III. PROJECT DESCRIPTION

The City of Pacifica is the lead agency for the proposed project consistent with Section 15065(b) of the *CEQA Guidelines*. As such, the City will use this EIR to formulate its actions to either approve or deny the project. The project applicant for this project is: Pacifica Quarry Homes, LLC, P.O. Box 260, Pacifica, CA 94044.

A. PROJECT LOCATION

The project site is located in the Bay Area region within the City of Pacifica (see Figure III-1). An aerial photograph is provided in Figure IV-1. Regional access is provided by State Highway 1, which is approximately 0.35 mile west of the project site and State Highway 35, which is approximately three miles east of the project site. The Pacific Ocean is approximately 0.4 mile west of the project site, and the intersection of State Highway 1 and Fassler Avenue lies approximately 0.45 mile northwest of the site.

B. PROJECT CHARACTERISTICS

The project applicant proposes to construct 34 residential units, a subterranean parking garage, and associated amenities in the western two acres of the proposed project site. The proposed project would include the following actions and approvals: a General Plan Amendment for the western parcel of the project site from the Open Space Residential to the Low Density Residential General Plan designation; rezoning from P-D with a HPD overlay to P-D with a Development Plan; height, land coverage control, and parking variances; subdivision map (future application); and specific plan (future application).

The proposed site plan is shown in Figure III-2. Half (17) of the proposed units would be detached single-family residences and the remaining half (17) of the proposed units would be attached in the form of duplexes and triplexes. The breakdown of attached units is not known at this time, but each unit at the project site would have an individual owner. The detached units would be designed as cottage-style two- to three-bedroom units. Two of the detached units and three of the attached units would be designated as affordable and two of the proposed units would be handicap accessible. In addition to the proposed residential units located on the western portion of the project site, as shown in Figure III-2, the proposed project would include community gardens, open space areas, an amphitheatre (the amphitheatre would be used for recreational purposes to be determined by the residents of the proposed development), a community center, promenades/pedestrian walkways, a hiking trail, and picnic areas. The hiking trail would be open to the public and not be paved; it would consist of materials such as soil and crushed rock. The gardens and the community center would be the use of the project residents. The garden would function as a shared community organic garden. In addition, the applicant would subsidize either electric vehicles or plug-ins for hybrid vehicles at the project site to encourage reduced energy use.

