2.0 PROJECT DESCRIPTION

2.1 PROJECT OVERVIEW

The Midway Village area is being proposed for redevelopment as part of the proposed project. Currently the Midway Village area is developed with 150 residential units, 223 parking spaces, a child-care facility (Bayshore Child-Care Center), open space, an existing street system, and office space for HACSM. Additionally, an existing park, Bayshore Park, is currently located directly northeast of the Midway Village area and will be redeveloped as part of the proposed project.

The proposed project would involve redevelopment of the Midway Village area and the Bayshore Park would include mixed-use development consisting of 555 residential units, 746 parking spaces, a child-care facility, a community center, office space for property management and other ancillary services, a revised street system, and recreation facilities. The existing Bayshore Park would be relocated to a different location within the proposed project site and would be rough-graded before it is returned to the City and developed with various park amenities (development of the new park amenities is not part of the proposed project). HSCSM currently administers several affordable housing programs throughout San Mateo County, including the existing Midway Village area. These affordable homes are restricted for low- and very low-income households and would remain as such under the proposed project. Other ancillary improvements as part of the proposed project would include landscaping, water and wastewater line improvements, and pedestrian walkways.

2.1.1 Project Location

The proposed project is located within the City, in San Mateo County (See Figure 2.1-1) and includes the Midway Village area and the Bayshore Park (project site). The project site is bound by Schwerin Street to the west and Martin Street to the south, with Midway Drive running directly through the center of the project site (See Figure 2.1-2). The project site is approximately 15 acres and comprises the following 39 San Mateo County Assessor's Parcel Numbers (APNs):

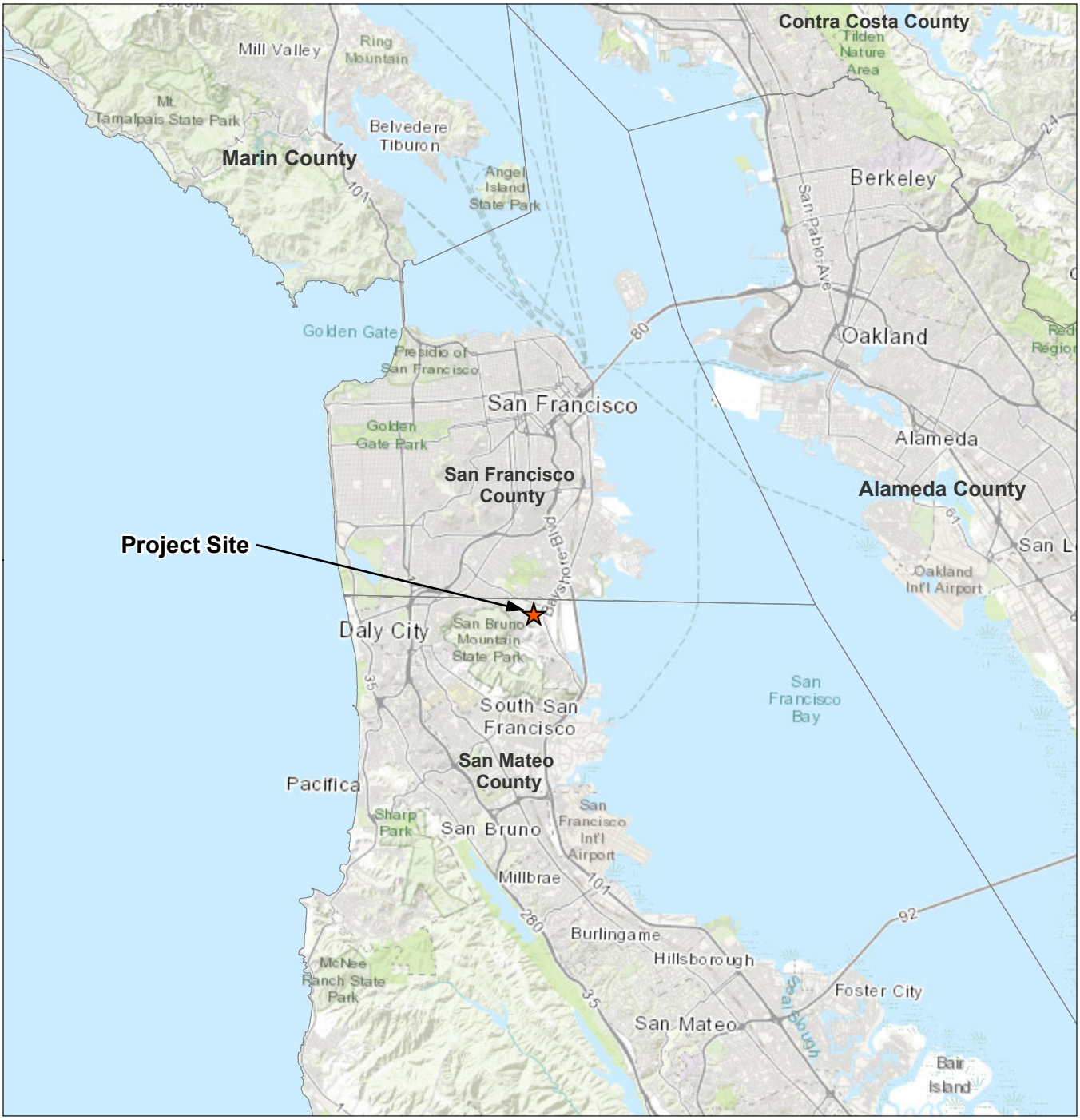
005-330-020	005-330-100	005-330-180	005-330-260	005-330-340
005-330-030	005-330-110	005-330-190	005-330-270	005-330-350
005-330-040	005-330-120	005-330-200	005-330-280	005-330-360
005-330-050	005-330-130	005-330-210	005-330-290	005-330-370
005-330-060	005-330-140	005-330-220	005-330-300	005-330-380
005-330-070	005-330-150	005-330-230	005-330-310	005-330-390
005-330-080	005-330-160	005-330-240	005-330-320	005-330-400
005-330-090	005-330-170	005-330-250	005-330-330	

2.1.2 General Plan and Zoning

The 37 parcels on the project site have a General Plan land use designation of High Density Residential (R-HD); two parcels (005-330-330 and 005-330-390) in the northeast corner of the project site have a General Plan designation of Public Park (PP) that encompass the existing Bayshore Park. All of the 39 parcels are zoned as a Multiple Family Residential District (R-3).

This page left intentionally blank.

V:\1857\active\185704589\03_data\gis\data\gis_MXDs\Regional_Location_Map_8x11_P_20190805.mxd Revised: 2020-01-13 By: kaejohnson



Legend

- Project Site
- County Boundary

Notes

1. Coordinate System: NAD 1983 StatePlane California III FIPS 0403 Feet
2. Data Sources Include: National Geographic, Esri, Garmin, HERE, UNEP-WCMC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, increment P Corp.

Figure No.
2.1-1

Title
Regional Location

Client/Project
City of Daly City
Midway Village Redevelopment Project

Project Location
Daly City, CA

185704589

0 2 4
Miles

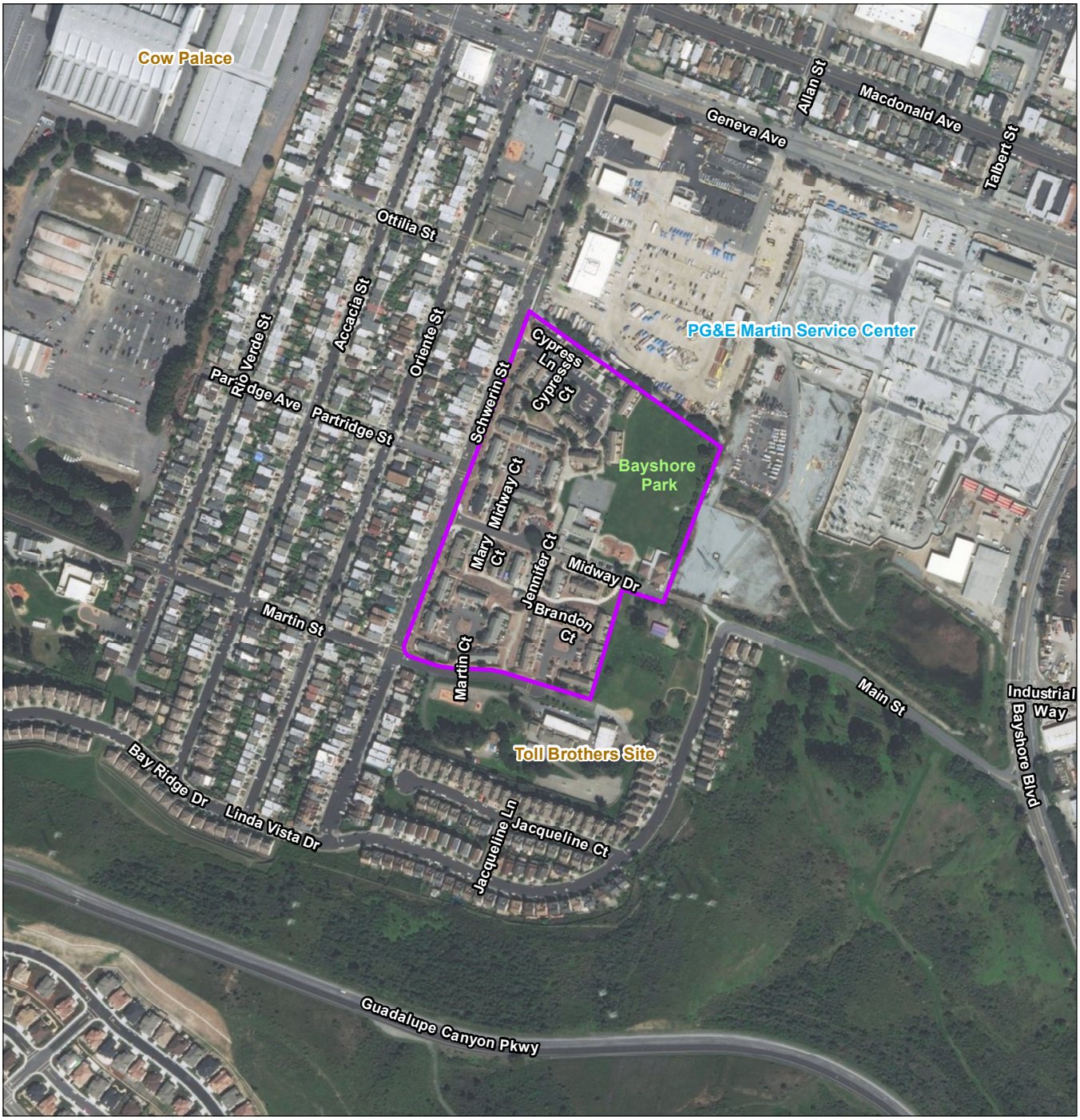
1:250,000 (at original document size of 8.5x11)

N

Stantec

This page left intentionally blank.

