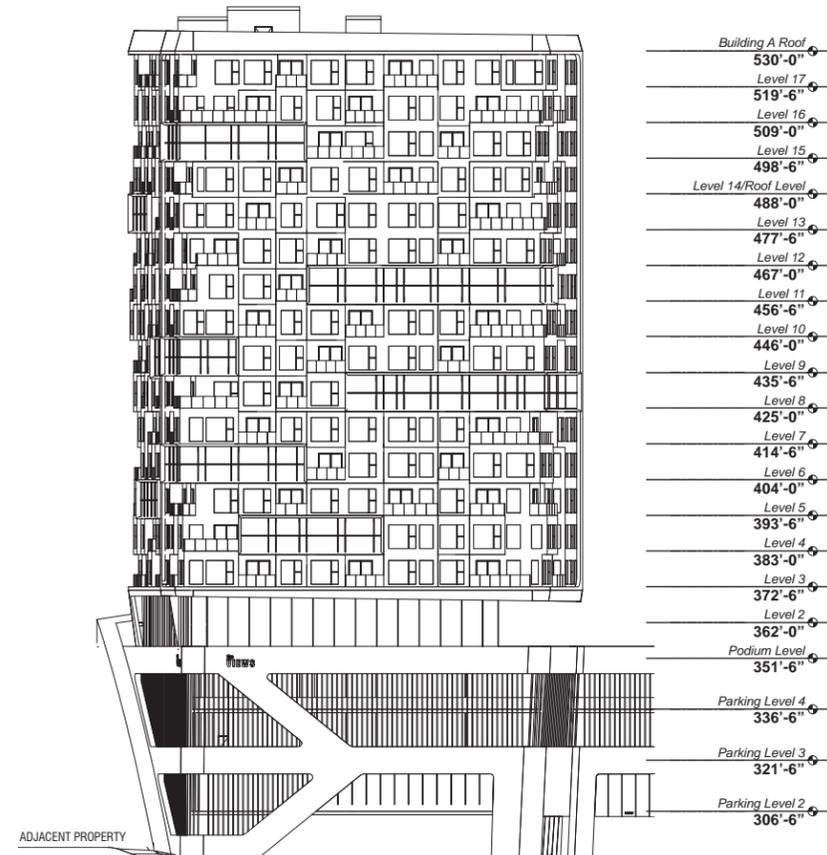
Source: Costa Brown Architecture, 8/22/2017.