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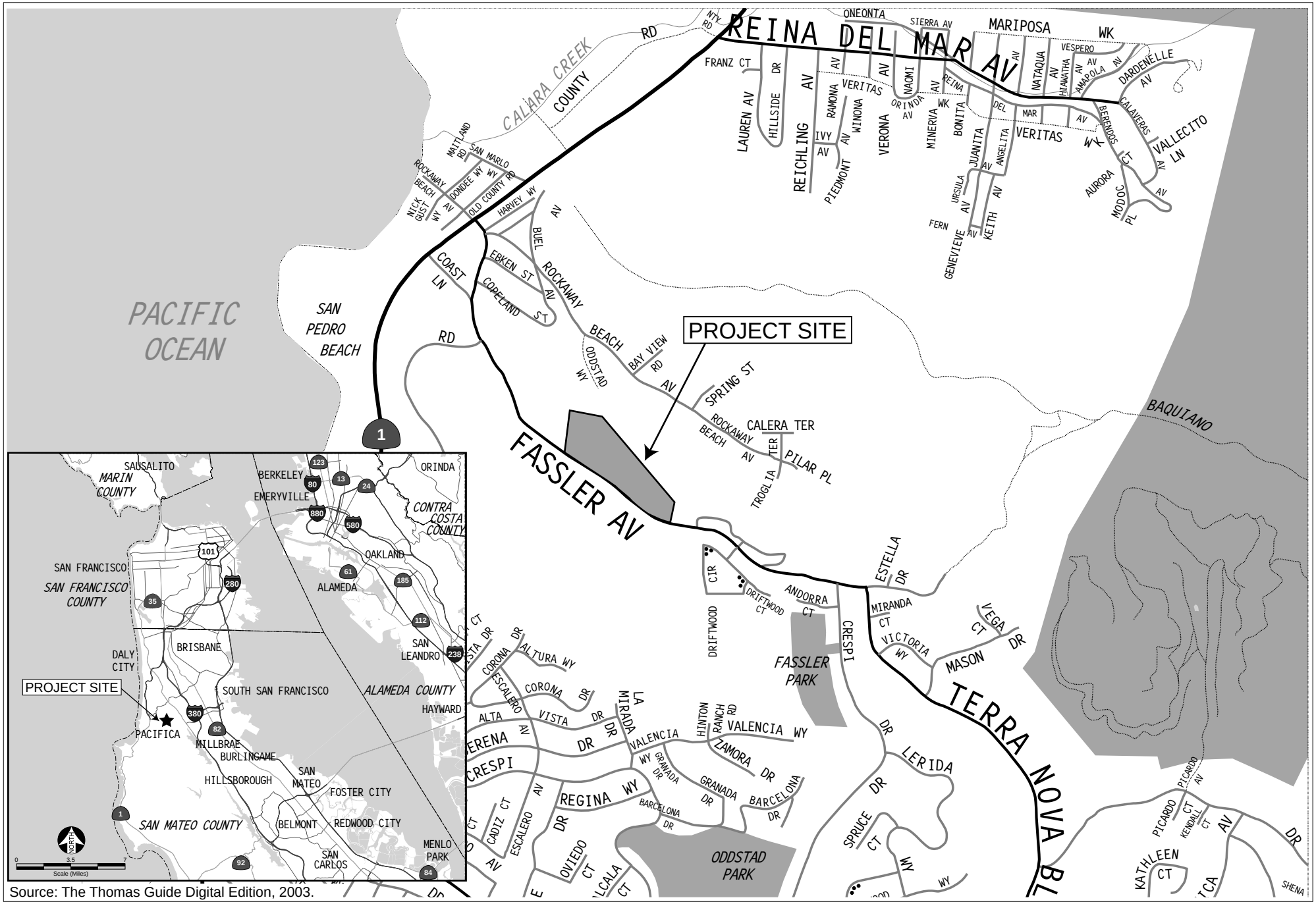

Source: The Thomas Guide Digital Edition, 2003.

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NORTH

0 600 1200 1800 2400
Scale (Feet)