V:\1857\active\185704589\03_data\gis\data\gis_MXDs\Local_Vicinity_Map_8x11_P_20190805.mxd Revised: 2020-01-13 By: kaejohnson



Legend

Project Site

Notes
1. Coordinate System: NAD 1983 StatePlane California III FIPS 0403 Feet
2. Data Sources Include: bing - (c) 2010 Microsoft Corporation and its data suppliers

Figure No.
2.1-2

Title
Project Site Location

Client/Project
City of Daly City
Midway Village Redevelopment Project

Project Location
Daly City, CA

185704589

0 300 600
Feet

1:6,000 (at original document size of 8.5x11)

N

Stantec

This page left intentionally blank.

General Plan Land Use Designation

The General Plan defines High Density Residential (R-HD) and Public Park (PP) as the following:

High Density Residential

This designation applies primarily to multi-family residential structures where residential density is between 35.1 and 50 dwelling units per gross acre. The proposed project is located within the Bayshore planning area that was annexed into Daly City in 1963. The Bayshore neighborhood primarily consists of detached single-family residential homes, the Geneva Avenue commercial corridor, and a low intensity industrial area immediately north of MacDonald Avenue near the San Francisco border (City of Daly City 2013). Since the high density residential land use designation allows between 35.1 and 50 dwelling units per gross acre, this would amount to a maximum of 587 units for the 11.75 aces, which is consistent with the 555 units proposed for the proposed project.

Public Park

This land use designation applies to all developed public open space, including all state, regional and local parks and city-maintained tot lots, that provides recreational opportunities to the community.

The project site includes Bayshore Park, which provides open space and playgrounds for recreational use in the area. Additionally, common areas would be incorporated into the proposed project to provide for additional open and recreational space (see Section 2.3.3, Recreational Areas, for more detail regarding Bayshore Park).

The proposed project includes different land use designations (R-HD and PP) and would include a transfer of these two land use designation from one portion of the project site to another, within the entirety of the site (See Figures 2.1-3 and 2.1-4). As such, a General Plan amendment has been requested to relocate the location of the park on the project site. The current Bayshore Park area is proposed as a housing development, while the area that is proposed to have the new Bayshore Park is now designated as residential. These designations must be switched under a General Plan amendment (the Applicant has also reserved the right to request the relocation as a concession under the Density Bonus Law).

Zoning

The City Zoning Code identifies the project site as Multiple-Family Residential District (R-3) (City Code section 17.12). Uses permitted in this district include the following, as shown in Table 2.1-1 below:

Table 2.1-1: Table of Permitted Uses

Uses Permitted	Use Permit	Maximum Height (feet)	Minimum Lot Area (square feet)	Minimum Lot Width (feet)	Maximum Lot Coverage	Minimum Front Yard (feet)	Minimum Rear Yard (feet)
Multiple-Family Dwelling	No	36	3,000-2,500	33-25	75%	15	10
Motel, professional office, rest home, boardinghouse	Yes	-	-	-	-	-	-

This page left intentionally blank.

C:\Users\KAEJOHNSON\Desktop\daly_city_figure\mxd\Fig_existing_general_plan_03232020.mxd Revised: 2020-03-23 By: kaejohnson

Notes
1. Coordinate System: NAD 1983 StatePlane California III FIPS 0403 Feet
2. Data Sources Include: bing - (c) 2010 Microsoft Corporation and its data suppliers

Legend

Project Site

Existing General Plan Land Use Designation

High Density Residential

Public Park

Figure No.
2.1-3

Title
Existing General Plan Land Use Designations

Client/Project
City of Daly City
Midway Village Redevelopment Project

Project Location
Daly City, CA

185704589

0 100 200
Feet

N

1:2,262 (at original document size of 8.5x11)

Stantec

This page left intentionally blank.

C:\Users\KAEJOHNSON\Desktop\daly_city_figure\mxd\fig_proposed_general_plan_03232020.mxd Revised: 2020-03-23 By: kaejohnson

Notes
1. Coordinate System: NAD 1983 StatePlane California III FIPS 0403 Feet
2. Data Sources Include: bing - (c) 2010 Microsoft Corporation and its data suppliers

Legend

Project Site

Proposed General Plan Land Use Designation

High Density Residential

Public Park

Figure No.
2.1-4

Title
Proposed General Plan Land Use Designations

Client/Project
City of Daly City
Midway Village Redevelopment Project

Project Location
Daly City, CA

185704589

0 100 200
Feet

N

1:2,263 (at original document size of 8.5x11)

Stantec

This page left intentionally blank.

R-3 zoning allows for one unit per 500 square feet of lot size (Municipal Code Section 17.12.010), which amounts to 1,023 units of housing for the 11.75 acres of the proposed residential land. Accordingly, the proposed 555 units would be consistent with this requirement.

State Density Bonus Law

The following waivers are being requested because without them, the applicable requirements would physically preclude construction of the units to which the project is entitled to the State Density Bonus Law (Government Code Section 65915):

Multifamily Rental Units:

- The maximum height required for the site would be raised from 36 feet to 60 feet to accommodate the four-story buildings onsite.
- The front setback under R-3 zoning would be reduced to zero; however, the proposed buildings generally would have a 5-foot setback from adjacent parcels.

Townhome Units:

- Minimum lot would be lowered from 3,000 square feet to 1,100 square feet per unit.
- The front yard setback would be lowered from 15 feet to 8 feet.
- The minimum lot width would be lowered from 33 feet to 20 feet.
- The maximum lot coverage would be raised from 50 percent to 70 percent.
- The maximum height would be raised from 30 feet to 55 feet.

2.2 EXISTING SITE CONDITIONS

The existing Midway Village area is located in an urban area and is currently developed with 3 one-story and 34 two-story structures. Most of these structures include residential dwelling units with additional structures for a child-care facility and a play area. There are currently 477 residents living on the project site and 109 students enrolled at the Bayshore Child-Care Center, which is operated by Peninsula Family Services. The Bayshore Child-Care Center is a daytime-only facility that operates from 7 AM to 6 PM with 24 employees. There are also seven employees at the San Mateo County Housing Authority offices, which are located on the project site at the end of Midway Drive.

Bayshore Park is 3.3 acres and includes an open grass area, play structures, and basketball courts. There are six existing roadway courts in the Midway Village area including Martin Court, Brandon Court, Jennifer Court, Mary Court, Midway Court, and Cypress Lane. These areas have clusters of existing multi-family units and marked parking spaces. Sporadic landscaping also occurs throughout the development with a mix of trees, shrubbery, and grasses. Walking pathways connect the residential units together and provide access throughout the development.

2.2.1 Surrounding Land Uses

The project site is located in the Bayshore neighborhood, which is referred to as Planning Area 13 in the General Plan, located north of Guadalupe Canyon Parkway and west of Bayshore Boulevard. The project site is surrounded by the following land uses:

- **North and East:** A PG&E facility, including administrative buildings, parking, industrial storage, and a power distribution area.

- **South:** A Toll Brothers site (i.e., an in-progress home construction site operated by the Toll Brothers construction company) that is currently a graded, undeveloped area.
- **West:** Mixed single and multi-family residences.

2.2.2 Site History

The Midway Village area is listed as a certified cleanup site on the Department of Toxic Substance Control (DTSC) EnviroStor database. A Phase I Environmental Site Assessment (ESA) was prepared for the project site. The site history from this Phase I ESA is summarized below:

From approximately 1906 to 1916, a manufactured gas plant (MPG) operated on what is today the PG&E Martin Service Center property located directly north of the project site. This plant used crude oil to create gas used for lighting. This process produced a waste material called lampblack that contained polycyclic aromatic hydrocarbons (PAHs), which impacted soils where the plant existed. In 1944, the federal government obtained parts of the PG&E property, including the project site, to build Navy housing. When land for this housing was graded, approximately 20,000 cubic yards (CY) of soils contaminated with MPG waste was used to fill low-lying areas prior to construction of the housing, as the health effects associated with MPG waste were unknown

In 1976, the Navy housing was demolished, and the Midway Village Housing Complex was built a year later (Midway Village area). In 1977, the City of Daly City created Bayshore Park on the property immediately adjacent to and northeast of the Midway Village area. It wasn't until 1990 that the Department of Toxic Substances Control (DTSC) became aware of the contamination in and around the Midway Village area, as well as the Bayshore Park area and the child-care facility.

Various site investigations including testing of the soils and groundwater in and around the Midway Village area occurred in the early 90s. In 1993, the DTSC approved a cleanup and Remedial Action Plan (RAP) for the Midway Village area, which included soil removal of the top 2 to 5 feet of soils in select areas (approximately 2,983 CY of material) followed by capping of these areas with 2 to 5 feet of clean soil, concrete patios, asphalt, or walkways. This work was completed by 1994. Then in 1998, DTSC approved a similar plan for Bayshore Park.