PROPOSED RESIDENTIAL PARKING PODIUM

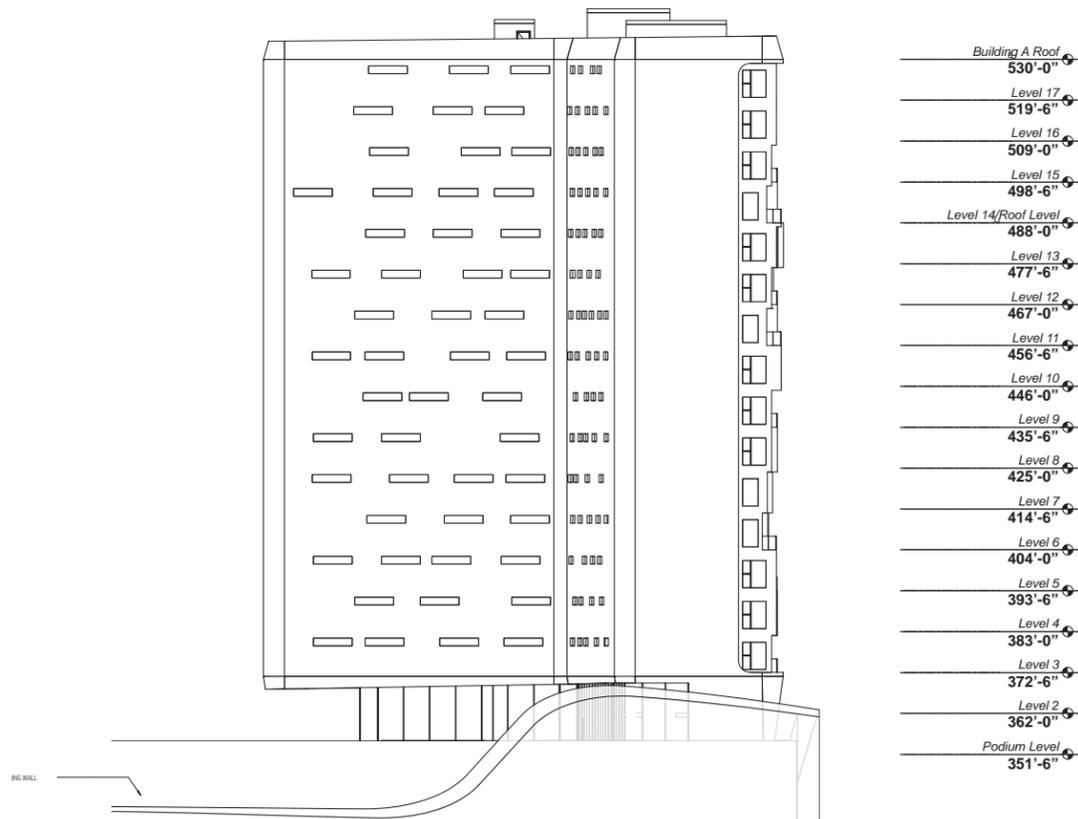
FIGURE 1.2-4



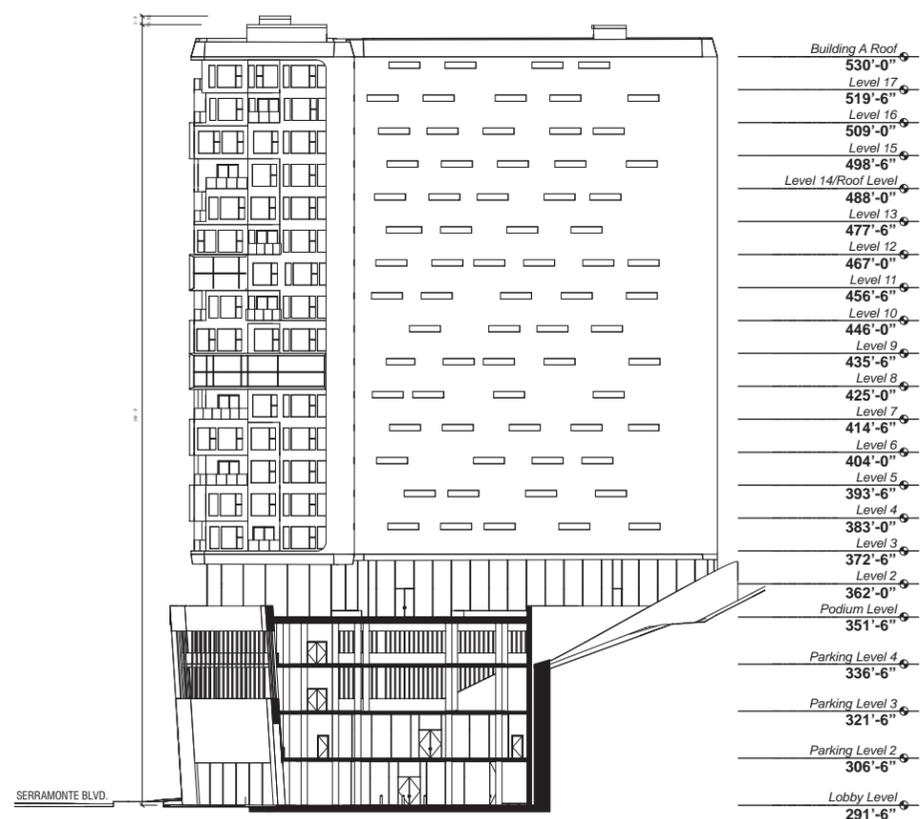
East Elevation



North Elevation

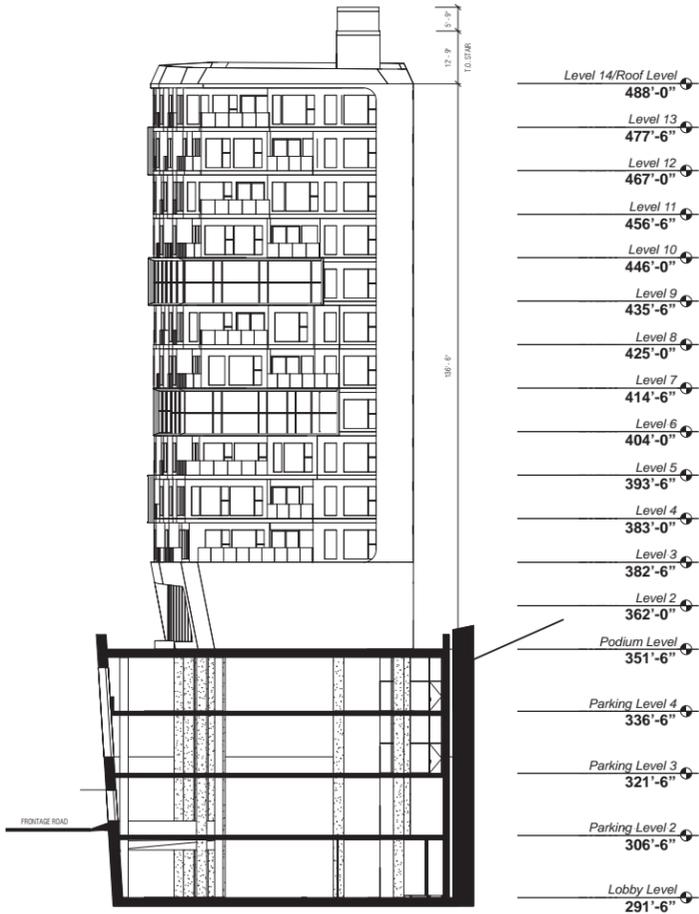


South Elevation

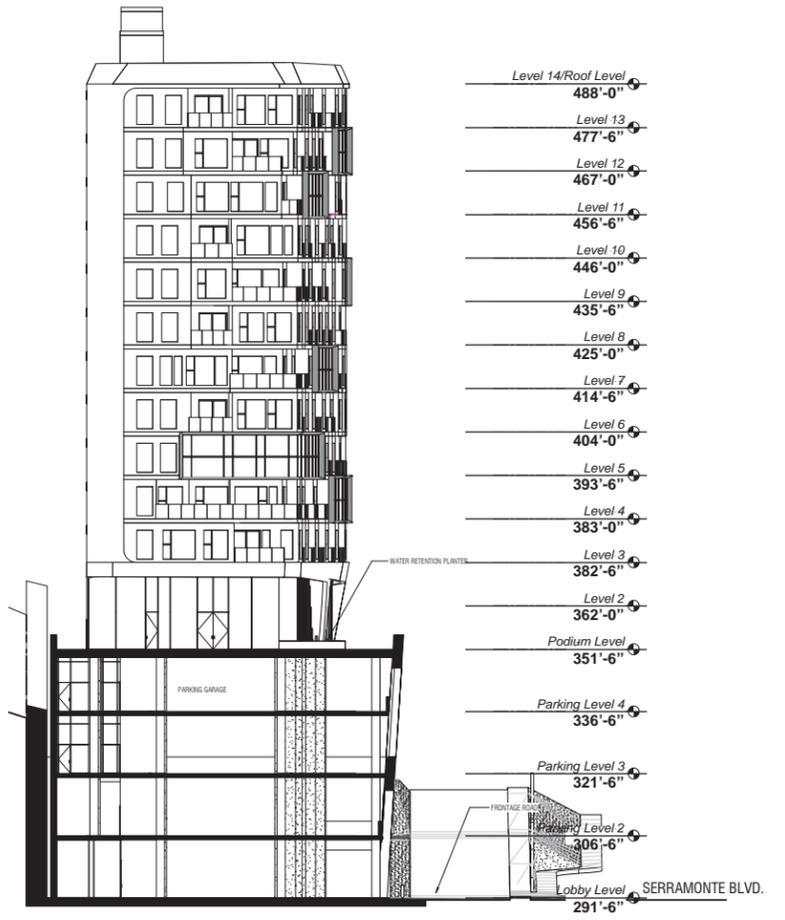


West Elevation

Source: Costa Brown Architecture., 8/22/2017.