Figure III-1
Regional and Vicinity Maps

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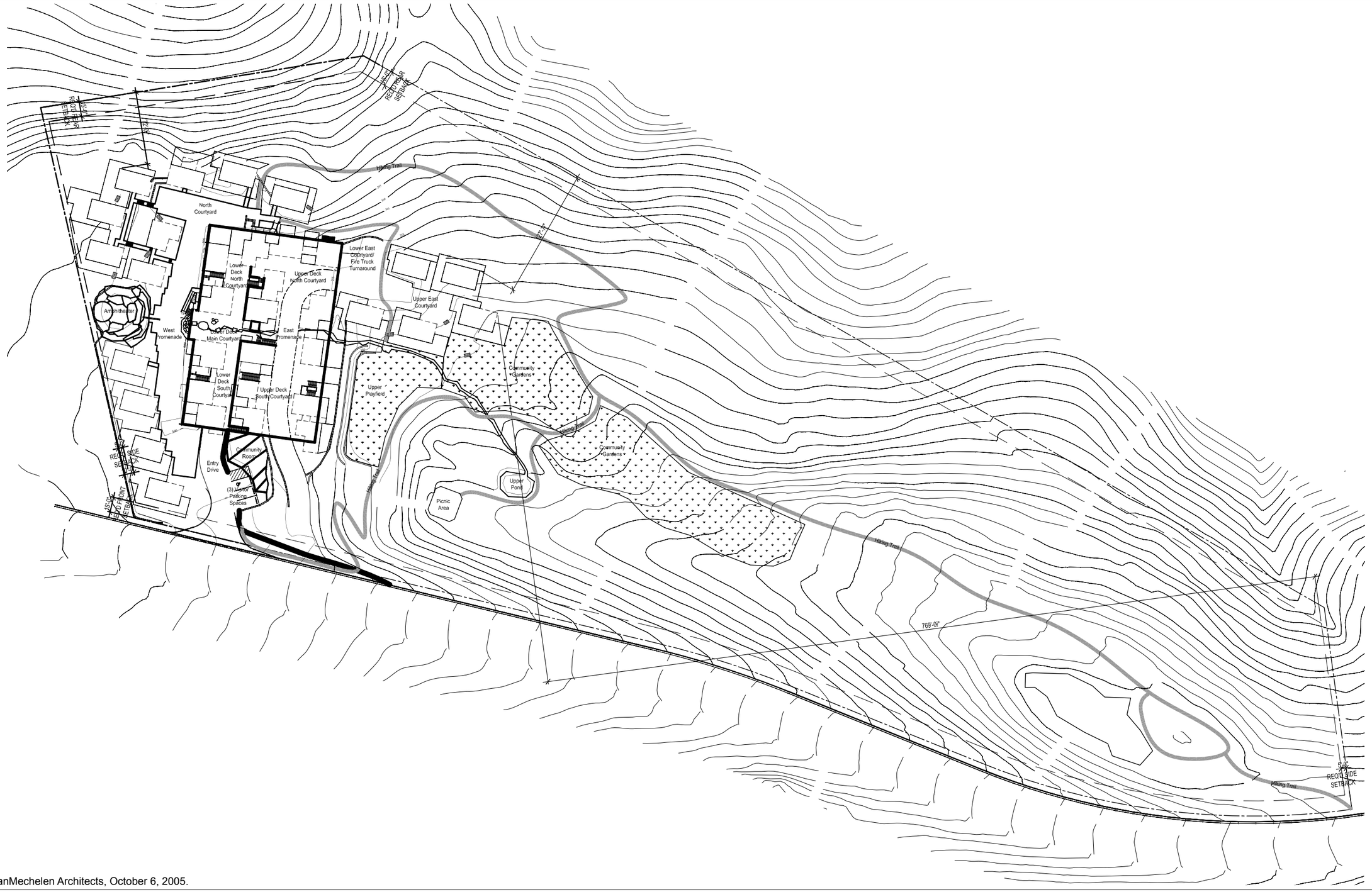

Source: VanMechelen Architects, October 6, 2005.

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Scale (Feet)

Figure III-2
Site Plan

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The development would be sited below the ridgeline and, therefore, would be visible from Fassler Avenue. The gardens and open space areas would be sited east of the residential units. The proposed hiking trail would extend throughout the entire project site. The subterranean garage would consist of approximately 26,000 square feet (sf) and would provide 112 parking spaces. Three additional surface parking spaces (including one handicapped space) would be provided near the entrance to the proposed project site.

The 17 attached units would be sited above the subterranean parking garage. Figure III-3 illustrates the footprint of the garage and the arrangement of the attached units above and Figure III-4 illustrates a cross section of the attached units above the parking structure. As shown in Figure III-3, the detached units would generally be sited around the attached units, with the attached units making up the center portion of the developed area. Two access roads would serve as promenades, pedestrian walkways, and emergency access roads, and would provide connectivity among the units. One roadway would be sited along the western boundary of the attached units and the other would be located to the south, providing links between attached and detached units.

As shown in Figure III-5, the detached units would consist of two stories and attached units would be two and three stories. As illustrated in Figure III-6 and III-7, the building height varies throughout the site. The attached units above the parking garage would be a maximum of 38’3” above grade, which would also be the maximum building height on the project site.

The total proposed developed area would be 210,279 sf, approximately 43 percent of the total site area, of which the recreational portion would consist of approximately 123,932 sf. The recreational portion of the project site would cover approximately 25.5 percent of the total site area. The residential portion of the proposed project would consist of 86,347 sf and would cover approximately 17.8 percent of the total site area. Table III-1 presents the key components of the proposed project.

Remnants of an existing asphalt road along the northern boundary of the project site would be demolished and removed to accommodate a proposed hiking trail. The material from the demolition of the asphalt road would be recycled and reused for materials in new construction of the proposed project.