Until recently, investigative activities were concentrated on PAHs and metals in shallow and semi-shallow soil. Other parameters in soil have, until recently, also been evaluated to a lesser extent, including volatile organic compounds (VOCs), metals, cyanide, and phenols. In accordance with Engineering/Remediation Resources Group's (ERRG's) *Midway Village/Bayshore Park Remediation Project Workplan* dated 5 September 2002, PAH-contaminated soil that exceeded clean up levels at depth was removed from portions of Midway Village in the area north of Midway Drive (Village North) and Bayshore Park. A durable cover consisting of two to five feet of clean soil, landscaping with a minimum of two feet of clean soil, or hardscapes including concrete building pads, concrete or asphalt walkways, patios, and roadways (cap) was placed over areas of remaining contamination, generally consisting of the entire Bayshore Park and isolated locations in the vicinity of Buildings 22 through 24, 28, 29, and 31 through 35 (ERRG, 2002). Analytical data for five sources of backfill were provided to DTSC for approval prior to cap (soil) placement (ERRG, 2002).

Multiple Village North parcels and Bayshore Park are subject to three DTSC Land Use Covenants (LUCs), recorded on September 24, 1998 (1998 LUC),[1] October 17, 2002 (2002 LUC),[2] and November 23, 2010 (2010 LUC,[3] together with the 1998 LUC and 2002 LUC, the Existing LUCs) to prevent human direct contact with soil without agency oversight. The portion of Midway Village located south of Midway Drive (Village South), and some parcels on Village North are not subject to Existing LUCs. The areas covered by the Existing LUCs (i.e., Midway Village North parcels and Bayshore Park) are subject to requirements of Operations and Maintenance (O&M) Agreements with the DTSC. The O&M Agreements outline requirements for the cap inspection, maintenance, and reporting (SCS Engineers, 2017). The 2002 LUC is recorded on the land underlying Bayshore Park and contains a prohibition on residential use. Neither the 1998 LUC nor the 2010 LUC contain this restriction. The Existing LUCs are discussed in further detail in Section 4.9.1 hereof.

Since December of 2018, 3 soil gas sampling events have been conducted at the Site under the oversight of the DTSC. In December of 2018 and April of 2019, soil gas testing was performed at the Village North portion of the Site and on November 9, 2018, soil gas testing was performed at the Village South portion of the Site. The soil gas sampling revealed elevated concentrations of VOCs in soil gas at the Site with the exception of Village South. The Project Applicant, County and the City are working with the DTSC to develop appropriate measures to ensure that site conditions will be maintained in a manner protective of human health and the environment, including future Site users. These measures, as well as the results of this sampling, are discussed in further detail in Section 4.9.1 hereof.

2.3 PROJECT CHARACTERISTICS

The proposed project is a mixed-use redevelopment project consisting of residential development, parking spaces, child-care services, a community center, ancillary office space, a revised street system, and open space/recreational uses. The project site totals approximately 15 acres. The proposed project would include 555 total residences, 746 parking spaces, up to 3.5 acres of City-owned park (Bayshore Park), a child-care center, a community center, office space for property management and other ancillary services, and various other open space/recreational elements such as picnic and exercise areas. Currently, the 150 residential units in the Midway Village area consist of 150 very low-income affordability units. The 555 residential units under the proposed project would consist of 104 extremely low-, 170 very low-, and 254 low-income affordability units to allow for low-income families. The remaining 27 units would consist of 7 units for onsite property managers, and the remaining 20 units would consist of for-sale townhomes that would be sold below market rate. Building heights would vary between one and four stories, with a maximum height of 60 feet. Figures 2.3-1 through 2.3-3 show the overall layout of the proposed project features.

The residences would be a mix of apartments including 92 studios, 116 one-bedroom apartments, 190 two-bedroom apartments, 133 three-bedroom apartments, and 24 four-bedroom apartments. The proposed project (including these residences) would be constructed in four phases, which would include demolition of existing structures, and relocation of current residents and the child-care facility onsite as each phase is underway. Table 2.3-1 below shows the proceeding logical development of these phases while Figures 2.3-4 and 2.3-5 depict the demolition and construction phases, respectively.

[1] The land subject to the 1998 LUC consists of APNs 005-330-250, 005-330-260, 005-330-270, 005-330-340, 005-330-350, 005-330-360, 005-330-370, and 005-330-380.
[2] The land subject to the 2002 LUC consists of APNs 005-330-330 and 005-330-390.
[3] The land subject to the 2010 LUC consists of APNs 005-330-280, 005-330-290, 005-330-300, and 005-330-310.

Table 2.3-1: Proposed Tentative Phasing Overview

Phase	Activity	
Phase 1	Demolition	• Demolition of San Mateo County Housing Authority offices only
	Construction	• 29 studio apartments • 24 one-bedroom apartments • 56 two-bedroom apartments • 30 three-bedroom apartments • 8 four-bedroom apartments • Garage A
Phase 2	Demolition	• Demolition of 46 residences • 46 families relocated to Phase 1
	Construction	• 27 studio apartments • 37 one-bedroom apartments • 32 two-bedroom apartments • 28 three-bedroom apartments • 4 four-bedroom apartments • Bayshore Child-Care Center
Phase 3	Demolition	• Demolition of existing child-care center • Demolition of 56 residences • 56 families relocated to Phase 1 and Phase 2
	Construction	• 18 studio apartments • 27 one-bedroom apartments • 49 two-bedroom apartments • 40 three-bedroom apartments • 6 four-bedroom apartments • Community center • Garage D
Phase 4	Demolition	• Demolition of 18 residences • 48 families relocated to Phase 1, 2, and 30 families relocated to Phase 4
	Construction	• 18 studio apartments • 28 one-bedroom apartments • 53 two-bedroom apartments • 35 three-bedroom apartments • 6 four-bedroom apartments • Park rough-graded and returned to the City of Daly City • Park redeveloped by City of Daly City
Total Residences		**555**

The proposed project is anticipated to be developed over a 6-year period; however, based on market conditions, phasing could be spaced out significantly up to 15 years. For the purposes of this analysis, a conservative approach concentrating the construction into a 6-year period was used. Each of the four phases of development would include demolition of a portion of the existing buildings onsite followed by new building construction. Existing tenants would only need to move one time during redevelopment, directly into their new units. Construction of the new child-care facility would occur early in the development process (Phase 2) to ensure that the students are relocated and settled as early as possible in the process.

Stantec

Source: David Baker Architects
Date: September 18, 2019

Figure No.
2.3-1

Title
Project Site Plan

Client/Project
City of Daly City
Midway Village Redevelopment Project

Project Location
Daly City, CA

185704589

This page left intentionally blank.

Stantec

Source: David Baker Architects
Date: September 18, 2019

Figure No.
2.3-2

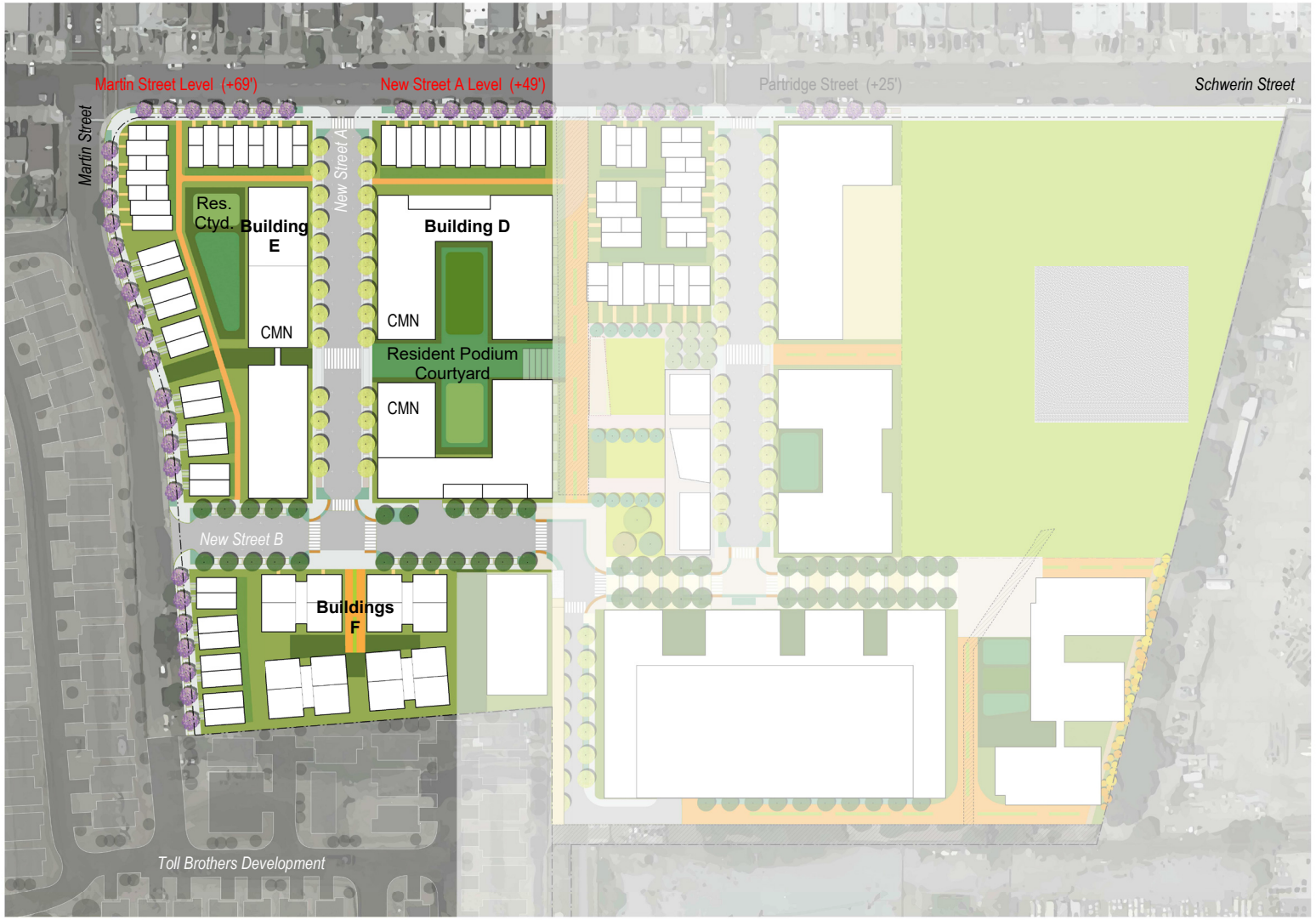
Title
Project Site Plan

Client/Project
City of Daly City
Midway Village Redevelopment Project

Project Location
Daly City, CA

185704589

This page left intentionally blank.