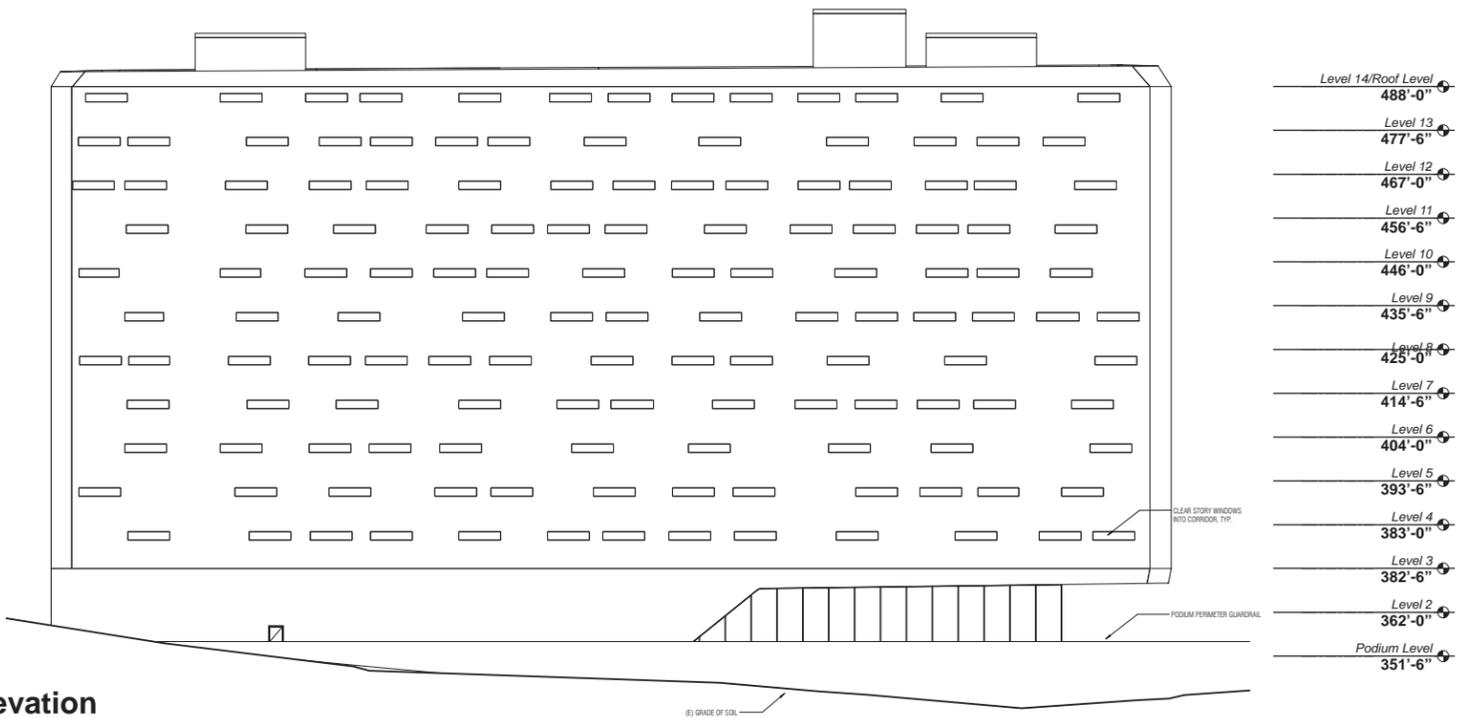
West Elevation



East Elevation

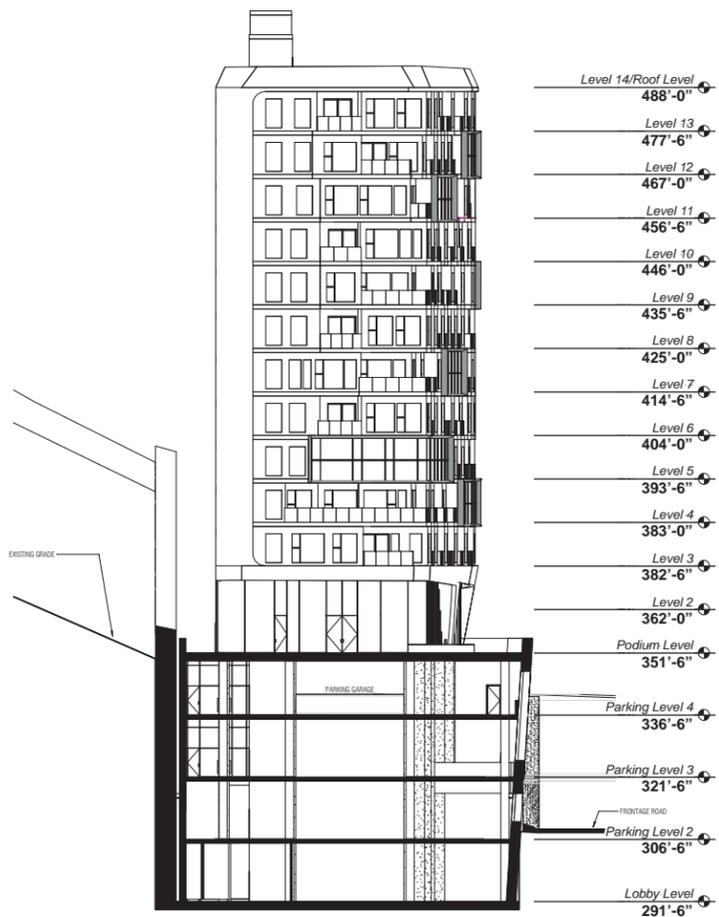


North Elevation