Each unit in the proposed project would be designed to be a Zero Energy Structure, which means it would produce as much energy over the course of a year as it uses. Each residence would have a building-integrated photovoltaic system with approximately 5.0 kw generating capacity. These panels would be built into the roof structure and oriented for maximum gain (the panels would not extend beyond the maximum allowable 38’3” above-grade height). The system would be tied into the electric grid. Units could provide energy to the system grid during times when demand is greatest. Alternatively, units would use electricity from the grid during times of lower demand.

The project would increase the area of impervious cover at the site from 24,078 square feet (approximately 9.5 percent) to 60,840 square feet (approximately 23.3 percent). All surface runoff would be captured and routed through a series of detention ponds, waterfalls, swales, open channels, and pipes to

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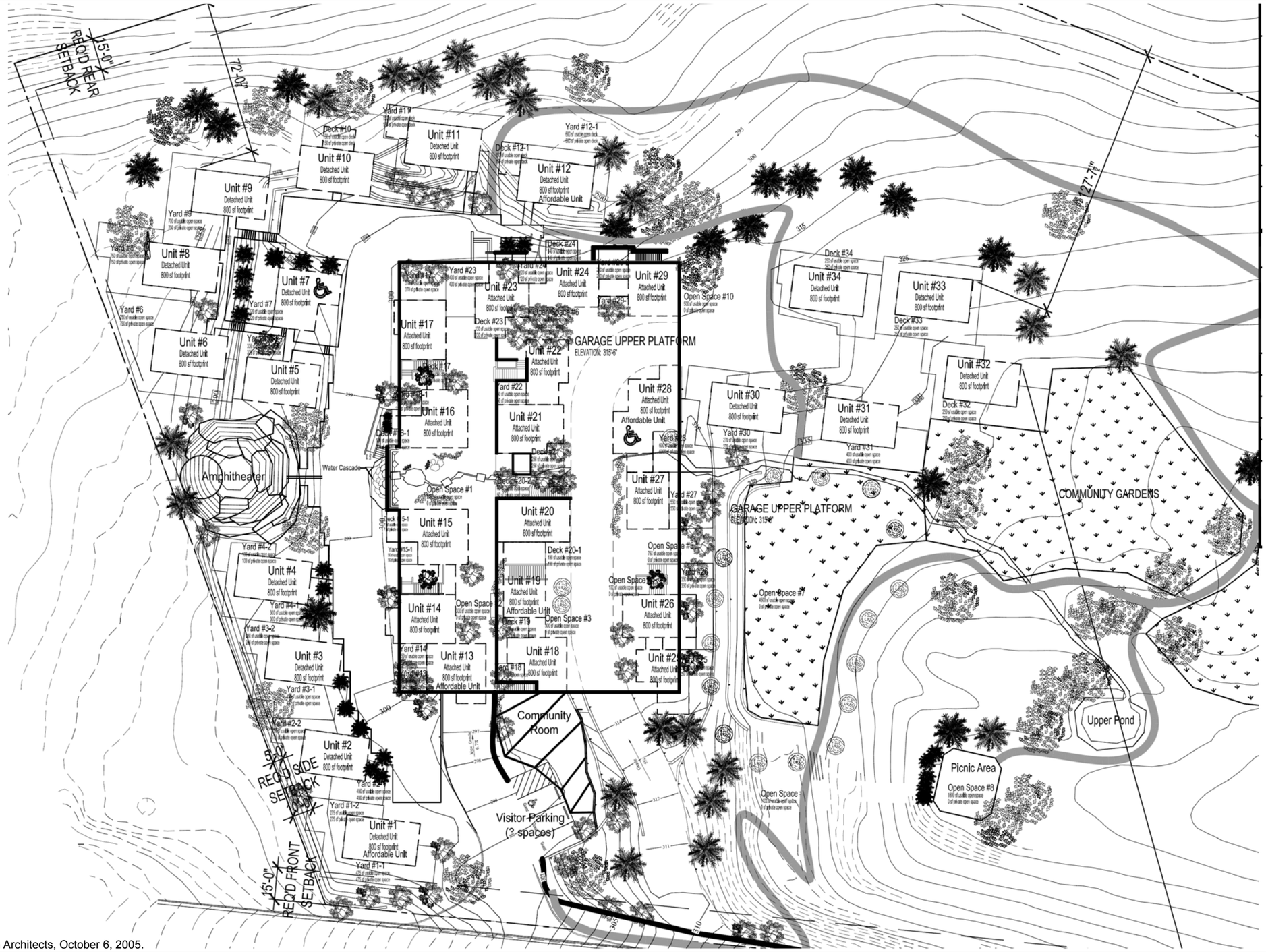

Source: VanMechelen Architects, October 6, 2005.