Stantec

Source: David Baker Architects
Date: September 18, 2019

Figure No.
2.3-3

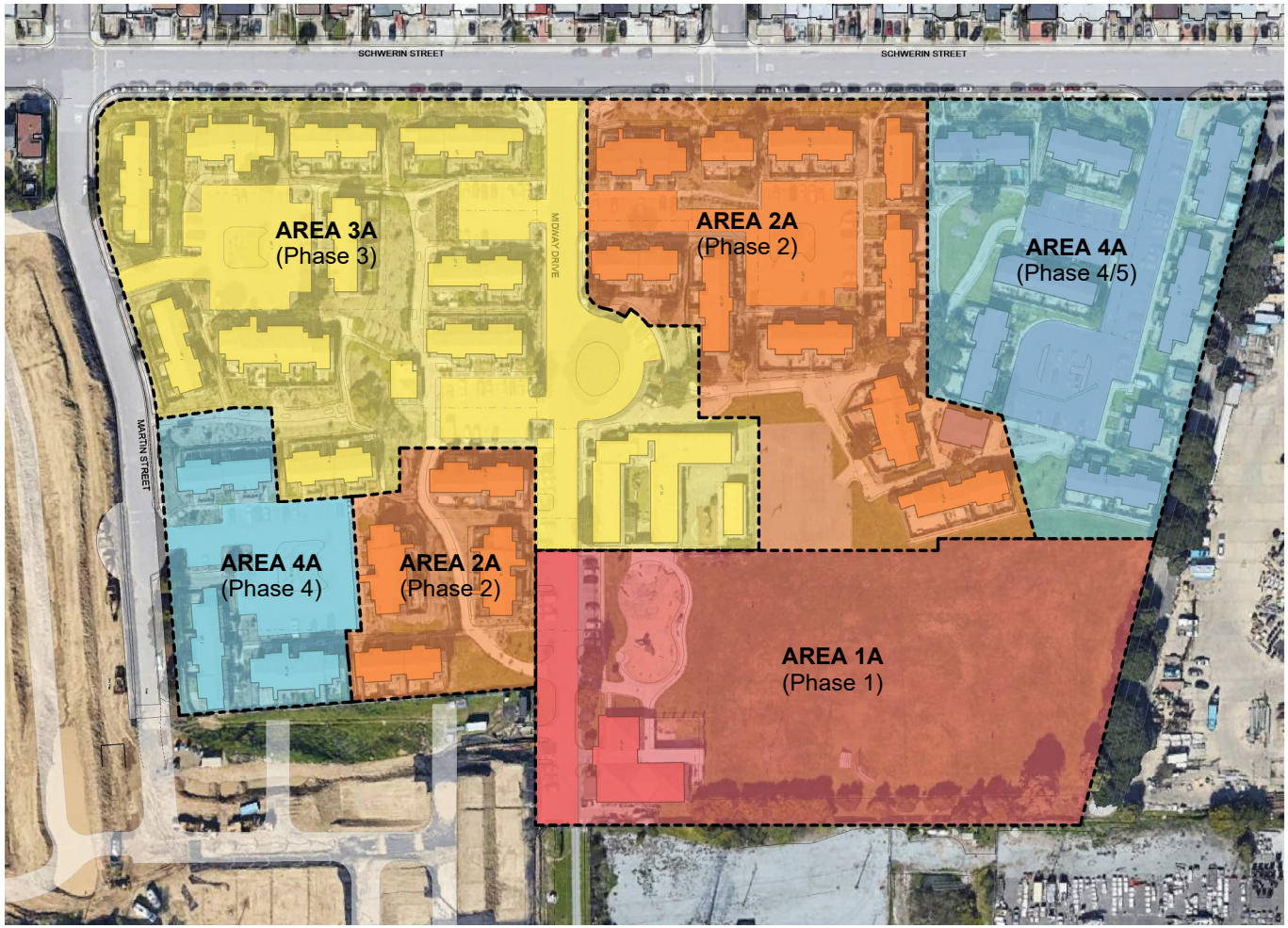
Title
Project Site Plan

Client/Project
City of Daly City
Midway Village Redevelopment Project

Project Location
Daly City, CA

185704589

This page left intentionally blank.



Stantec

Source: David Baker Architects
Date: September 18, 2019

Figure No.
2.3-4

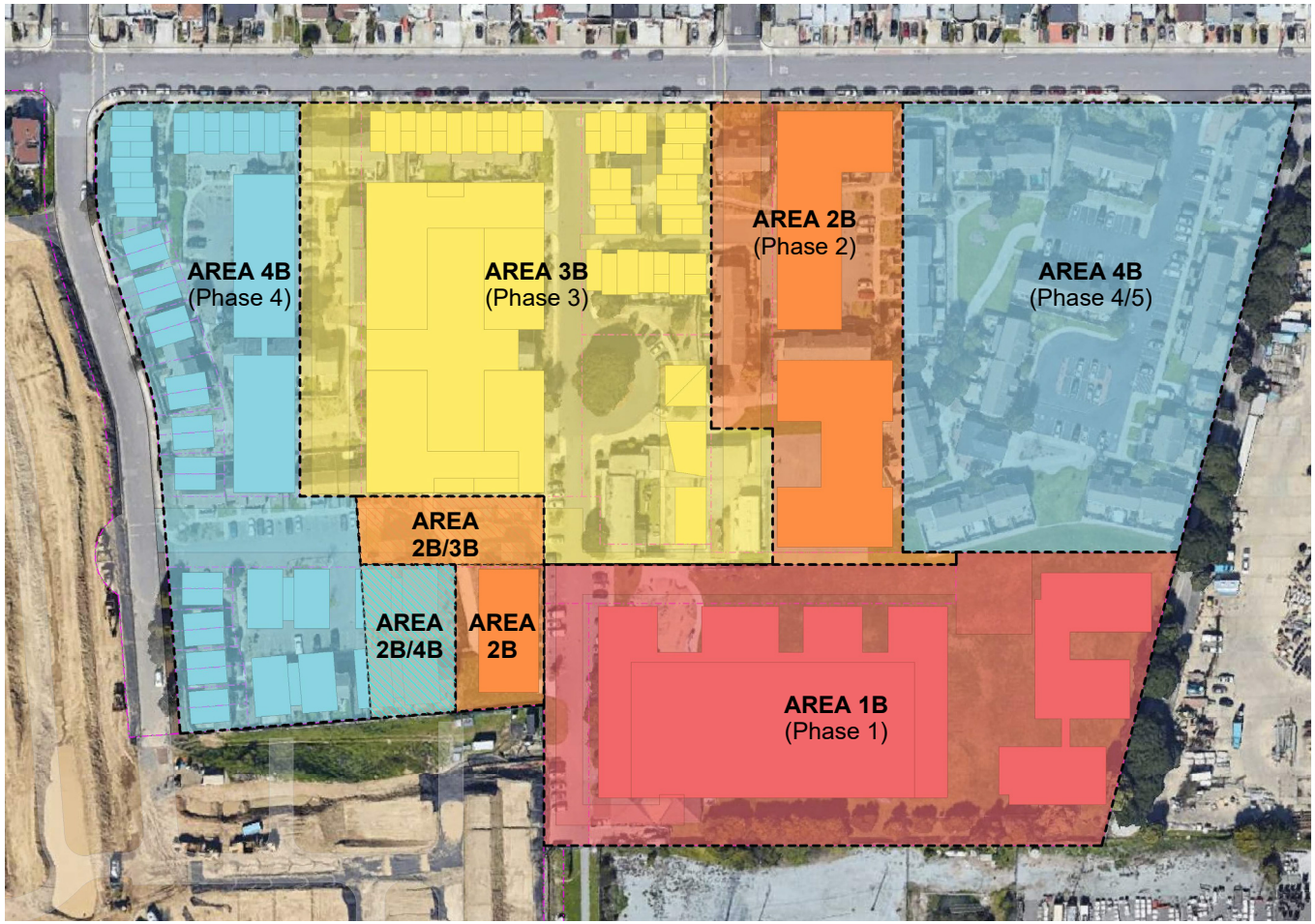
Title
Demolition Phasing Plan

Client/Project
City of Daly City
Midway Village Redevelopment Project

Project Location
Daly City, CA

185704589

This page left intentionally blank.



Source: David Baker Architects
Date: September 18, 2019

Stantec

Figure No.
2.3-5

Title
Construction Phasing Plan

Client/Project
City of Daly City
Midway Village Redevelopment Project

Project Location
Daly City, CA

185704589

This page left intentionally blank.

The Midway Village area currently consists of 172,500 square feet (sf) of residential, office, and child-care space. The total square footage for the proposed project would be 881,600 sf of mixed residential, office space, common space, a child-care facility, and a community center. The office space is included within the community center space. The breakdown of square footage of each structure under the proposed project is included in Table 2.3-2.

Table 2.3-2: Square Footage of Proposed Structures

Building	Building Type	Square Feet (sf)	Total Square Feet (sf)
Building A	Common A	4,690	237,100
	Garage	152,592	
	Residential	72,690	
	Residential Townhome	7,128	
Building A2	Common A2	4,691	73,512
	Residential	68,821	
Building B	Common B	5,720	68,965
	Residential	63,245	
Building B2	Child-care	16,760	50,280
	Residential	33,520	
Building C	Common C	4,230	28,920
	Residential	24,690	
Community Center	Community Center/Office Space	5,100	5,100
Building D	Common D	4,446	191,197
	Garage	88,432	
	Residential	86,419	
	Residential Townhome	11,900	
Building E	Common E	2,627	51,386
	Residential	48,758	
Building F	Residential	51,180	51,180
Townhome	Residential Townhome – Martin	12,600	85,560
	Residential Townhome – Park	27,000	
	Residential Townhome – Schwerin	45,960	
Townhome For Sale	Townhome- For Sale – Martin	38,401	38,401
		Total	**881,600**

2.3.1 Employment and Future Residents Estimate

Currently there are 31 employees located onsite at both the child-care and office facilities. It is estimated that approximately 15 to 20 additional employees would be needed onsite, depending on the type of special needs populations ultimately served (e.g., formerly homeless, veterans, senior citizens, or transition-aged youth). These staff members would support the child-care facility and Community Center and would provide property management services for the residential units in the development. Employees for maintenance of Bayshore Park would be City employees and are not included in the estimated 15 to 20 employees for the remainder of the project site.