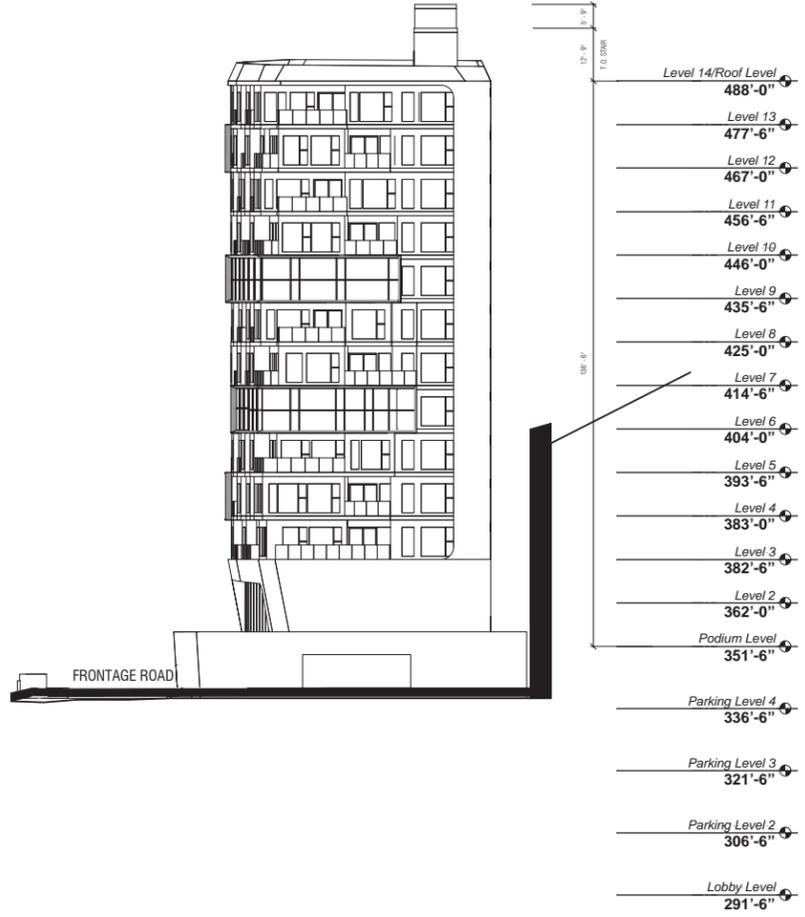


South Elevation

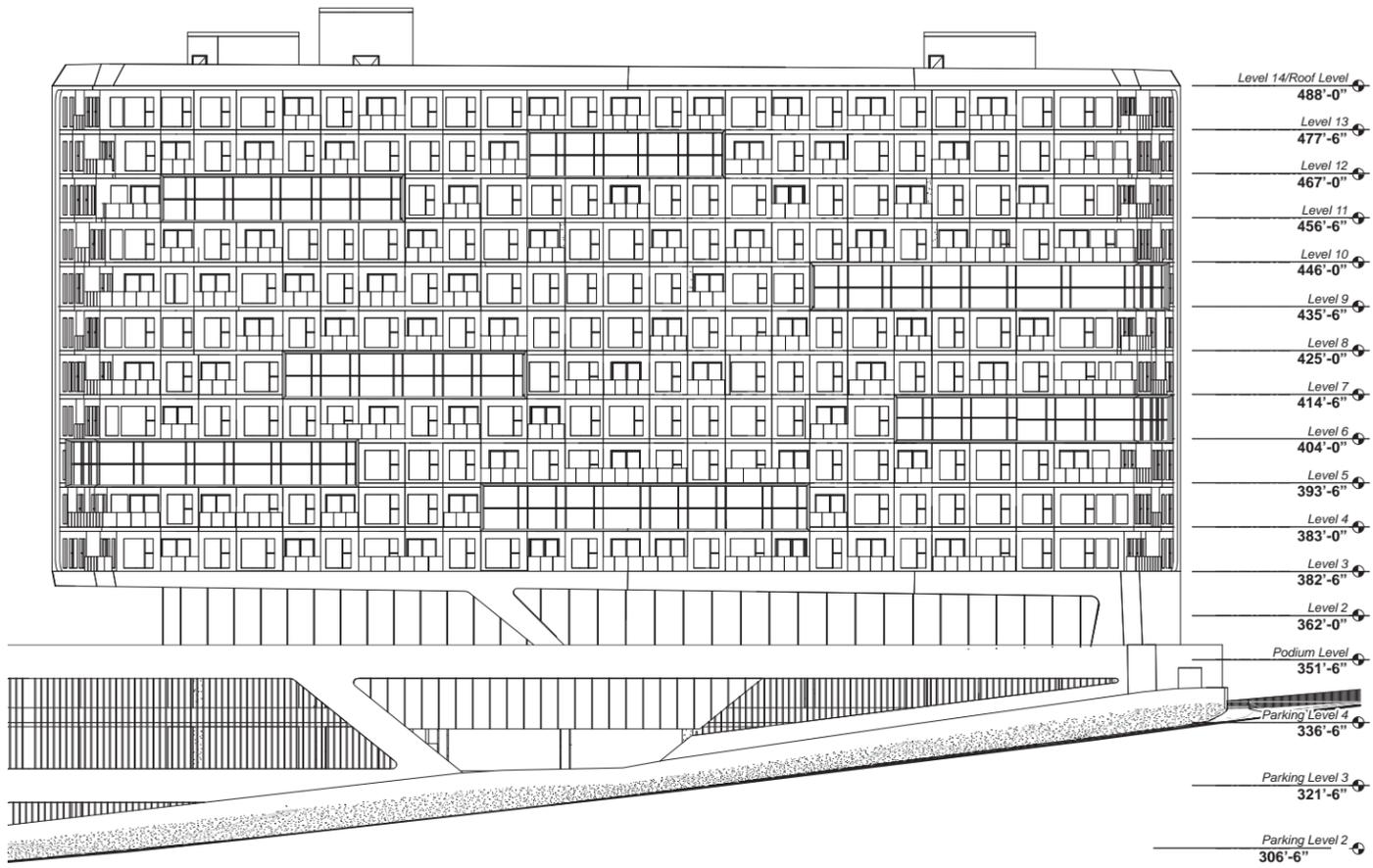
Source: Costa Brown Architecture., 8/22/2017.