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NORTH

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Scale (Feet)

Figure III-3
Proposed Site Plan and Landscaping Plan

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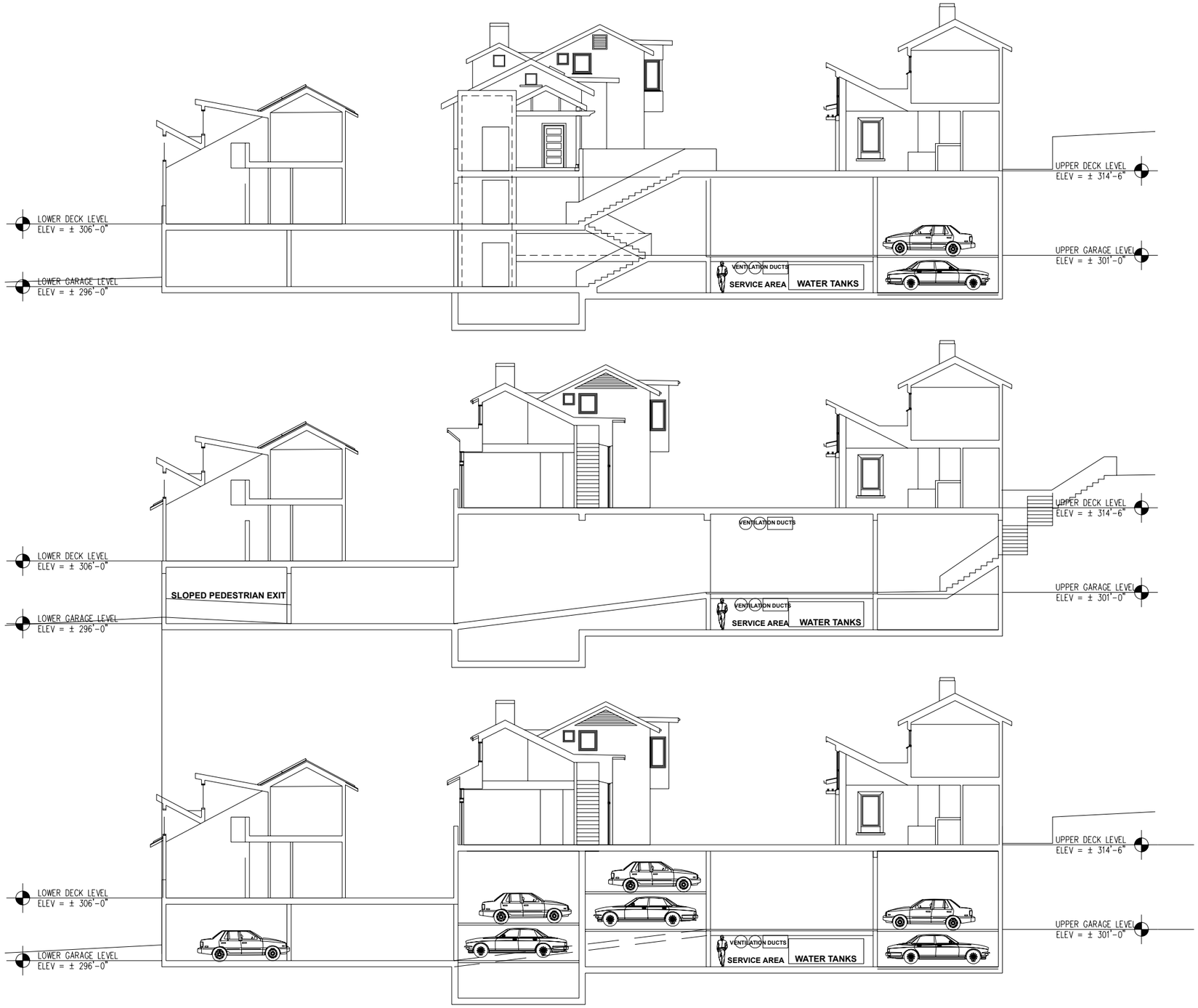

Source: VanMechelen Architects, October 6, 2005.