Consistent with the General Plan EIR assumptions and the United States Census Bureau (USCB), the analysis used an average of 3.3 residents per household, with each household representing 95 percent of total housing units with a 5 percent vacancy rate (City of Daly City 2012, USCB 2019). Accordingly, 95 percent of the 555 units would be 527 units, resulting in 1,739 residents. Since the Midway Village area includes 477 existing residents, the proposed project would result in 1,262 new residents. However, for the purposes of this analysis, a more conservative approach of 100 percent occupancy was used which would result in 1,832 total residents, or 1,355 new residents.

2.3.2 Landscaping

Although there is currently some landscaping on the project site, including existing trees and vegetation, this landscaping would be removed during each respective demolition phase and redeveloped as part of the proposed project. Any tree that would be removed and is within public property would be required to comply with Sections 12.40.120 and 12.40.140 of the City's Municipal Code related to tree removal permits and replacement trees[4]. Landscaping for the proposed project would include pavers for stormwater infiltration, native plant stormwater swales, and shade trees. These landscaping features would provide pedestrian-friendly frontages throughout the project site. Additionally, the open spaces in the housing portions of the project site would have planters to manage stormwater. Finally, street frontage and setback areas would have flower plantings and sidewalk shade trees. Figure 2.3-6 shows an overview of the landscaping anticipated for the proposed project, as well as the recreational areas, which are discussed in further detail below.

2.3.3 Recreational Areas

The Midway Village area currently does not incorporate many recreation or common areas in between the residences beyond what currently is provided by Bayshore Park. The proposed project would include various recreation areas that would provide opportunities to foster community and interaction with open space throughout the project site. These residential areas are for residential use only, with the exception of Bayshore Park, which would be open to the public. These recreational areas are spilt into six different areas: The Garden, The Family Room, Residents Park, Residents Garden, Family Court, and Bayshore Park. These six areas are described in further detail below and shown on Figure 2.3-6.

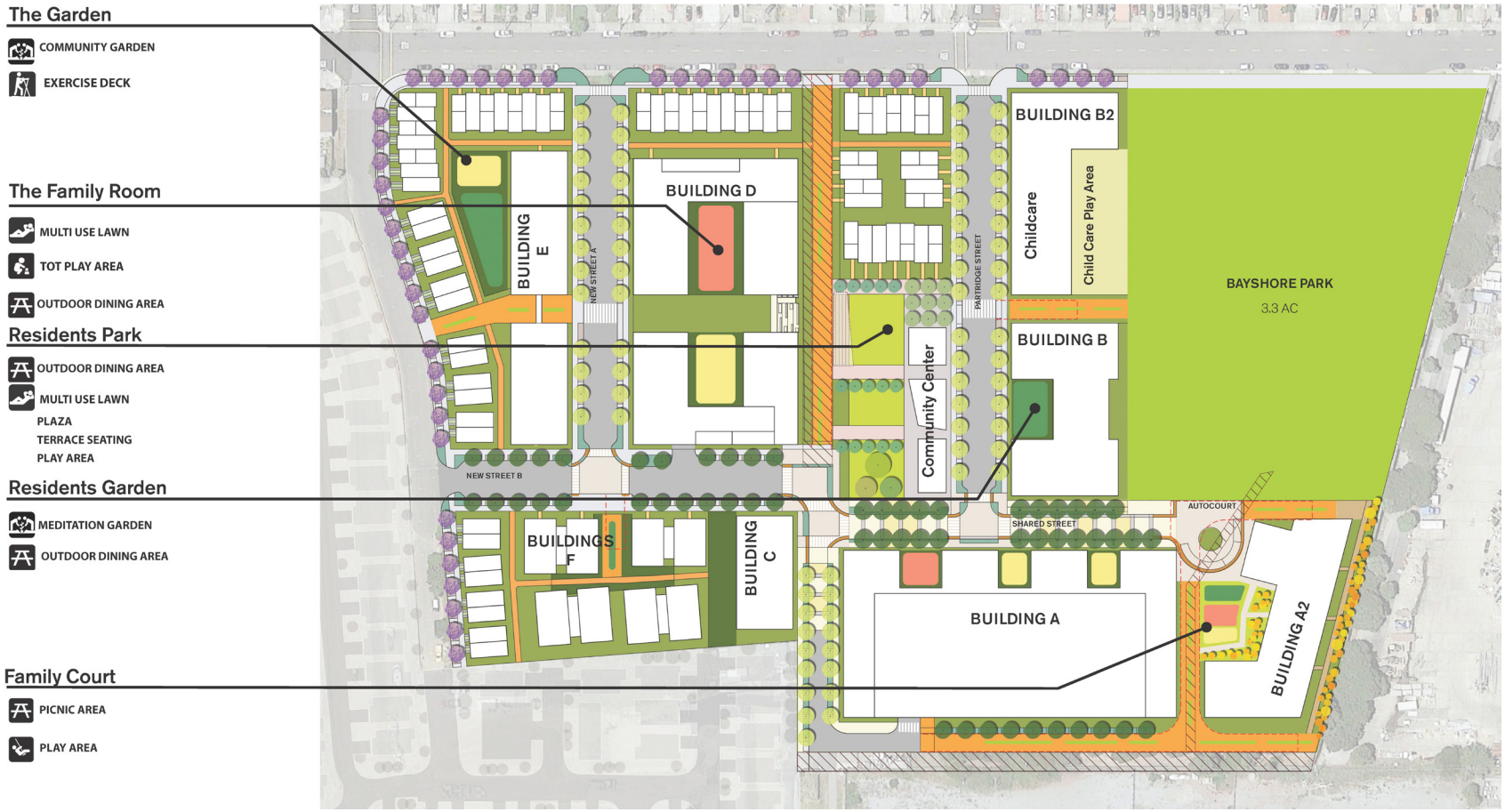
The Garden

The Garden would be approximately 7,000 sf of open space located in the southwest portion of the new development, west of Building E. This area would include a community garden for use by the residents and an exercise deck.

The Family Room

The Family Room will be approximately 17,000 sf and would be located in the center area of the new development and would be surrounded on the west, north, and east of Building D. This area includes a multi-use lawn, a tot play area, and an outdoor dining area.

[4] The City's Municipal Code 12.40.140 requires replacement trees to be a minimum of two 24-inch box size (the combined canopy of which is approximately 10 percent of the average street tree canopy in the City or replacement canopy of 17 sf). If it is determined that replacement trees cannot be planted in the same frontage, costs for two trees, each 24-inch box size, plus labor for planting, shall remain in effect. This replacement tree shall be planted on specified alternate public property.



Stantec

Source: David Baker Architects
Date: September 18, 2019

Figure No.
2.3-6

Title
Recreational Areas and Landscaping

Client/Project
City of Daly City
Midway Village Redevelopment Project

Project Location
Daly City, CA

185704589

V:\1857\active\185704589\03_data\gis\mxd\fig_x_graphics_template.mxd Revised: 2020-01-13 By: kaelohnson

This page left intentionally blank.

Residents Park

The Residents Park would be approximately 18,000 sf located in the center area of the new development, west of the new community center. This area would include an outdoor dining area, a multi-use lawn, a plaza, terrace seating, and play area.

Residents Garden

The Residents Garden would be approximately 2,500 sf located in the northern portion of the new development and would be surrounded on the northeast, and south by Building B. This area would include a meditation garden and an outdoor dining area.

Family Court

The Family Court would be approximately 6,000 sf and would be located in the northeastern portion of the new development, west of Building A2. This area would include a picnic area and a play area.

Bayshore Park

Bayshore Park is an existing City park adjacent to the existing Midway Village area. As described, the park would maintain its existing purpose; however, it would be relocated within the new Midway Village Redevelopment to the northern most portion of the project site. The proposed project would include grading activities and installation of utility connections associated with the new park; however, development of the park would be the responsibility of the City. As such, though development of the park is not included in the Applicant's proposed project, the re-grading of the new Bayshore Park location is included in the resource analyses in Section 3.0. For the purpose of the environmental analysis, a conceptual design is presented in Figure 2.3-6. This conceptual design has been developed to anticipate final design, and this SCEA will consider the greatest environmental impact. Future improvements at the park may include, but are not guaranteed to include, a 55,800 sf soccer field, a 3,825 sf tennis court, a 6,600 sf playground, a 10-foot-wide jogging path with workout stations around the perimeter of the park, restrooms (1,300 sf), and up to 45 additional shared parking spaces (12,500 sf). Other variations of the park design could include a soccer field (362 feet by 482 feet), a smaller playground structure (600 sf), and the addition of two basketball courts (each 185 feet by 136 feet) and two tennis courts (each 170 feet by 91 feet). The final design and development of the park would be subject to City standards including the City's Municipal Code at the time of development.