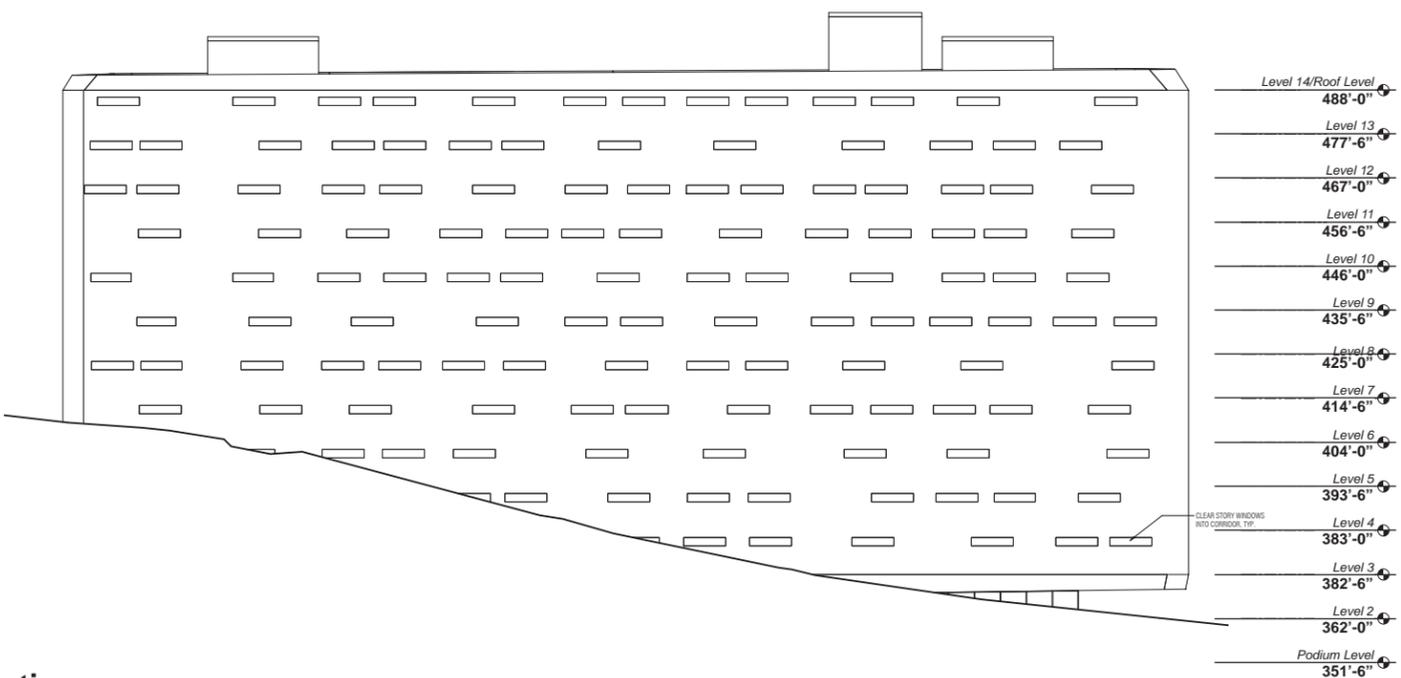
East Elevation



West Elevation



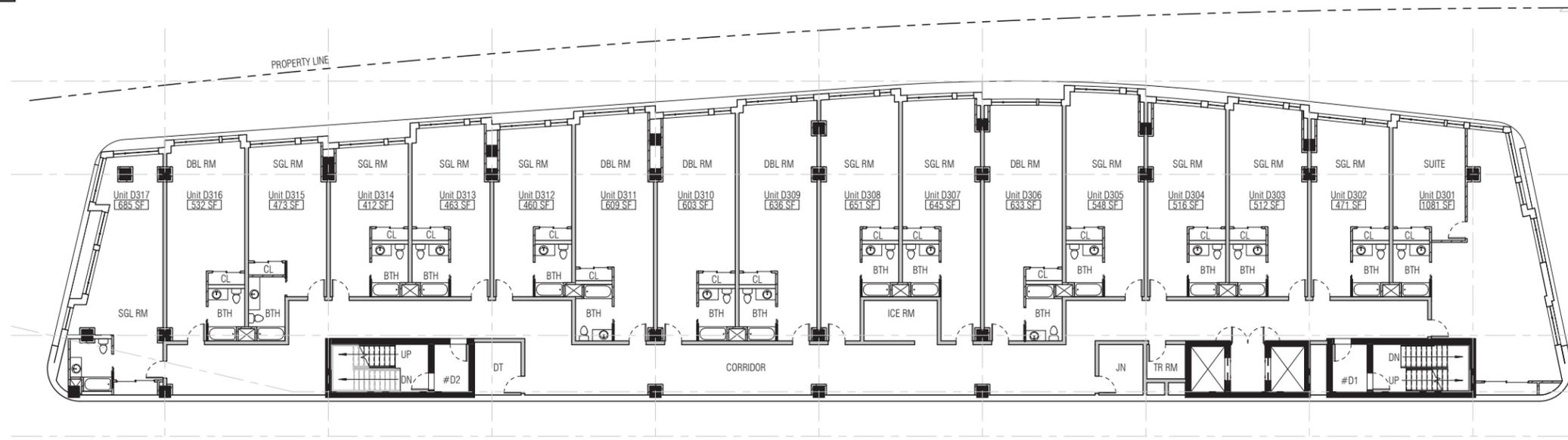
North Elevation



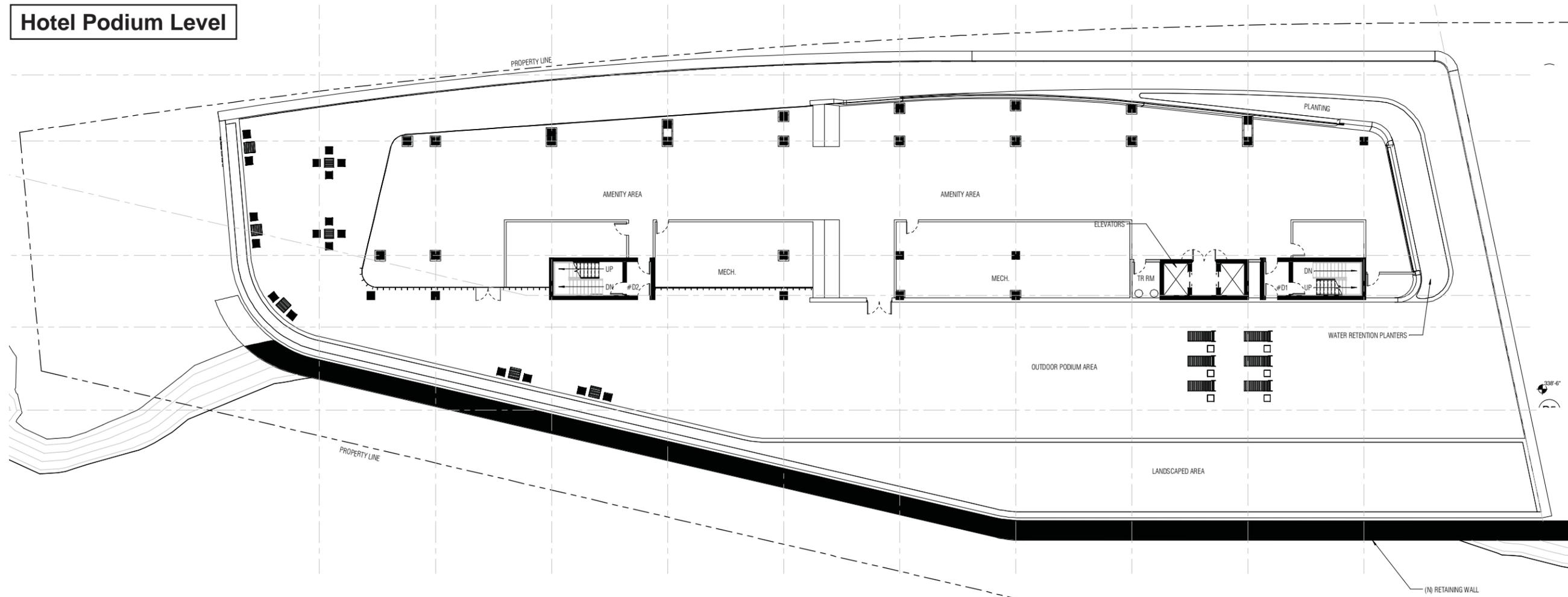
South Elevation