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Scale (Feet)

Figure III-4
Garage Sections

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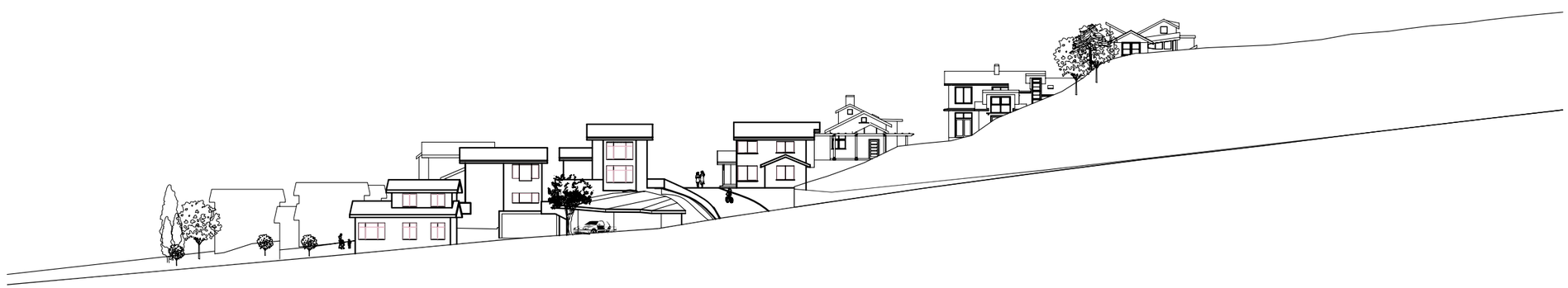
north elevation

west elevation



south elevation

Source: VanMechelen Architects, October 6, 2005.

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Scale (Feet)

Figure III-5
North, West and South Building Elevations

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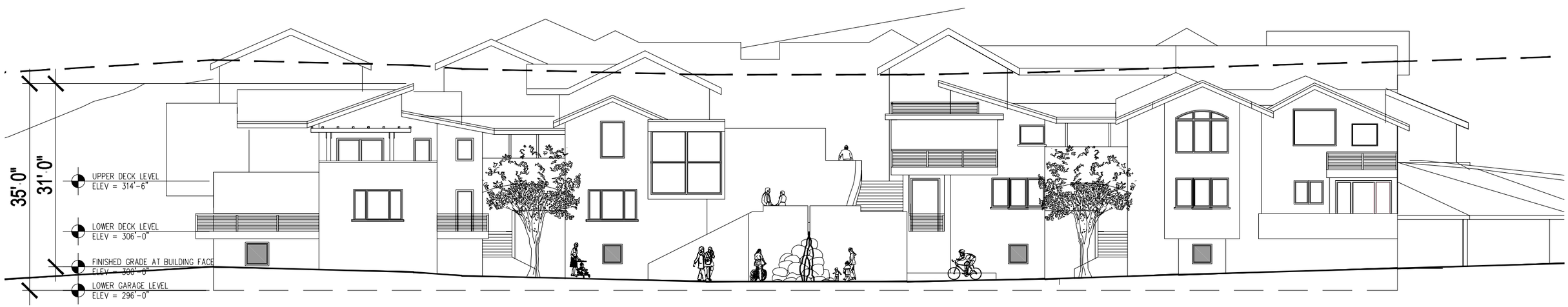
south elevation



west elevation

Source: VanMechelen Architects, October 6, 2005.