For the purposes of analysis in this SCEA, the 'worst case' assumption or highest possible impact for Bayshore Park has been used to quantify potential environmental impacts related to environmental resource considerations. Environmental resource areas' impacts would depend on the resource category. Park features that have the greatest impact area, or most impervious surface (i.e., two basketball courts, and two tennis courts, largest playground, etc.) would require more intensive construction activities and would result in long-term operational impacts. For a conservative assumption, this analysis assumes 24,225 sf of total impervious surface within the redeveloped Bayshore Park. For other resource areas, such as utilities, the greatest impact would occur if more water is required to supply the restroom, a larger open field, or more landscaping. A conservative assumption for this analysis assumes 10,404 gallons of water per day would be required for Bayshore Park irrigation once it is developed, which represents a net decrease from existing conditions of 11,404 gallons of water per day. However, the addition of restrooms at the newly developed Bayshore Park would result in an additional 976 gallons per day of water. No water features or water associated recreational uses beyond irrigation and landscaping are assumed for the proposed project. Impacts related to construction truck trips and the air quality analysis would be greatest if more intensive

construction activities are required for the development of the park. A conservative assumption for this analysis assumes up to 2 feet of grading for the entire Bayshore Park (up to 3.5 acres) and approximately 25 percent of the total surface area of the park would require cement surfaces (i.e., from the tennis courts, basketball courts, parking, etc.).

2.3.4 Vehicular Access

Four main access points located within the project area would connect the project site to the larger circulation system within the City. Midway Drive and two new access streets would provide public access from Schwerin Street to the center portions of the Midway Village Redevelopment. On the southern edge of the development, a new street access would be created from the existing Martin Street. Pedestrian access thorough the new development would be differentiated by the patterned concrete and raised sidewalks throughout the site that would connect with the City's existing sidewalk structure along the southern and western property boundaries. The relocated Bayshore Park would be accessed from Schwerin Street.

Streets would typically be 20 to 36 feet wide and would include two-way travel and parking on either side of the street. Sidewalks would be approximately 12 feet wide and would include landscaping and fire hydrants.

2.3.5 Parking

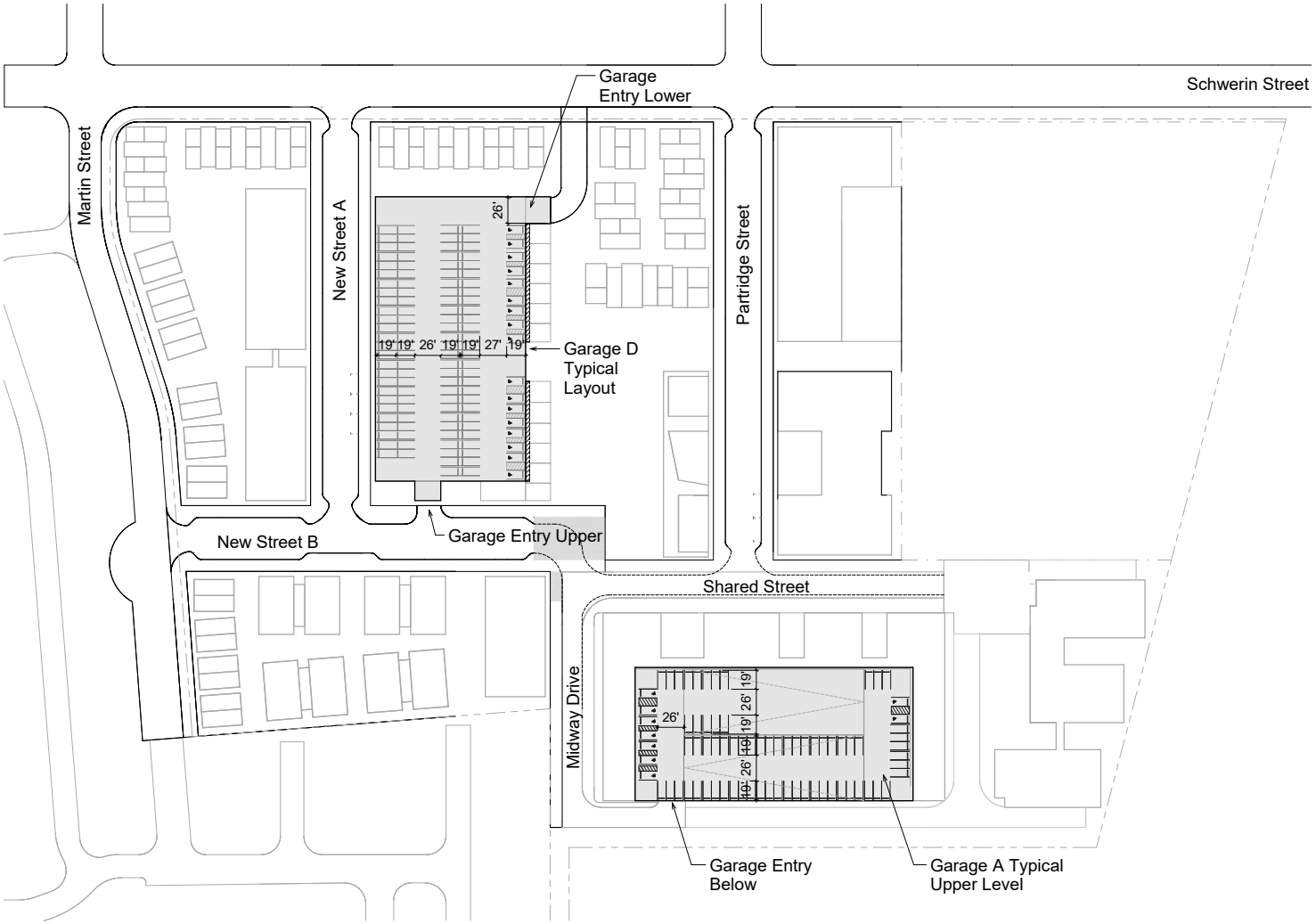
The proposed project meets the Zoning Ordinance requirements (City Municipal Code Section 17.34.020[D]), which allows low income housing to provide at least three-quarters of the normally required number of spaces. All parking would be located aboveground. The breakdown of parking is included in Table 2.3-3 below and shown on Figure 2.3-7.

Table 2.3-3: Parking

Structure or Location	Number of Spaces
Garage A	378
Garage D	250
Child-care Loading Parking	13
Resident Assigned Spaces	60
Resident Loading Spaces	5
Ownership Space	40
Total	746

2.3.6 Aesthetics and Design

Based on the General Plan and City Zoning Ordinance, the proposed project is consistent with the surrounding area; however, the proposed project would be subject to a Design Review by the City to ensure that the proposed project is consistent with existing features in the surrounding area and City code requirements. The proposed project would allow for residential intensification with mixed-use elements on and adjacent to the main thoroughfares of the City, which are well-served by public transportation. The maximum height for the proposed buildings would be raised from 36 feet to 60 feet to accommodate the four-story buildings onsite, which would be consistent with the City's Municipal Code.



Stantec

Source: David Baker Architects
Date: September 18, 2019

Figure No.
2.3-7

Title
Parking Plan

Client/Project
City of Daly City
Midway Village Redevelopment Project

Project Location
Daly City, CA

185704589

X:\gis\templates\esri\stantec_ansi_a_L_HorizontalBar_TitleRight.mxd Revised: 2020-01-13 By: kaeljohnson

This page left intentionally blank.

The proposed project design would complement the existing design and appearance of the adjacent commercial and residential area. The buildings would be highly articulated on all four sides to maximize architectural interest and minimize building massing. Bayshore Park would be designed similar to the existing park on the site; however, the park would be relocated within the project site and would include improvements such as a jogging path, workout station, and ball fields/courts, which would depend on the final approved design by the City (see Section 2.3.3, Recreational Areas, for more details regarding the design of Bayshore Park).

The proposed project has been designed with a number of architectural treatments and changes in plane and volume. Building exteriors would consist of materials such as stucco, fiber cement siding, fiber cement panels, brick veneer, metal panels, storefront windows, vinyl windows, metal awnings, metal railings, glass railings, and metal louvre. Renderings of the proposed project and overall design are shown in Figures 2.3-8 through 2.3-11. Additionally, the proposed project would require a maximum of 50 new fire hydrants per the California Fire Code and City design standards (Section 6.02.C).

2.3.7 Alternative Transportation

Existing transit service to the project site is provided by the San Francisco Municipal Transportation Agency (MUNI), San Mateo County Transit District (SamTrans), Caltrain, and Bay Area Rapid Transit (BART) as described in Section 4.17, Transportation. As shown in Figure 2.3-12, MUNI provides bus service near the project site via Route 9, which travels between Daly City and San Francisco. The closest MUNI bus stop to the project site is located on Schwerin Street at MacDonald Avenue, approximately 0.30 mile north of the site. SamTrans provides bus service near the project site on Geneva Avenue via Routes 24 and 29 on school days. SamTrans Route 292, an express bus, is located approximately 1.5 mile away; Route 397 provides limited “night owl” service between downtown San Francisco and the Palo Alto transit center, with service to San Francisco International Airport. From the Palo Alto transit center, connections are provided to Santa Clara Valley Transit Authority (VTA). The route serves Daly City, with the stop at Bayshore Boulevard and Geneva Avenue, located approximately 0.65 mile away.

The Daly City Bayshore Shuttle operated by SamTrans provides free shuttle service between the Daly City BART station and Bayshore Boulevard/Geneva Avenue, with a connection to the Balboa BART station. The shuttle has a stop immediately fronting the site, at the intersection of Schwerin Street and Martin Street. The Bayshore/Brisbane Senior Shuttle is operated by SamTrans and the San Mateo County Transportation Authority. It operates similarly to a paratransit service except that it circles on a fixed route between Bayshore Caltrain Station and South San Francisco (with connections to other SamTrans bus routes) until it receives a call to book a trip.

The Caltrain station nearest to the project site is the Bayshore Station, which is located approximately 1.5 miles from the project site, on Tunnel Avenue at the border of Brisbane and San Francisco. The nearest BART station is the Balboa BART station, located approximately 2.25 miles northwest of the project site. Trains run on approximately 15-minute headways during commute hours.

This page left intentionally blank.

Source: David Baker Architects
Date: September 18, 2019

Stantec

Figure No.
2.3-8

Title
Uphill Rendering

Client/Project
City of Daly City
Midway Village Redevelopment Project

Project Location
Daly City, CA

185704589

This page left intentionally blank.