Source: Costa Brown Architecture, 8/22/2017.

**Hotel Level 3**



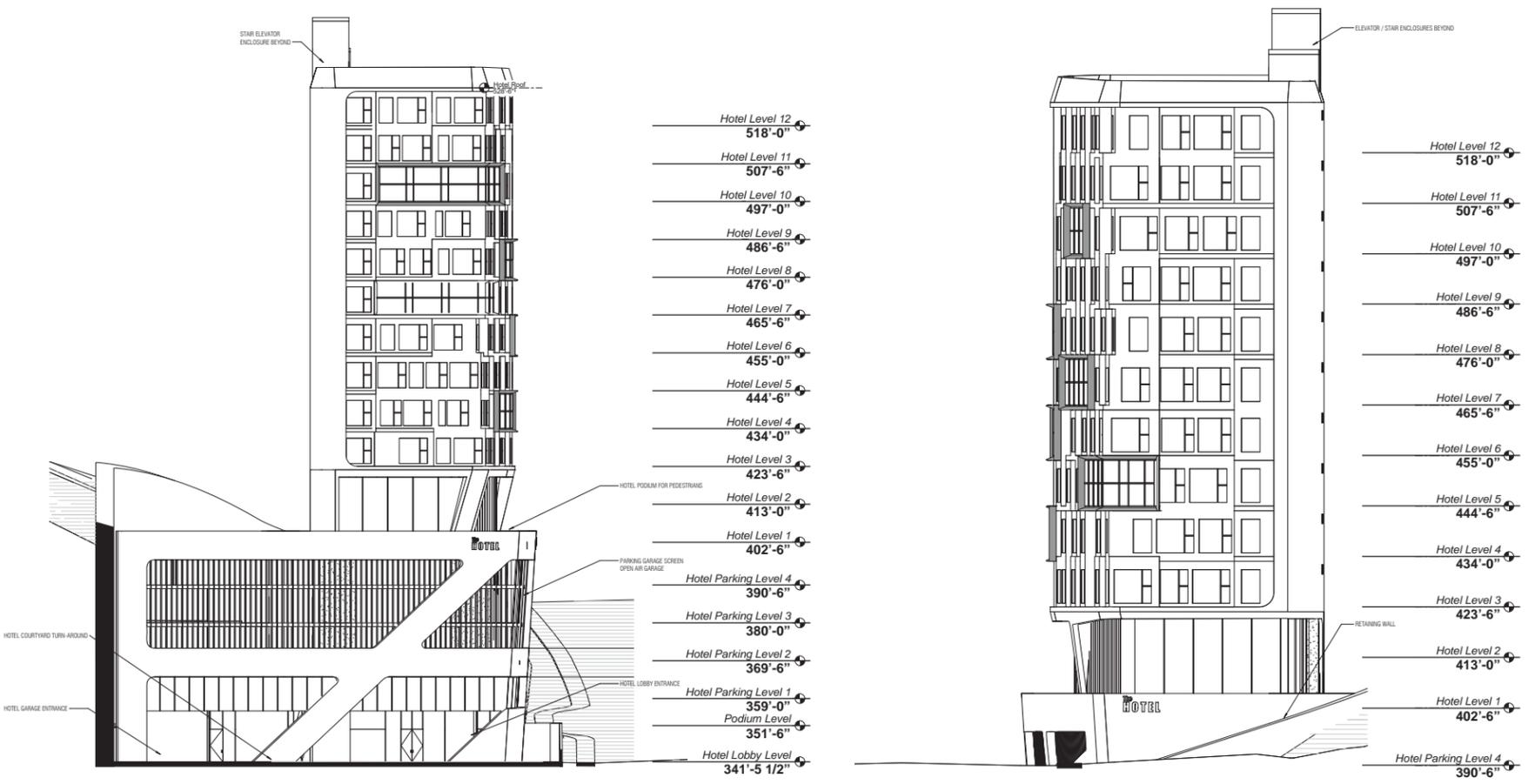
**Hotel Podium Level**



Source: Costa Brown Architecture, 8/22/2017.