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Figure III-6
South and West Garage Elevations

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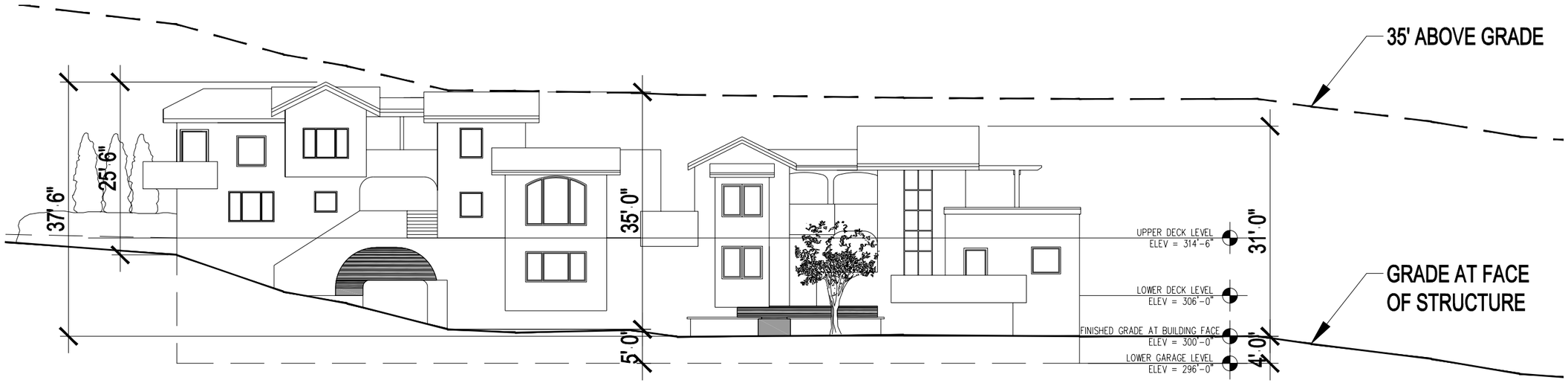

north elevation

east elevation

Source: VanMechelen Architects, October 6, 2005.

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Figure III-7
North and East Garage Elevations

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the final collection point within the proposed amphitheater area. The water would then be pumped as needed and used to recharge the proposed underground cistern that would be sited beneath the subterranean parking garage. In total, the underground cistern would act as a retention basin and would have a total capacity of 200,000 gallons. It is proposed that this water stored in the underground cistern be used for irrigation purposes. According to hydraulic analysis prepared for the project,[1] the storm water detention features mentioned above would provide approximately 7,463 cubic feet of temporary storage for runoff generated at the developed site.

Table III-1
Summary of Key Components

Component	Relevant Information
Proposed Land Use	Residential, Recreational
Proposed Square Footage	Total Building[1] Area = 86,347 sf Total Recreation Area = 123,932 sf Total Developed Area: 210,279 sf
Site Coverage	Total Building Area = 17.8% of site Total Recreation Area = 25.5% of site Total Developed Area = 43.3% of site
Building Height	Between 31' and 38'3"
Proposed Parking Spaces	115 (includes 3 guest spots)
Project Access	Vehicular: Two access points along Fassler Avenue, near western border of site Pedestrian: 5' sidewalk along Fassler Avenue and internal pedestrian walkways
Open Space	Private: 12,460 sf Shared: 13,060 sf

Notes: [1] including associated amenities such as yards, driveways, fire lanes, and utility areas

Source: Pacifica Quarry Homes, LLC, Site Plans. The Prospects, Fassler Avenue between Roberts Road & Driftwood Circle, City of Pacifica, San Mateo County, 10/6/05.

The proposed amphitheatre area (the final collection point for all other on-site water detention features) would be designed to serve as storm water storage with the capacity to exceed that of tributary runoff corresponding with a 100-year storm event. The overflow weir is at an elevation of 293 feet. The storage would exceed the expected volume (7,030 cubic feet) of runoff during a 60-minute duration 100-year storm event. The storage site would have an overflow outlet as a safety factor so that in the event of a severe storm that exceeds capacity, excess runoff would be discharged into the existing storm drainage

[1] *Pacifica Quarry Homes (PQH), 2005, Notes, Appendix B "Hydrology and Storm Water Analysis", November.*

facilities along Fassler Avenue. Additionally, the project proposes to use pervious roadways, living roofs, and rain gardens that would serve as bio-retention areas for absorption of runoff.