Source: David Baker Architects
Date: September 18, 2019

Figure No.
2.3-9

Title
Downhill Rendering

Client/Project
City of Daly City
Midway Village Redevelopment Project

Project Location
Daly City, CA

185704589

This page left intentionally blank.

Source: David Baker Architects
Date: September 18, 2019

Figure No.
2.3-10

Title
Rendering of Community Square

Client/Project
City of Daly City
Midway Village Redevelopment Project

Project Location
Daly City, CA

185704589

This page left intentionally blank.

Source: David Baker Architects
Date: September 18, 2019

Stantec

Figure No.
2.3-11

Title
Rendering of Schwerin St. and Partridge St. Intersection

Client/Project
City of Daly City
Midway Village Redevelopment Project

Project Location
Daly City, CA

185704589

This page left intentionally blank.

V:\1857\active\185704589\03_data\gis\mxd\fig_2.3-12_transit_priority_area.mxd Revised: 2020-01-13 By: kaejohnson

Notes
1. Coordinate System: NAD 1983 StatePlane California III FIPS 0403 Feet
2. Data Sources Include: bing - (c) 2010 Microsoft Corporation and its data suppliers

Legend

- Closest Muni Stop
- Project Site
- 0.5 mile Buffer

Nearby Transit Routes

- San Francisco Muni Routes
- SamTrans School-day Only Routes
- SamTransRoutes Connecting to Caltrain Station
- SamTransRoutes Connecting to BART and Caltrain stations

Figure No.
2.3-12

Title
Transit Priority Area

Client/Project
City of Daly City
Midway Village Redevelopment Project

Project Location
Daly City, CA

185704589

0 500 1,000
Feet

1:13,000 (at original document size of 8.5x11)

N

Stantec

This page left intentionally blank.

2.3.8 Sustainability

The proposed project would incorporate a variety of operational sustainability features that would reduce its demand for resources, use non-toxic materials, and promote waste reduction, including but not limited to, the following:

- The 555 residential units would be within walking distance of multiple Daly City MUNI and SamTrans bus stops.
- Solar thermal or photovoltaic panels would be installed on the new buildings, which would reduce energy consumption requirements.
- Proximity to neighborhood-oriented retail services would reduce vehicle miles traveled.
- A majority of the garage spaces are provided in two parking structures, which allows for greater landscaping and green space, thereby reducing heat island effects.
- Energy efficiency improvements would be made for at least 10 percent efficiency above 2016 Title 24 standards.

2.3.9 Utilities

The City currently provides water and some utility service to the Midway Village area and Bayshore Park and would continue to do so under the proposed project. Bayshore Sanitary District (BSD) provides wastewater collection and pumping services for the project area. PG&E currently provides power and gas services to the project site and would continue to do so.

Water Supply

The project site is served by the City's Department of Water and Wastewater Resources (DWWR). A large portion of the City's water supply is received from the San Francisco Public Utilities Commission (SFPUC). Recycled water from the North San Mateo County Sanitation District wastewater treatment plant is provided to the City whenever feasible. According to the General Plan, multi-family residential water consumption accounts for 30 percent and commercial accounts for 9 percent of total City water use.

Table 2.3-4 shows the proposed water supply needed to serve the proposed project. According to the water supply assessment (Appendix A), there would be sufficient water capacity to serve the proposed project.

Table 2.3-4: Water Supply

Proposed Project	No. of Units	Approximate Area[a] (ft^2)	Approximate Number of Occupants[b]	Land Use Classifications	Unit Water Demands[b,c]	Average Day Demands[d] AFY
Phase 1						
Building A/parking garage A	78	234,000 (86,000/148,000)	3.12	multiple-family residential	60 gpcd	16.4
Building A2	70	71,000	3.12	multiple-family residential	60 gpcd	14.7
Subtotal	148	305,000				31.0
Phase 2						
Building B	58	69,000	3.12	multiple-family residential	60 gpcd	12.2

Proposed Project	No. of Units	Approximate Area[a] (ft^2)	Approximate Number of Occupants[b]	Land Use Classifications	Unit Water Demands[b,c]	Average Day Demands[d] AFY
Building B2 (childcare center)	36	50,500	3.12	multiple-family residential	60 gpcd	7.5
Building C	34	29,000	3.12	multiple-family residential	60 gpcd	7.1
Townhomes	22	27,000	3.12	multiple-family residential	60 gpcd	4.6
Subtotal	150	175,500				31.5
Phase 3						
Building D/parking garage D	95	192000 (103,500/88,500)	3.12	multiple-family residential	60 gpcd	19.9
Community center	-	5,500	-	multiple-family residential	0.135 gpsfpd	0.8
Townhomes	22	46,000	3.12	multiple-family residential	60 gpcd	4.6
Subtotal	117	51,500				25.4
Phase 4						
Building E	65	60,000	3.12	multiple-family residential	60 gpcd	13.6
Building F	40	45,000	3.12	multiple-family residential	60 gpcd	8.4
Townhomes	15	12,600	3.12	multiple-family residential	60 gpcd	3.1
Townhomes (ownership)	20	39,000	3.12	single-family residential	60 gpcd	4.2
Subtotal	140	156,600				29.4
Buildout						
Park[e]	-	145,000 (72,500)	-	public park	0.135 gpsfpd	11.0
Proposed project total		**761,100**				**128.2 ***

Notes:

* The total projected demand for the Midway Redevelopment is approximately 128 AFY or about 114,000 gpd.

a. Approximate total building areas of all floor levels within the exterior walls provided by Applicant

b. Approximate number of occupants and unit water demands are from Near- and Long-Term Water Resources Planning (BC, 2012). Hotel: 60 gallons per day (gpd) per room. Theater/Restaurant/Gym: 0.135 gpsfpd

c. gpcd = gallons per capita per day; gpsfpd = gallons per square foot per day; gps = gallons per minute per sprinkler; gpd/rm = gallons per day per room

d. Average day demands converted to AFY (acre feet per year)

e. Water use for the proposed Bayshore Park is uncertain. Brown and Caldwell assumed 50% of total area as landscaping and applied a demand factor of 0.135 gpsfpd

Source: Brown and Caldwell 2020 (See Appendix A)

Wastewater

The project site is currently served by an 18-inch sewer line located beneath Midway Drive that runs from the intersection of Schwerin Street and Midway Drive to the Carlyle Pump Station located at 96 Industrial Way. This pump station has four 30 horse power pumps and the maximum capacity of this pump station with four pumps

running is 3,320 gallons per minute (gpm). Wastewater collection and pumping are provided by BSD and treatment is provided by the San Francisco Public Utilities Commission (SFPUC). No improvements are anticipated for the sewer lines.

Table 2.3-5 shows the existing and proposed increase (proposed minus existing use) in wastewater generated by the proposed project. According to calculations provided in Appendix B, there would be sufficient wastewater capacity to serve the proposed project.

Table 2.3-5: Wastewater Generated

Project Characteristic	Demand Factor [1, 2]		Existing Consumption [3] (gallons/day)	Proposed Project Consumption [3] (gallons/day)	Increase in Use (gallons/day)
Residential	200	gallons/du/day	30,000	111,000	81,000
Office/Community Center	10	gallons/person/day	70	900	830
Day Care	10	gallons/student/day	1,090	1,250	160
Bayshore Park Restrooms [4]	488	gallons/restroom/day	0	976	976
			Total	**114,126**	**82,966**

Notes:

1. Residential demand is based on Bayshore Sanitary District 2018 Master Plan wastewater design criteria of 200 gallons per day per dwelling unit.
2. Office/community center and child-care demand factor is based on City of Oakland Sewer flow rate of 10 gallons per day per person.
3. Existing and proposed employees/students counts for office/community center and daycare are provided by DBarchitects.
   - Child-care: 109 existing and 125 proposed students
   - Office/community center: 7 existing and 90 proposed students
4. Assumes 20 fixtures per restroom.

du = dwelling unit

Electricity

The project site receives electrical service from PG&E. Underground electricity and natural gas lines would be extended to the project site from existing facilities in Schwerin Street. The proposed project would include energy conservation features, including homes that are energy efficient with a goal to exceed the state's current Title 24 requirements by meeting current Tier 2 Energy Efficiency standards. Section 4.6, Energy, contains detailed information on the proposed project's energy usage.

Stormwater

The Midway Village area and Bayshore Park is currently connected to the City's storm drain system and would continue to be connected under the proposed project. Currently the project site includes 374,980 sf of impervious surface, including the Midway Village area and 20,875 sf of impervious surface at Bayshore Park. The proposed project would include 456,595 sf of new impervious surface (including both the redeveloped Midway Village area [432,370 sf] and the redeveloped Bayshore Park [24,225 sf]). Existing stormwater drainage within the site carries runoff from the Sunnydale Watershed which empties at the northeast edge of the site via a 60-inch storm main. The 60-inch storm main ultimately outfalls into the Bayshore Channel in a siphon condition.

Stormwater would be treated at landscaped areas and with permeable pavers that would retain and treat runoff. Planters throughout the project site would be used as flow-through planters to treat and discharge runoff before entering the City's stormwater system. The proposed project consists of the following design measures: direct runoff onto vegetated areas, permeable pavers at the courtyards to minimize and treat runoff from the project site, direct runoff to curbed planters through roof drains, pervious vehicular turf block, direct runoff into bioretention areas, direct runoff into flow through planters, and non-pervious pavement. The Bayshore Park site would be graded and prepped to allow for adequate stormwater drainage from the site, and stormwater design features would be incorporated into the final park design to maintain this drainage. According to calculations provided in Appendix C, there would be sufficient stormwater capacity to serve the proposed project.

2.4 PROJECT CONSTRUCTION

2.4.1 Schedule

The proposed project would require demolition, site preparation, and construction in phases, with each of these activities occurring in each phase. Tables 2.4-1 through 2.4-4 show the anticipated phased construction schedule based on the assumption that construction would begin in 2021, and it is estimated all phases would be completed by 2026 (6 years of construction are anticipated); however, construction may extend up to 15 years due to market conditions. Six years is a conservative assumption because potential impacts would be more concentrated rather than spreading construction activities out over 15 years. Construction for the new park amenities would be coordinated by the City and would occur after construction of the residential portion of the proposed project is complete. The construction schedule is the same for each phase but sequential. It is anticipated that ancillary improvements would occur concurrently with the construction of the facilities, by phase.