**PROPOSED HOTEL FLOOR PLAN**

**FIGURE 1.2-8**

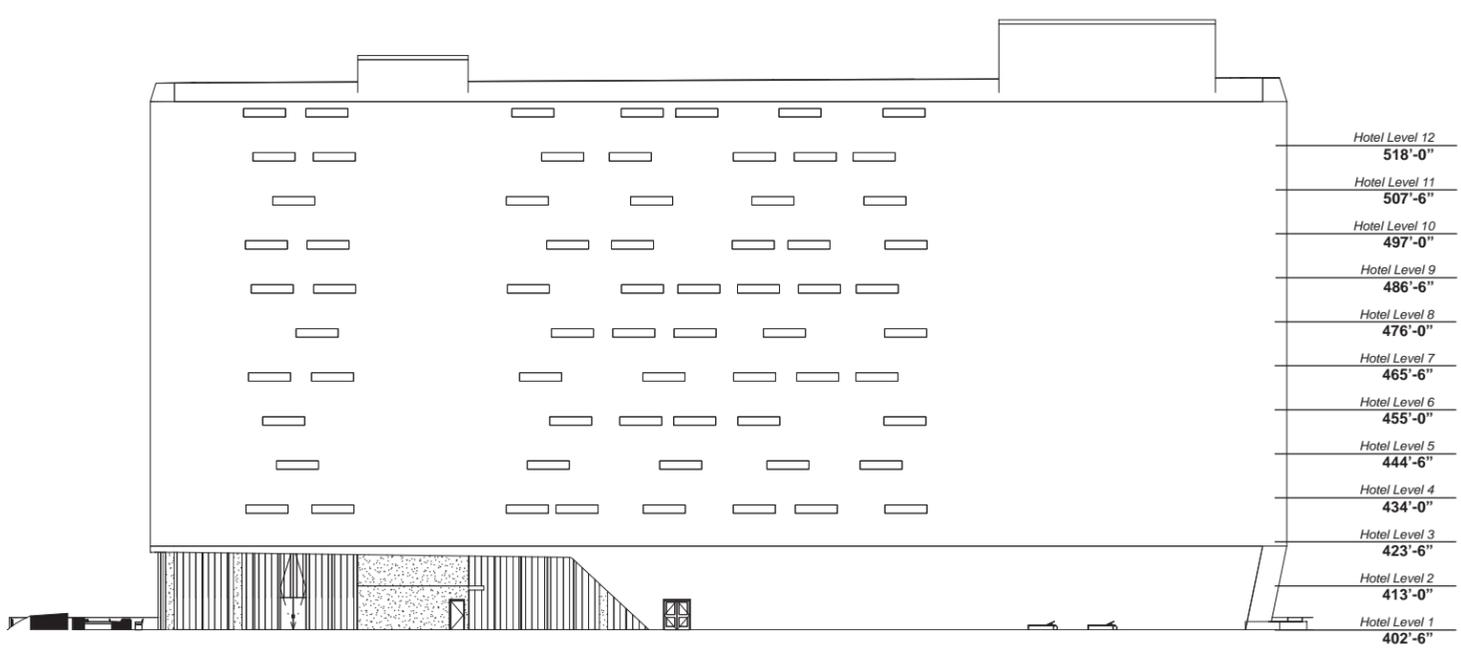


**East Elevation**

**West Elevation**



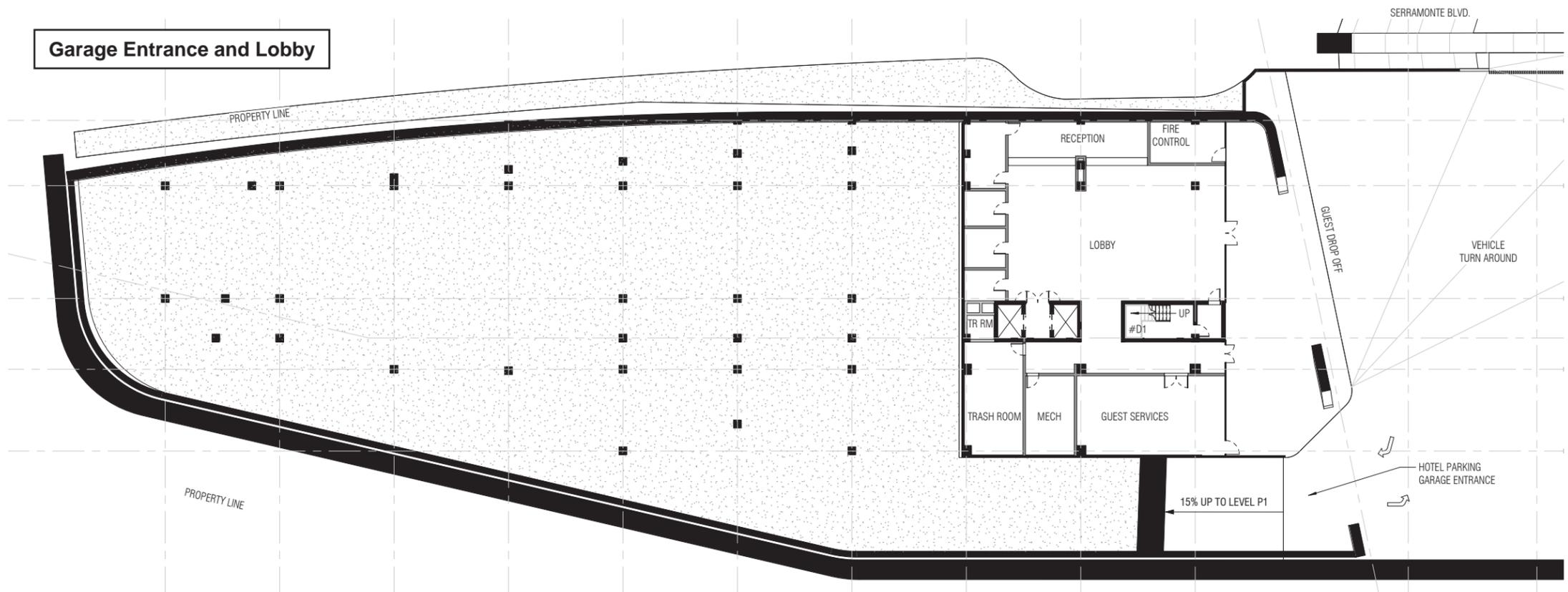
**North Elevation**



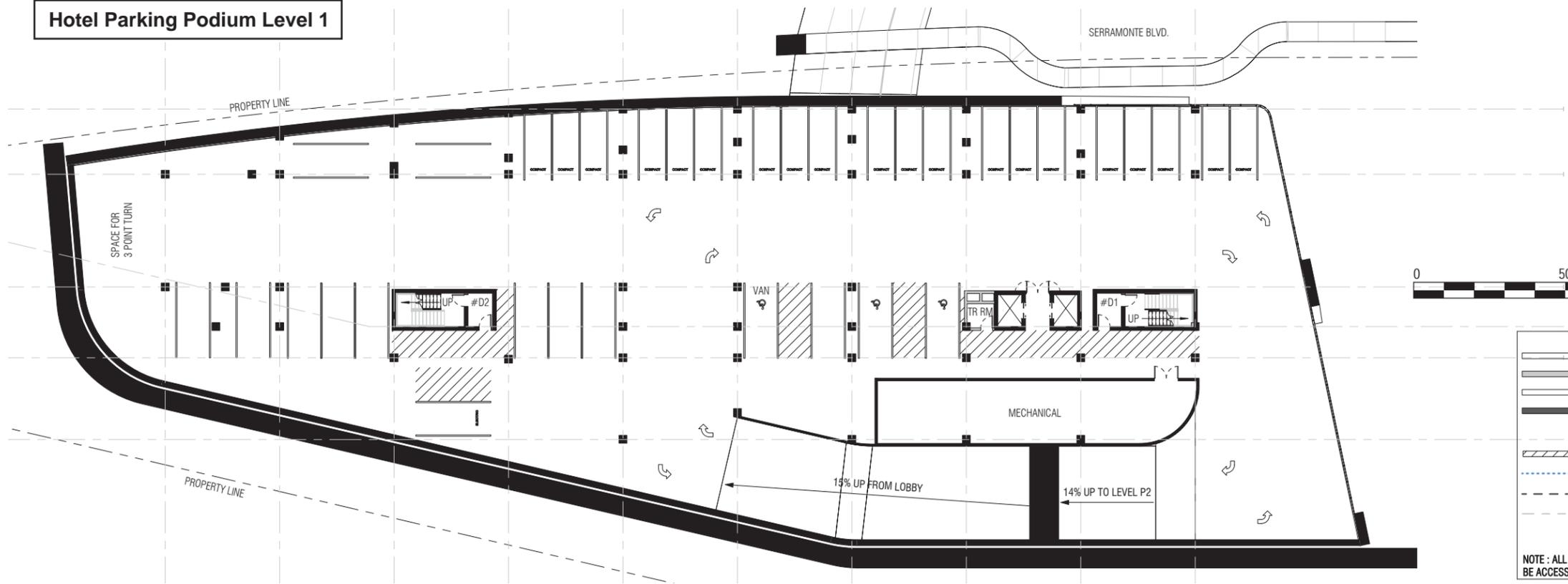
**South Elevation**

Source: Costa Brown Architecture., 8/22/2017.

**Garage Entrance and Lobby**



**Hotel Parking Podium Level 1**



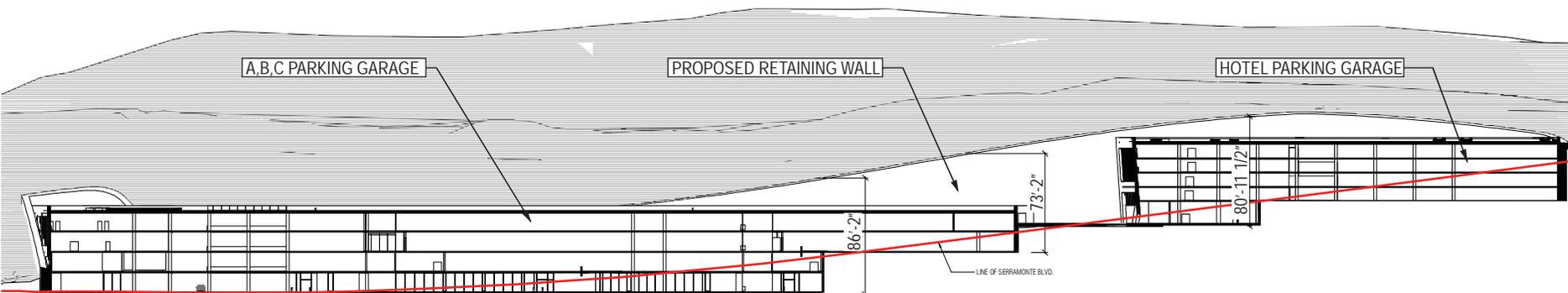
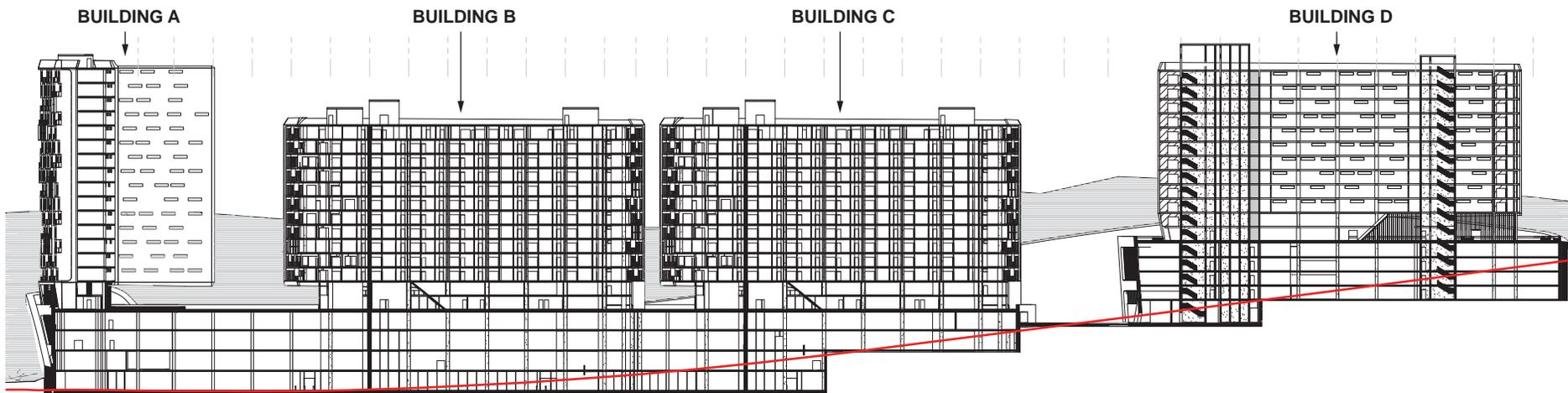
| WALL LEGEND          |  |
|----------------------|--|
|                      | FAÇADE                                 |
|                      | INTERIOR DEMISING WALL - 1 HR. RATED   |
|                      | INTERIOR WALL - NON RATED              |
|                      | CORE - 2 HR RATED    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

NOTE: ALL REQUIRED EXITS FOR BUILDING SHALL BE ACCESSIBLE

Source: Costa Brown Architecture, 8/22/2017.

**PROPOSED PARKING PODIUM**

**FIGURE 1.2-10**



— Serramonte Boulevard Existing Grade

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