Landscaping and Open Space

Much of the existing vegetation (including both native and non-native species) would be removed and native vegetation would be re-introduced including the planting of approximately 200 trees. A landscape plan is provided in Figure III-3.

Each residential unit would have open space in the form of yards and decks. Private open space at the project site would total approximately 12,460 sf, averaging approximately 366 sf of open space per unit. Shared open space would consist of 13,060 sf. Shared open space would consist of open space in five distinct areas among the attached residential units. In addition, as described above, recreational uses would consist of 123,932 sf. Many of the recreation uses would be considered open space areas such as the proposed community gardens, picnic areas, hiking trails, pond and watercourse, recreation space and landscape park. Refer to Figures III-2 and III-3 for the location of these areas.

Circulation and Parking

Access to the proposed project site would be provided at two points along Fassler Avenue, near the western border of the project site. The westernmost access road into the project site would provide access to the subterranean parking garage. The second access point would lead into one of the access roads on the project site which (along with the other access road on the project site) would serve as a promenade, emergency access, and pedestrian walkway. Because the second access point would be sited on top of the parking structure, it would be designed to meet California Department of Transportation Bridge Design Standards.

The project proposes that 112 parking spaces be provided in the subterranean structure. In addition to the 112 spaces provided in the subterranean structure, three additional visitor parking spaces (including one handicapped space) would be provided at the entrance to the proposed project site.

Grading

Approximately 4.83 acres of the project site would be graded. Soil excavated would be balanced and would remain on site by use in the western portion of the site and for restoration of the remnants of the existing asphalt road to create a new hiking trail.

Construction

Construction is anticipated to begin in the second half of 2007. Construction would take place Monday through Friday and Saturday as needed. The proposed hours of construction would not exceed what is stipulated in the City of Pacifica Municipal Code which allows construction activities to take place between the hours of 7:00 a.m. to 7:00 p.m. Monday to Friday, and 9:00 a.m. to 5:00 p.m. Saturdays and

Sundays. Grading, infrastructure and utilities, and foundations and construction of the subterranean garage and retaining walls would take between approximately four to five months. The construction of the residential units would take approximately four months. Final grading, landscaping and completion of improvements to Fassler Avenue would take approximately one month. Construction equipment would include: excavators for digging and pier drilling, backhoes for footings, compactors for fill areas, paving equipment for Fassler Avenue improvements, and concrete mixers and pump material lifts for bulk materials. No pile driving would be necessary.

Construction traffic would enter the site from Fassler Avenue, near the western edge of the project site. During the first phase of construction, construction equipment would remain on the site. The cut and fill would be balanced at the project site and materials would be staged on site. An average of approximately 15 construction vehicles would be at the project site each day. Construction would be completed mid to late 2008.

C. PROJECT OBJECTIVES

- Provide new homes in the City of Pacifica, a portion of which would be affordable to low- to medium-income families.
- Create a model Green Building Development.
  - ◊ Demonstrate reduced impacts on City systems and the environment.
  - ◊ Balance energy production and energy used.
  - ◊ Use photovoltaic electricity production, solar thermal for water and space heat.
  - ◊ Reduce fossil fuel demand by subsidizing the use of Plug-in Hybrid Electric Vehicles.
  - ◊ Establish community bio-intensive food production.
- Demonstrate to the development community that there is a market for this type of project.
- Restore the remaining undeveloped area to its natural habitat.

D. APPROVALS REQUIRED

Implementation of the proposed project would require the following actions or approvals from the City of Pacifica or other agencies:

- General Plan Amendment
- Rezoning to P-D with a Development Plan
- Height, Land Coverage Control, and Parking Variances

- Specific Plan (future application)
- Subdivision Map (future application)
- Army Corps of Engineers (determination of jurisdictional status of any wetland)
- Regional Water Quality Control Bard (NPDES permit for stormwater discharge)

Ministerial approvals including grading, foundation and building permits, utility connections permits and any other ministerial actions may be required.