Table 2.4-1: Phase 1 Construction Schedule

Task	Start Date	End Date	Workdays
Demolition	1/15/2021	1/31/2021	12
Site Preparation	2/1/2021	3/1/2021	20
Grading	3/2/2021	3/20/2021	15
Building Construction	3/20/2021	10/30/2021	175
Paving	7/1/2021	8/1/2021	23
Architectural Coating	11/1/2021	12/20/2021	35

Table 2.4-2: Phase 2 Construction Schedule

Task	Start Date	End Date	Workdays
Demolition	9/1/2023	10/10/2023	25
Site Preparation	10/15/2023	11/25/2023	28
Grading	11/26/2023	12/18/2023	16
Building Construction	12/20/2023	8/2/2024	155
Paving	6/1/2024	7/20/2024	35
Architectural Coating	8/3/2024	9/25/2024	38

Table 2.4-3: Phase 3 Construction Schedule

Task	Start Date	End Date	Workdays
Demolition	7/10/2025	9/4/2025	40
Site Preparation	9/5/2025	10/24/2025	35
Grading	11/1/2025	12/6/2025	25
Building Construction	12/7/2025	8/17/2026	175
Paving	6/1/2026	7/31/2026	48
Architectural Coating	8/16/2026	10/5/2026	35

Table 2.4-4: Phase 4 Construction Schedule

Task	Start Date	End Date	Workdays
Demolition	7/10/2025	9/4/2025	40
Site Preparation	9/5/2025	10/24/2025	35
Grading	11/1/2025	12/6/2025	25
Building Construction	12/7/2025	8/17/2026	175
Paving	6/1/2026	7/31/2026	48
Architectural Coating	8/16/2026	10/5/2026	35

Typically, project demolition, grading, and construction activities would be limited to the daytime hours between 7 AM and 9 PM, except that work in the public right-of-way or City facilities would only occur between construction hours authorized by City permits; additionally, some nighttime work and work on the weekends may occur. The project construction activities would be compliant with the City's Municipal Code Section 9.22.030, which states that between the hours of 10 PM and 6 AM, no person shall cause, create, or permit any noise that may be heard beyond the confines of the property of origin.

2.4.2 Access and Staging

Workers would access the project site from the City streets and U.S. Highway 101 (U.S. 101). Materials would typically be stored onsite in the future parking lot areas. However, flooring and photovoltaic panels may be stored offsite. Demolition, grading, and construction work is generally anticipated to occur within the project site; however, work may extend as far as the centerline of Schwerin Street for connections of utility lines. Construction materials and equipment would be delivered using trucks during the daytime hours (between 7 AM and 9 PM).

2.4.3 Construction Equipment and Workers

Construction equipment anticipated onsite is listed in Table 2.4-5. No pile driving is proposed. Rammed aggregate piers would be used to reinforce the soils onsite for the one podium structure, Building D. Demolition, grading, and construction workers required for each phase of the proposed project would fluctuate between 15 and 75 workers per day with an average of 35 workers per day. Additional construction equipment for the improvements is accounted for in each phase as shown in Table 2.4-5.

Table 2.4-5: Proposed Construction Equipment

Phase Name	Off-Road Equipment Type
Demolition	Concrete/industrial saws
	Excavators
	Rubber-tired dozers
	Tractors/loaders/backhoes
Site Preparation	Graders
	Tractors/loaders/backhoes
	Excavators
Grading	Concrete/industrial saws
	Graders
	Rubber-tired dozers
	Tractors/loaders/backhoes
Building Construction	Cranes
	Forklifts
	Tractors/loaders/backhoes
Paving	Cement and mortar mixers
	Paving equipment
	Pavers
	Rollers
	Tractors/loaders/backhoes
Architectural Coating (Painting)	Air compressors

2.4.4 Grading and Demolition

There would be approximately 63,734 CY of earth movement on the project site. The maximum depth of cut and fill onsite would range from 13 to 26 feet (pers. Comm. Patrick Chour June 28, 2019).

Trees, roots, vegetation, organic surficial soil, and concrete would be removed from structural areas unless specified in the final design plans by the City. The depth of organic surficial soil to be removed would vary but would average 3 feet.

It is anticipated that 12 of the 15 total acres of surface area would be affected by grading operation at the project site, including Bayshore Park, and the proposed project would include a total of 456,595 sf of impervious surface upon buildout of the proposed project (pers. Comm. Matt Lewis October 17, 2019). Due to the potentially contaminated soils on the project site from previous grading and capping activities, it is possible that further contaminated soils could be encountered during demolition and grading activities, particularly in areas that currently have existing structures that would be demolished. Specifically, under Buildings A, A2, and B2, a passive Vapor Barrier would be required to protect against potentially contaminated soils in these areas. Soil fill may be required depending on further geotechnical investigations prior to any grading activities. These fill activities would be in addition to what occurred as part of the 1994 and 1998 cleanup of the site. The maximum soil fill that would be required at the project site would include 3,018 CY of suitable material, as deemed appropriate by the geotechnical engineer.

During excavation activities, groundwater may be encountered at the project site and temporary construction dewatering may be necessary. All temporary construction dewatering would be in accordance with a Waste Discharge Requirement permit from the San Francisco Bay Regional Water Quality Control Board (RWQCB).

The Existing LUCs on the project site limit alteration of the soils within the site and includes the following restrictions related to soil management and the cap:

"*4.02. Soil Management*

a) *The Owner shall provide the [DTSC] written notice at least fourteen (14) days prior to any activities that will disturb the soil below the Cap (e.g., excavation, grading, removal, trenching, filling, earth movement or mining). Any such activities must comply with a Soil Management Plan and a Health and Safety Plan approved by [DTSC].*

b) *No notice shall be required for activities that temporarily disturb only the top 2 feet of soil. However, at the conclusion of such activities, the Owner is required to maintain at least 2 feet of clean soil above the contaminated layer.*

c) *Any contaminated soils brought to the surface by grading, excavation, trenching, or backfilling shall be managed in accordance with all applicable provisions of state and federal law.*

4.03. Non-Interference with Cap

a) *All uses and development of the Capped Property shall preserve the integrity Cap.*

b) *The Cap shall not be altered without written approval by [DTSC], except as allowed in section 4.02 of this Covenant.*

c) *Covenanter shall notify [DTSC] of each of the following: (i) the type, cause, location, and date of any damage to the Cap; and (ii) the type and date of repair of such damage. Notification to [DTSC] shall be made as provided below within ten (10) working days after the completion of any repairs. Timely and accurate notifications by any Owner or Occupant shall satisfy this requirement on behalf of all other Owners and Occupants."*

2.4.5 Lighting and Security

Lighting currently exists in the Midway Village area in the form of streetlights and lights in residences. Low-level lighting would be installed and expanded on as part of the proposed project in the common courtyard and recreational areas, including Bayshore Park once it is developed. All proposed project lighting would be shielded and directed downward to avoid light trespass and minimize the potential for glare or spillover onto adjacent properties. Lighting would be used from dusk to dawn for security purposes during operations. Proposed project lighting including lit building numbers would conform to National Electric Safety Code requirements and all applicable City lighting requirements, including those specified in the Plan Bay Area EIR.

2.5 PROJECT OBJECTIVES AND REQUIRED PROJECT APPROVALS

2.5.1 Objectives

The proposed project includes the following project objectives:

1. Construct new affordable housing and mixed-use development consistent with the General Plan.
2. Provide affordable housing in accordance with the City's Regional Housing Needs Allocation, the City's Housing Allocation Plan, and Government Code 65915/SB 1818.
3. Provide onsite property management services for residents of Midway Village Redevelopment.
4. Provide a livable neighborhood with an appropriate street design; connections to transit, parks, and recreation; and a diversity of housing types.
5. Reduce vehicle miles travelled by siting affordable rental housing at sites that can be developed with high densities near public transportation to reduce greenhouse gas (GHG) emissions.

The RTP/SCS forecast includes 660,000 new housing units and 1,119,920 new jobs by 2040 in the Bay Area. The General Plan's Administrative Draft Housing Element 2014–2022 forecast includes 1,350 of the new housing units (between 2014 and 2022) and 9,180 of the new jobs (between 2010 and 2025) to be in the City. Approximately 30 percent (405 new housing units) of the housing growth in the City would be from the proposed project.

In accordance with the City Planning Department's application review process, the proposed project is "consistent with the use designation, density, building intensity, and applicable policies specified for the project area" in an SCS, which has been accepted by the Air Resources Board as meeting applicable GHG reduction targets (PRC Section 21159.28).

The project site is located within a Priority Development Area as identified by ABAG (Bayshore [Daly City]), and the project site is located within a Transportation Priority Area as identified by ABAG and Daly City. The proposed project falls within the planning assumption that MTC projected for the Plan Bay Area in the RTP/SCS.

2.5.2 Approvals

This SCEA would be used by the City as the Lead Agency to evaluate the potential environmental impacts of the proposed project. Anticipated proposed project approvals/actions may include but are not limited to the following:

- Adoption of the SCEA: City of Daly City
- General Plan Amendment to relocate land use designations within project site: City of Daly City
- Approval of State Density Bonus Law Development Standard Waivers: City of Daly City
- Design Review: City of Daly City
- Sign Permit: City of Daly City
- Right-of-Way Abandonment: City of Daly City
- Tree Removal Permit: City of Daly City
- National Pollutant Discharge Elimination System Permit: Regional Water Quality Control Board
- Approval of plans and contract documents and payment of fees: Bayshore Sanitary District
- Deed Restriction Amendment or Rescindment Approval: DTSC

Other ministerial approvals, such as building-related permits and City encroachment permits, are also anticipated. Additionally, all work related to improvements and proposed project grading would be subject to the City Municipal Code, including the Zoning Ordinance, Building Code, and Fire Code.

This page left intentionally blank.